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The South India Motor Owners
Vol-10

no. 110.3

Jan to March. 1938.



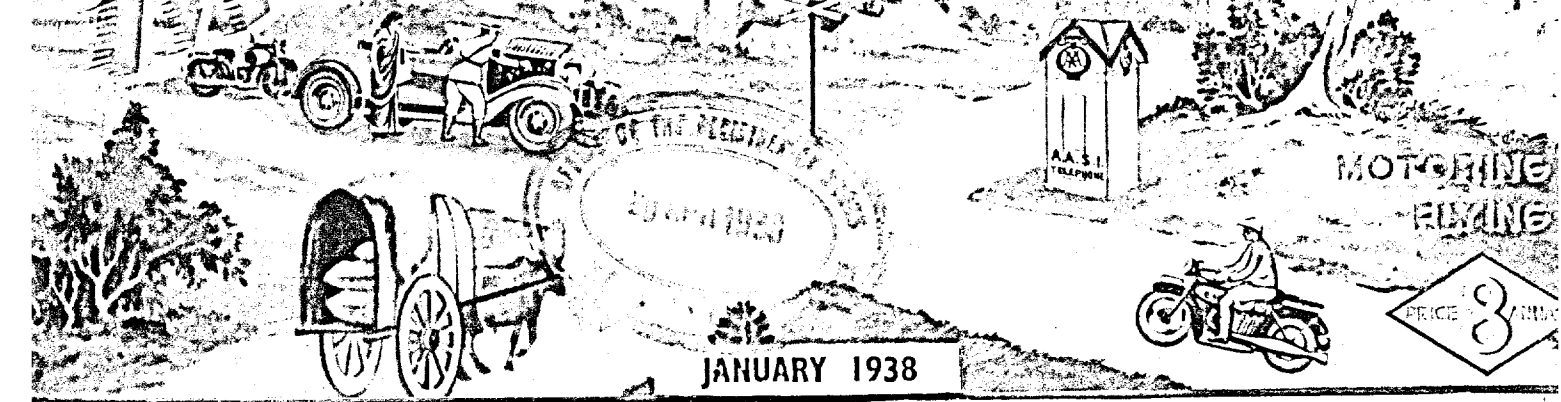
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THE SOUTH INDIA

No. 1

MOTOR OWNER

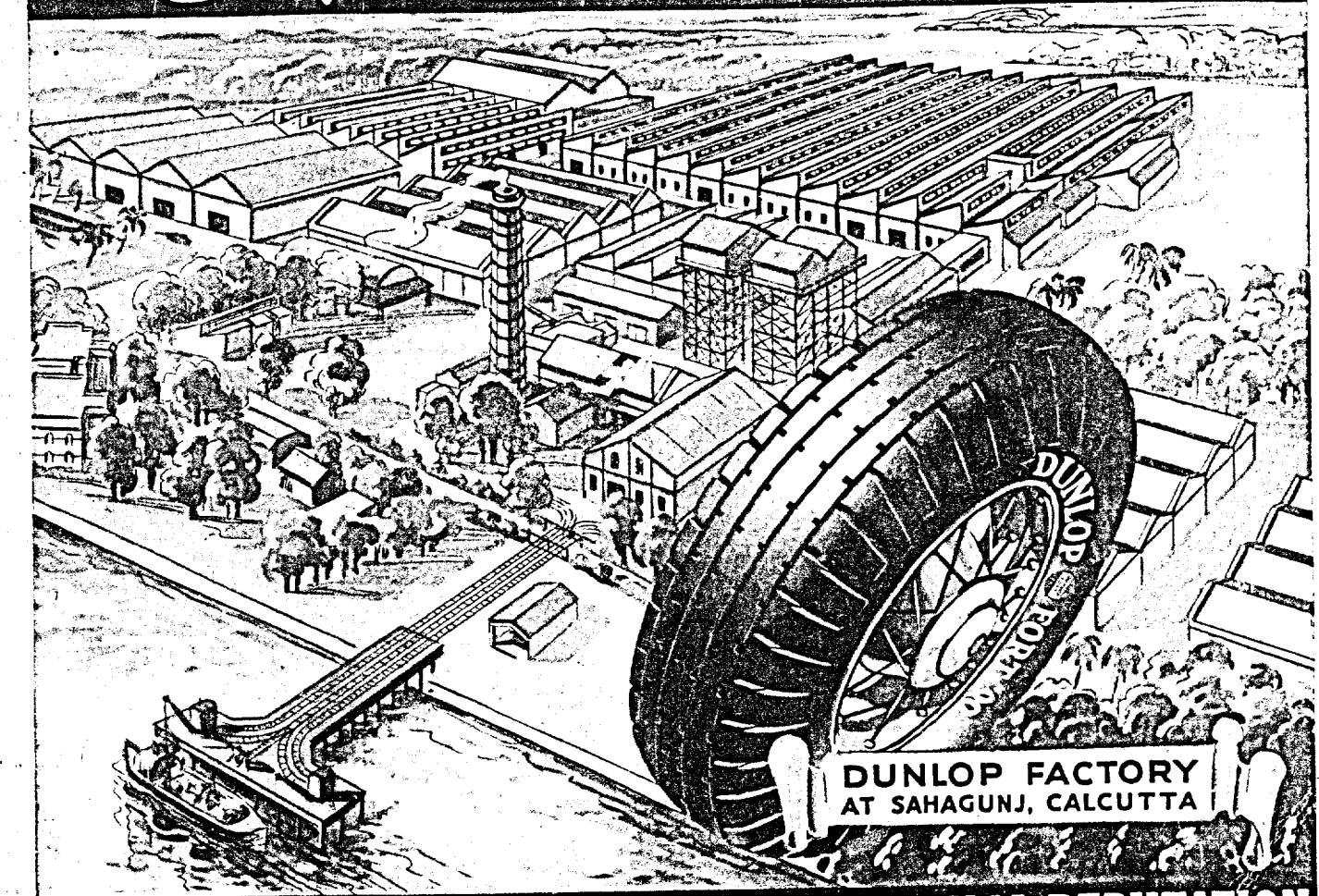


JANUARY 1938

The Official Organ of THE AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA

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Automobile Association of Southern India

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

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

(Signature).

To
THE SECRETARY,
A.A.S.I., P.O. Box 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.

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

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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.

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Standard Cars

MADRAS—Union Co.

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

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MADRAS—Union Co.

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THE SOUTH INDIA MOTOR OWNER



The Official Organ of the
Automobile Association of Southern India



Vol. X, Number 1]

JANUARY 1938

[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

THERE having been no rain since early in the month there are no serious breaches to report. But although we have approached the authorities concerned on two occasions, it is still reported that adequate warning signs have not yet been erected at the diversions where breaches in the Southern Trunk road are being repaired at miles 82-83, 86-87 and 152-153, and a similar complaint has been received regarding a culvert under repair on the road between Tindivanam and Gingee.

The breach between miles 19 and 20 on the Northern Trunk Road has been repaired, but having been filled with loose earth and not metalled, a number of cars were stuck there after the showers early in the month.

The road from Salem to Trichinopoly was reported to be in the middle of December almost unmotorable and better considered as not a road at all.

From Trichinopoly to Kodaikanal Road the road is good, excepting the five miles on either side of Trichinopoly.

From Madras to Bangalore two small bridges between 26th and 28th miles are under repair and a diversion has been made at the 22nd mile for repairs to another bridge.

New A.A. road signs have been erected at Chingleput indicating the new bye-pass road to Villupuram and Trichinopoly and the road to Seven Pagodas.

Christmas Holidays

The A. A. House remained open throughout the holidays. A depleted staff was on duty to attend to the wants of members

B

and visitors. The Touring Department worked overtime in supplying route itineraries and more licenses were issued during the holidays than during the previous week.

Greetings

A large number of greeting cards was received from members, District Representatives, the Bangalore Trades' Association, and from the following Affiliated Associations:—

The Automobile Association of London, the Royal Automobile Club, the Royal Scottish Automobile Club, the Automobile Association of New Zealand, the Cyclists Touring Club, London, the Western India Automobile Association, the Northern India Automobile Association, the Alliance Internationale De Tourisme, L'Alliance Internationale De Tourisme Et Du Touring Club Suisse, Der Deutsche Automobile Club, the Magyar Touring Club, Le Royal Touring Club Des Pays-Bas, A.N.W.B., Le Touring Club de Belgique, Le Liga Motoristu-Cs Touring Club and the Automobile Association of Malaya.

The following message was received from Sir Stenson Cooke, General Secretary, A.A. London:—

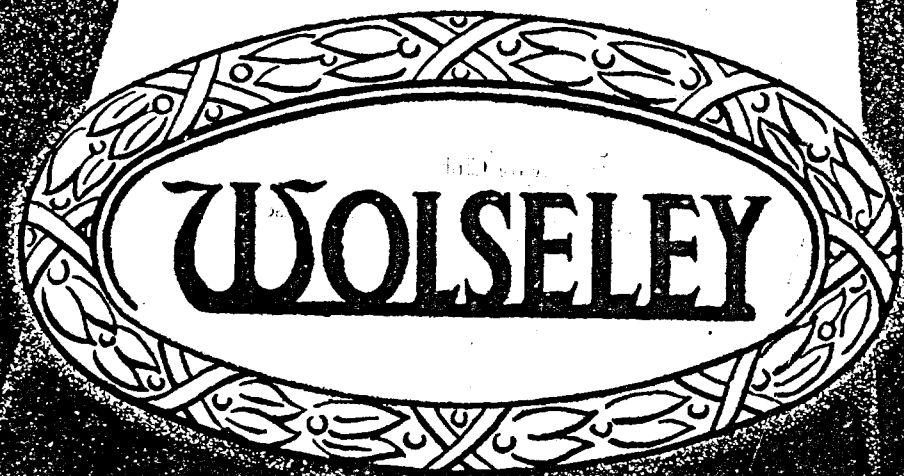
"Cordial good wishes Xmas, New Year, President, Committee, Self and Gompertz",

and from Bangalore:—

"The Bangalore Branch A.A.S.I. cordially tenders to the Head Office at A.A. House, Madras, its best wishes for a most happy Christmas and increased prosperity during the coming year".

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GRADES RECOMMENDED

ENGINE
PATENT CASTROL XL

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GEAR BOX
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Madras Scouts

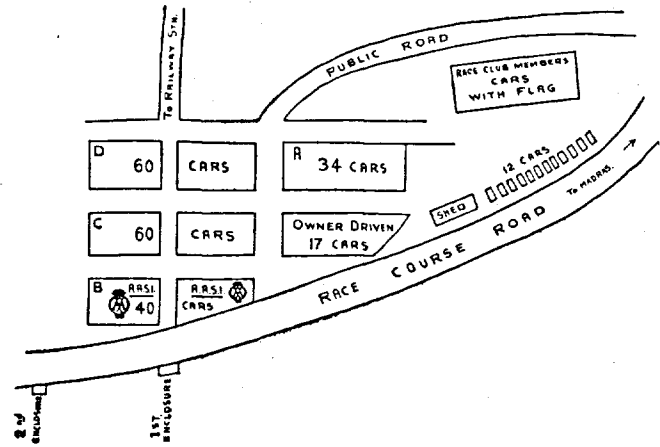
During the month the Scouts assisted in the parking arrangements at the following places:—

National Eucharistic Congress on the Island and at Mylapore, Races at Guindy, Adyar Club, Rotary Club, Connemara Hotel, Congress Exhibition, Free-Mason's Hall, and at Government House besides at several private functions, and two of the Cinemas every night. 46 cars were given assistance on the road during the month, 20 mechanical trouble, 16 tyres and 10 lack of petrol.

One Scout remained at Seven Pagodas throughout the holidays, and then went on tour to Cochin to attend the Maharaja's birthday celebrations. He returned to Madras by a circuitous route *via* Munar, Karur and Trichinopoly for the purpose of obtaining road information.

Madras Races

The A.A. Car park at the Guindy Race Course has become very popular, and as over 60 members cars turned up on Governor's Cup Day, 8th January the over-flow had to be parked in C Park.



Lost

A.A. Car badge No. S540 has been lost from a member's car in Madras during last month, and it is hoped that it may be returned by the finder to A.A. House.

Resignation

It is with much regret that we have to accept the resignation of one of our oldest members Mr. N. M. Schofield of Pollibetta, and we wish him all of the best on his retirement after 30 years in this country.

Information Wanted

Apropos of old members, if those who have any recollection of how the S.I.M.U. first started in about 1905 would give us all available particulars, and their experiences in the early days of motoring, it would be most welcome, and of great interest to our present members.

The Madras Industrial Exhibition

This Exhibition held in the South Indian Athletic Association grounds from the 24th of December to the 2nd of January, was very comprehensive and well attended by the general public. Mr. L. A. Gulama Ahmad, Honorary Secretary of the Social Service Section of the Y. M. C. A., ran a special Safety First Stall. It was a very good effort, considering the lack of funds and material at his disposal, and he should be encouraged.

He clearly demonstrated, by means of model motor cars, and pedestrians, the most common driving and pedestrian faults, showing dangerous practices, and the lack of courtesy of the road on the part of motor drivers.

A very useful purpose could be served if similar practical demonstrations could be given regularly and special classes arranged for the tuition of school children, or even licensed drivers.

Free Shooting of Tigers

The area within a radius of five miles round about each of Avinahalli, Ganesinakuni and Mattikoppa villages in Avinahalli Hobli, Mysore State in Sagar Taluk, Shimoga District is thrown open for a period of three months from 15-12-37 for free shooting of tigers.

Route Itineraries and Letters

164 itineraries covering 64,847 miles were issued during the month.

860 letters, 642 telephone calls and 468 personal calls were received, and 1,218 letters were despatched and 298 letters were delivered by peons.

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.....193 .

My Driving License No.....
dated.....issued by.....

Expires on..... Will you kindly
record this for your reminder service.

Signature.....

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

Membership

71 new members were enrolled during the month of December 1937. These new members were introduced by the following:—

- 4 by Major A. W. Waters, M.B.E.,
- 3 by Md. Kazim Khaleeli, Esq.,
- 2 each by Messrs. H. Burgess, V. Duraiswamy, K. Govindan, T. S. Rajam, C. H. D. Leonard, S. G. Hall, K. N. Parameswara Sarma.
- 1 each by Messrs. R. N. Rowson, K. S. Mohideen, D. O. Asher, Mr. Nilker, J. F. Cardwell, K. Gopala Krishna, Murugappa & Sons, B. J. Purohit, A. M. Cambell, N. A. R. Nagappa Chettiar of Kanadukattam, C. Krishnaswamy Iyengar, P. Govinda Menon, M. Narayana Pai, Gordon Woodroffe (Motors) Ltd., T. S. Rajan, C. Elphinstone, L. Dee, D. G. Little, the Ocean Accident and Guarantee Corpn. Ltd., and Dr. G. J. Ingram-Cotton.

The remaining 30 were enrolled by the staff.

Honorary Secretary's Report—Bangalore Branch

General.—

December was an abnormally heavy month, the Season bringing in numbers of members from all over India as well as Tourists passing through from Ceylon, Great Britain and U.S.A. This necessitated a deal of running about in connection with routes, registration of cars from abroad and the complication of adjusting licenses for members temporarily residing over the Mysore border and then moving to the Civil and Military Station or *vice versa*.

A constant stream of visitors called right throughout the month, not excluding Christmas Day—and for the first time in Motoring history here, my time was almost wholly taken up to the exclusion of every thing else including my particular hobby—my own "bus".

Many days my post only got away under a "late fee" whilst on two occasions, I finished at 8 and 9-30 p.m. followed by a "shower" and a lonely dinner.

I do not anticipate that this activity will continue quite to such an extent.

My changed plans *not* to spend Xmas in Goa was extremely fortunate it seems!

A visit by two of our Committee was appreciated as such visits will be in the future.

The personal touch in these opening notes is regretted, but the report would not be a true one without it.

2. Correspondence:—

Letters, etc., issued were:—

To the Secretary	86
Others—Outstation	24
Local	46

TOTAL .. 156

which, incidentally, was the exact total for November.

Nearly all local letters were delivered by the Road Scout.

Letters received were about three-fourths of the number issued. The total letters issued for the first half year was 212 and for the half year ended 31st December, 593 making 805 for the year. In para 2 of my report in the December's Journal, the average of 22 should read 35.

3. New members:—

The numbers are contained in the Secretary's report. Progress is slow in so far as those with whom I am directly concerned hence the increased work was largely due to rendering service to existing members and tourists.

4. Road Scout:—

One was present throughout the month.

A separate report in detail has been submitted.

5. Acknowledgements:—

A very pretty Xmas and New Year Greetings card from the Master and Members of the Bangalore Trades Association.

6. New Motor Road to Nandi Hills:—

As several parties have either missed their way or been delayed in getting to Nandi, I have brought the matter of suitably signposting the several approaches to the Hill, to the Secretary's notice.

7. Routes:—

Bangalore to Sivasamudram. Several members suggested proceeding *via* Kankanhalli and Malvalli, but this is not possible owing to an unbridged river near the latter place. It is true that the electric power cables from Sivasamudram to Bangalore mainly follow the Malvalli and Kankanhalli Road yet they take a bee-line, whilst the tortuous motor road exceeds by a small margin, the main route *via* Maddur.

I am told that Malvalli was in the days of Tippu Sultan, known by the name of Gulzanabad and is even now so called by the older inhabitants thereabouts, though this is not mentioned in an old Gazetteer I have. It was along this road *via* Kankanhalli and Malvalli that Tippu Sultan marched his armies between Bangalore and Mysore.

The story goes that at Ekballapur, Tippu threw his European prisoners over a cliff whilst the unhealthy climate played havoc with the lives of the Indians.

8. Motor-Drivers:—

I have the names of 2 good drivers on my lists who are ready to take up a job.

9. Motor Car Licences:—

Recent experiences and difficulties in dealing promptly with members—local and outstation—requests for licences make it necessary to add a few notes to what I said in para 6 of page 394 of the S.I.M.O. for December last.

(i) Half-yearly Mysore licences are not obtainable earlier than the 25th of June and December for the half years commencing 1st July and January. In practice as 25th and 26th December are holidays, it really means 27th.

(ii) Madras licences:—give exact weight as cars over 30 cwt. to 45 cwt. cost more e.g. some makes of Hillman etc. It is not sufficient to say "over 15 cwt".

(iii) In Mysore—cars to carry in all not more than 7 persons including driver—(a) not more than 15 cwt. and (b) more than 15 cwt. And cars adapted to carry 8 persons or more including the driver.

(iv) In the C. & M. Station of Bangalore:—there are two classes of private cars *viz.*—15 cwt. and over and under 15 cwt.

(v) Mysore short-period licences are not issued to permanent residents therein, therefore a person moving into the State in the middle of say, December or June would have to take out a half-yearly licence and apply for a refund of half the tax paid that is to say, a car over 15 cwt. to seat up to seven persons would pay Rs. 18, and get a refund of Rs. 9, a bit thick if only for one or two days: but these are merely further evidence of the "licensing tangles" which the ordinary motorists hasn't the time to study.

(vi) *Holidays*:—When applying for licenses make allowance for Sundays and holidays, and note that all licensing offices in Bangalore City and C. & M. Station close on all penultimate Saturdays.

(vii) When demanding a second and consecutive short-period license, in the C. & M. Station or Mysore, give particulars of the expiring one, without which a new one will not be issued and delays and trouble are caused thereby.

10. Visiting Motorists to Bangalore for Xmas:—

Many were badly bitten by the general costs of paying taxes in Mysore, tolls in and out, and on top of the quarterly licenses in the C. & M. Station for a few days only. The general remark was "never will I again put foot in Bangalore or recommend anyone else to do so".

I'll give one example of a case of a Mr. X from Coonoor (his card is before me).

He entered Mysore State on 22nd December; knowing nothing about the division of the C. & M. Station and the Mysore State or City, he asked for a 30 days' license to cover his stay from 22nd December to about the middle of January (quite an excusable thing to do in the circumstances) and he was given it. On the 29th December he was visited by a C. & M. Station revenue staff and Rs. 15 demanded for a quarter's license to cover 3 days (29–30th December).

He appealed to me, I confirmed its correctness and told him he'd have to pay another Rs. 15 for the few days in January (or a half-yearly license.) The Mysore license became invalid in the Station on the 29th December with no refund.

11. The Mysore Traffic Inspectors:—

Motorists must have noticed the vastly improved traffic conditions on the Bangalore-Mysore Road which has, for India, reached almost perfection and earned the gratitude of all users of that road. If rumour be true, we may shortly expect similar attention on the Bangalore-Kolar Road.

(Sd.) A. W. WATERS,
Hon. Secretary.

Bangalore Scout

assisted in the parking arrangements at 18 special junctions at Bangalore, besides constantly attending at various clubs and Churches. He effected several road side repairs, and in every instance was able to diagnose the faults, and put them right.

New Members

T. K. S. Sastry, Esq.,
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ADDRESS TO THE MADRAS ROTARY CLUB

(By Mr. G. W. Owen, Secretary, Automobile Association of S. India, on 10-12-1937)

THE subject of my talk was to have been "The Objects of Automobile Association", but as I have already spoken on this subject in Madras recently, and as that was published in the Press and in our own Official Organ, the South India Motor Owner, I propose now to make a few remarks on "Driving and the Courtesy of the Road", certain portions of which I have gleaned from articles published by an American Automobile Association, and "Safety News".

It appears to me that a great many drivers of to-day do not realise their responsibilities. Drivers may be seen who are guilty of driving in such a way as to not only endanger themselves, but their passengers and all other users of the road. It is not only the man who is an expert mechanic who makes a good driver, but the one who also drives with respect for others and obeys all the rules of the road.

Driving Faults

Some of the driving faults observed are as follows:—not signalling their intention to turn to right or left; not keeping to the left of the road when wishing to turn to the left and not manœuvring to the centre of the road when wishing to turn right.

In some European and American cities, the roads are marked into three definite lanes, but whether the roads are marked or not, I consider every driver should proceed as if they were. The left lane should be for slow moving traffic, and traffic filtering to the left; centre lane for traffic going straight on, and the right lane for over-taking and turning to the right.

In turning to the right, I see two very common faults. The first is the driver who will not keep to the centre of the road, but keeps to the left or swings to the left before making the turning. This is not only very inconvenient to other traffic about to overtake, but is also a very dangerous practice. The correct method is to manœuvre to the centre of the road and to signal one's intention some 100 yards in advance, so that on-coming traffic may overtake on one's left.

The other point is cutting corners when turning right, thereby seriously obstructing traffic approaching from the side road. The correct method is not to turn until you pass a point equivalent to the centre of the side road i.e. the point where the traffic constable might be expected to stand.

Other driving faults observed are as follows: passing on the wrong side, cutting in; passing on hill-tops and blind curves; passing at railway level crossings and at intersections; increasing speed when another car has signalled its intention to pass; failing to give way to the car passing; driving in the wrong lane; straddling the centre line; failing to dim headlights when approaching other traffic.

All drivers differ from one another and different people act differently in various situations e.g., a good car driver may not be a good pedestrian. Nearly all of us go around part of the time on foot and part of the time on wheels and it is just surprising how completely our outlook changes when we are driving compared to when we are walking and *vice versa*.

There must be something in the psychology of a person to make him more prone to accidents than any other: in many

cases it is just thoughtlessness. In all forms of sport, one is taught the rule of fair-play and good sportsmanship, and I contend that fair-play and consideration for others is just as necessary in driving a car as it is in cricket or football.

"Not Playing the Game"

The following are some of the instances of not playing the game:—pulling out of line at times when one's action disconcerts others; stopping or making turns without signalling; making right and left turns from improper traffic lanes; cutting in too closely after passing; not staying on one's side of the road; failing to see that traffic laws are for the social good and expressing this by boastfully breaking as many laws as possible; being over-confident, believing that all accidents happen to the other fellow "chiselling in" and demanding right-of-way; parking car so that it occupies almost two parking spaces; pulling out from the curb without signalling or looking for approaching cars. The man who shows off is one who has never properly grown up; he is unduly competitive and boastful and is a bad risk as a driver. Admired by none, he thinks he is admired by all. His antics are generally so obvious that we laugh at him, but actually a show off driver is too serious a risk to be the least, but funny. Another type of person is the overemotional. They take offence at the slightest criticism and become sulky and resentful. They lack presence of mind in emergencies, get "upset" over trifles, or are nervous in unusual situations; lose their temper and consequently, their judgment; are very likely to express anger by driving recklessly; are impatient in traffic jams, with the result that they start irrational horn-blowing; call blameless traffic officers by uncomplimentary names; and are easily distracted from the main business of driving. Another type may be found insisting on the right-of-way, talking "big" to traffic officers and to other drivers; showing many of the road practices of the egotist; trying to bully others, "giving his dust" to smaller or older cars; edging in to cheat you out of a parking space while you are preparing to back into it; making pedestrians scramble to safety; stepping on the gas when you try to pass him; not moving over when you signal you want to pass; "getting even" with cars that pass him, in order to give an artificial boost to his poor little self-esteem.

Of course, he shows himself up as an unimportant fellow who is borrowing a feeling of personal power from his car. While he is driving, he is certain to do one or more of the foolish things mentioned above, some of which may lead to tragic or expensive automobile accidents.

Sticking to the rules is fair-play, but good sportsmanship is more than that. There is no rule in football that requires a player to help a fallen opponent to his feet after a successful tackle. No regulation in tennis, golf, or hockey accounts for the congratulation extended to your successful opponent, or for your helping to recover another's out-of-bounds ball. These practices go beyond fair-play; they are acts of courtesy.

Acts of driving courtesy that go beyond even fair-play are the marks of finished road sportsmanship. The strictly fair-play driver may never consciously break a traffic rule, but the sportsmanlike driver goes further; he obeys the regulations and extends those additional acts of courtesy that give other drivers

and pedestrians every chance of safety; he is numbered among the millions of good drivers who make driving a pleasure. A certain young man, who is recognised among his friends as an exceptionally competent driver, expresses the courtesy behind his driving philosophy very simply. "I'm never in such a hurry that I can't give the other fellow a chance".

Courtesy Prevents Accidents

Rude highway manners are disagreeable. They are also dangerous. Can we believe that half of the exceedingly large number of people, who are annually being injured, crippled, or killed by cars, are actually the victims of discourteous drivers? One man who has taken the trouble to survey the automobile accident situation systematically says that consistent practice of road courtesy by everyone would reduce traffic accidents by at least one-half.

Some drivers are more sportsmanlike than others because they realize that there are all kinds of drivers on the road. This realization makes them tolerant. Tolerance of other drivers shows a mature point of view. It comes with grown-up social attitudes and with wide experience. You will not find a tolerant driver taking unfair advantage of the mistakes of others or trying to "get even" with show-off drivers.

Expert Driving

Only a "good sport" can become an expert driver. Expertness never comes to the slipshod, discourteous driver. The expert is not a bungler. Expertness comes through conscientious effort.

The sportsmanlike driver sets up certain standards of conduct and abides by them. He knows his car thoroughly; is well-informed about traffic regulations, and obeys them; refuses to drive—if the car is not in a sound condition; and if he himself is not in a sound condition; accepts his civic responsibilities; is tolerant of the less skilled driver; and achieves a non-accident record.

The expert driver is self-disciplined; he has control over himself. He keeps his mind on the business of driving. He has formed sound driving habits and eliminated undesirable ones. He acts according to reason and common sense rather than because of impulse, fancy, teasing or dares. He accepts full responsibility for what his car does, and he remains cool and courteous in the face of unreasonable acts of other persons.

A sparing use of the horn is one of the marks of self-disciplined driver. The uncontrolled driver over-uses the accelerator, the brake and the horn. He steps from accelerator to brake and back to accelerator, accompanying the resulting "fits and starts" with loud blasts from his horn. He virtually warns everyone on the highway that a very poor driver is on his way. The horn-hooter tends to shift responsibility from himself to everyone around him. The expert driver maintains such a safe, steady speed that his passengers pay him the compliments of forgetting that they are riding in a car on the highway.

A Driver's Rights

2. Each driver has first right to certain portions of the roadway at certain times. But he has no right to other portions of the roadway portions which, at certain times and under certain circumstances, belong exclusively to other drivers or to pedestrians.

Drivers, for example, have first right to the left-hand side of the road, but may borrow the use of the right for passing at times when that side is not wanted by the drivers to whom it properly belongs, and when the use of it will in no way endanger others. Or, for further example, a driver has first right at controlled intersections only at times when the signal indicates that he has.

His Obligations

It is the obligation of every driver to understand this principle of sharing and to know the rules for sharing the highway.

Another social obligation of the driver is found in his relations to traffic officers. The traffic officer is not responsible for the making of the traffic laws. He is, however, employed by the public to enforce them. And of course "the public" simply means all of us. Consider the strange case of the man who would employ and pay someone to do a piece of work and would then oppose and handicap him in every possible way in the carrying out of that work. On the face of it, such a procedure looks foolish. Yet it is not at all unlike the action of the driver who, while actually helping to pay the traffic officer, disregards traffic regulations, creates hazardous situations, and otherwise fails to co-operate with him. Traffic officers are needed. In fact, as traffic becomes heavier and traffic conditions more complex, traffic officers of superior quality are needed in increasing numbers.

Protecting the Pedestrians

One social duty of the driver is to safeguard the pedestrian. The pedestrian is in the weaker position. He is neither so heavy nor so speedy as the car. Therefore, in any collision, he is almost certain to suffer injury.

Since control of the car is largely a question of proper speed, one of the surest ways of protecting the pedestrian is by using good judgment in respect of the pace at which one travels.

An accident serves about as well as any situation for disclosing a person's character, personality, and sense of social responsibility.

An accident imposes definite clear-cut obligations on all who are involved. What are they?

First of all, is the obligation to "stand by". Running away from an accident is as cowardly a thing as one can do, especially if anybody has been injured. The hit-and-run driver is held in the lowest possible esteem by his fellow-men. He is considered to be without honour, without mercy, without humanity.

A driver's moral obligations when involved in an accident are the same as his legal ones. He should stop immediately, render assistance, obtain medical help, arrange for transferring injured persons to a hospital, give his name, address, and license number, remain at the scene of the accident until he is assured that no further help is wanted, notify the police.

These acts represent the minimum expected of a driver involved in an accident.

A Privilege

To share any public property is a privilege. Proof that sharing the highway is a privilege is found in the fact that you can be debarred from sharing it as a driver. Your license to share it can be revoked.

A license is for the purpose of granting a privilege and it promises that the holder is a person of training, experience, competence, and trust. It should be equally clear that incompetence, carelessness, and recklessness should be sufficient grounds for cancelling the license and recalling the privilege.

The Old-Fashioned Pedestrian

3. The man on foot needs a change in attitude. Before this motor age, the pedestrian was able to use the streets and highways in a care-free manner without much caution or alarm. How firmly he once dominated the highway is indicated in the decision of an English jurist early in this century, to the effect that "according to the law, and when on the public highway, the pedestrian may walk anywhere, or how and no constable may deny him progress, be that progress never so stupid".

In these days, however, no pedestrian can afford a "progress" that is stupid. The simple matter of crossing the street now demands judgment and care. It has become a risk.

An attitude of co-operation between pedestrian and motorist is needed. Such a co-operative relationship should be easily achieved, for the driver and the pedestrian are really the same person. The pedestrian has been called "the driver who has just parked his car". Most of us are pedestrians a large part of the time. All of us have a background of pedestrian's experience. This means that when we are driving we should be able to look back on the trials and troubles of the man on foot and drive in such a way that we assist him. It means, too, that at least 40,000,000 of us who are already drivers should be more considerate as pedestrians because we know from experience how certain bad pedestrian practices cause drivers irritation and anxiety. The old-fashioned pedestrian attitude causes accidents. The modern attitude is one of helpfully sharing the highway.

"ROAD SENSE" FOR DRIVERS

Inauguration of Training Classes

December 22, 1937. Press Release.

REPRESENTING a further step in safety campaign and welcomed by the Commissioner of Police, Bombay, the Safety First Association of India inaugurated today a Course of Safety Education for Learner Motor Drivers in the Conference Hall of Electric House, Bombay, before a large gathering of pupil-drivers and staff of the Motor Training schools in Bombay.

Pointing to the need for developing "road sense" among drivers as indicated in the Report of the Motor Vehicles Insurance Committee, the new course is described in detail in a memorandum submitted to the Commissioner of Police by Mr. A. S. Trollip, Hon. Jt. General Secretary of the Association.

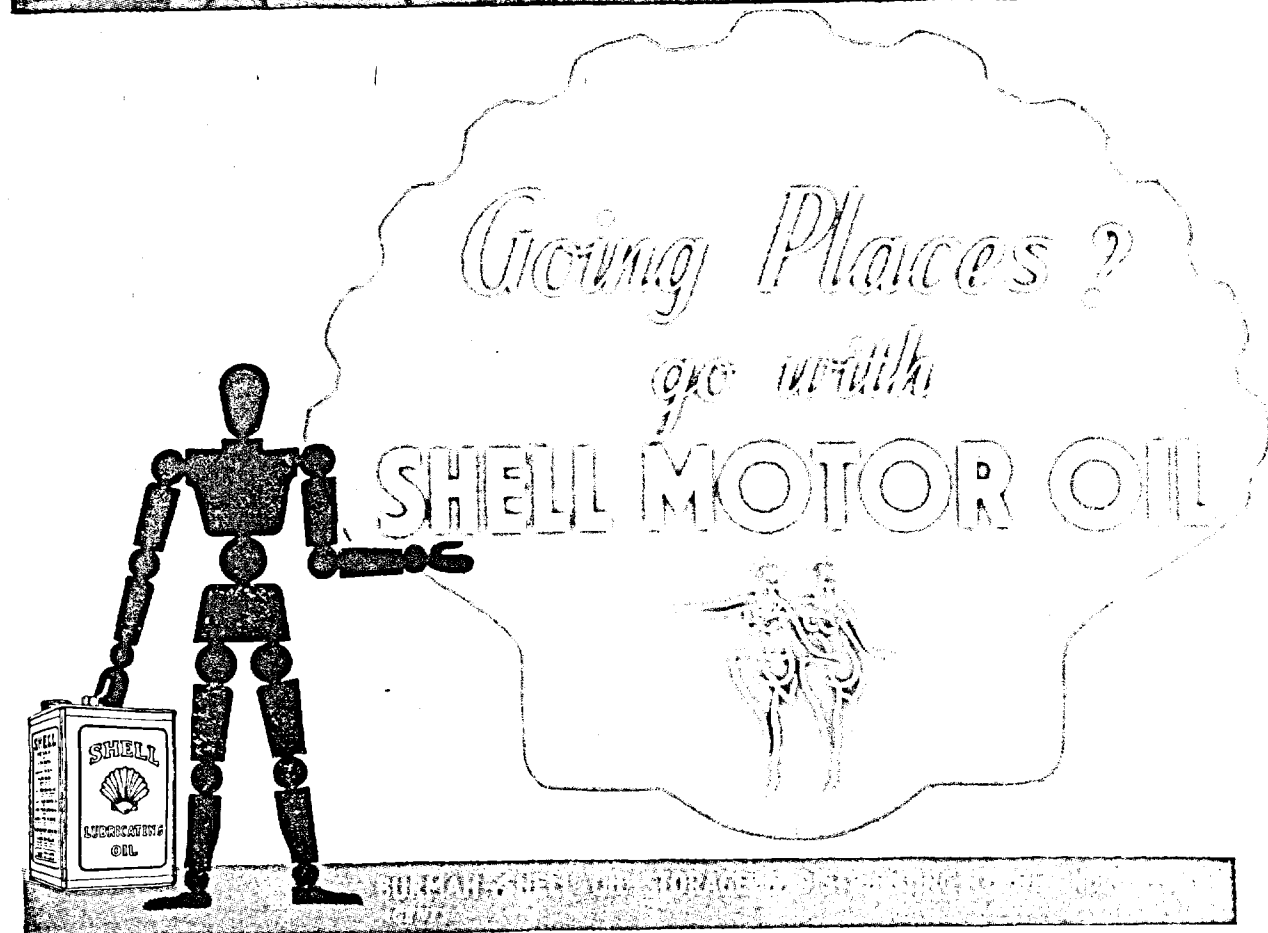
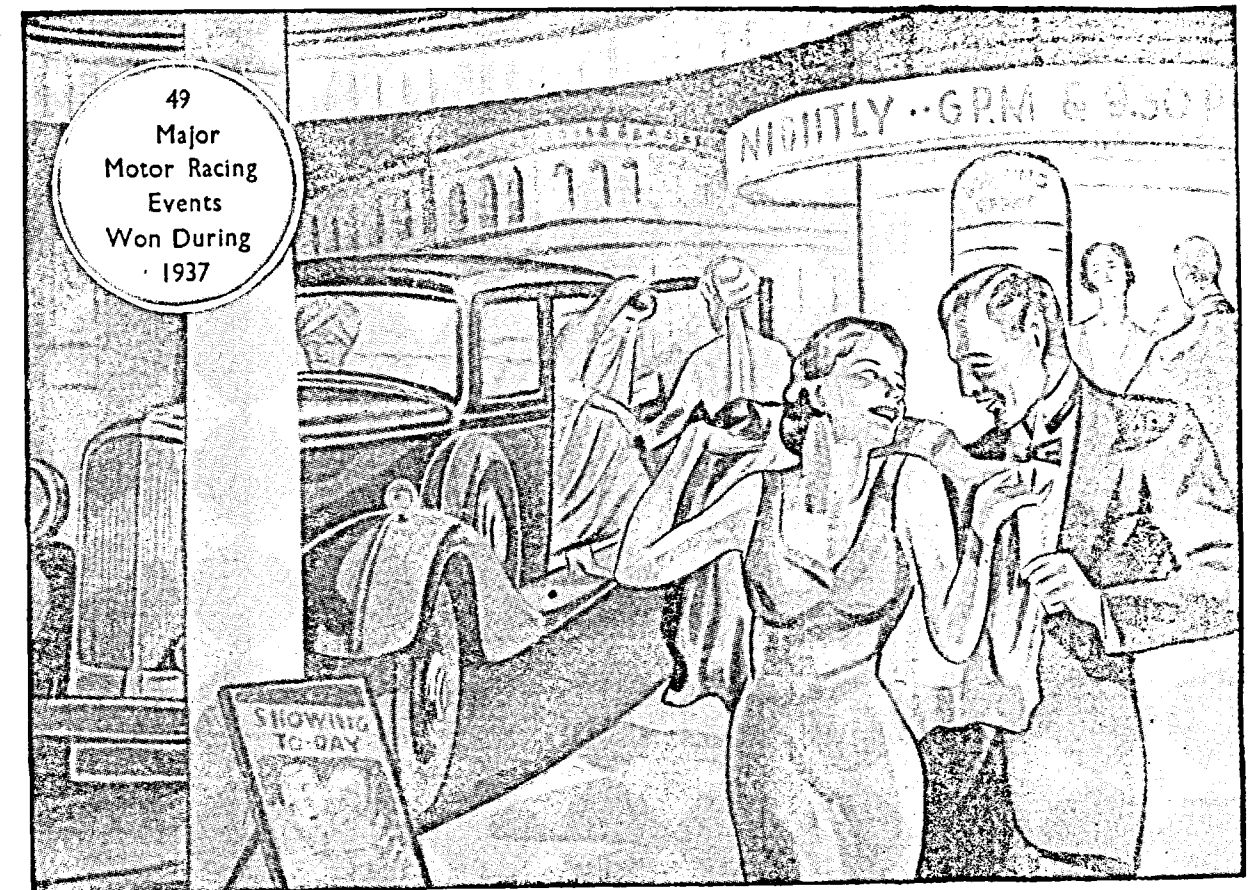
"Safe Driving", states the memorandum, "is not simply a matter of skill in handling the controls of a car—no matter how well this is done. Safe driving requires skill plus a *right attitude toward other drivers and pedestrians* which is what is called "road sense." In traffic, drivers as well as pedestrians must possess road sense in a good measure so that they may

share the road with other persons, who wish to use it without themselves being the cause for accident or injury.

The traffic problem, therefore, includes transmitting a general popular acceptance of the need for safety into individual inhibitions, individual personal caution and regard for others. Education is the first step in this direction."

Visual Instruction

The bases of the course are the Indian Highway Codes, to which the Marquess of Willingdon, while Viceroy of India, wrote the foreword, and the Association's series of 12 Games Lessons supplemented by 24 posters. To increase the value of the course, films are shown as an additional medium of instruction. This is accompanied by a running commentary in the vernacular and supplemented with the use of models and diagrams. The whole course is designed to entertain as well as to instruct. The present plan is to give every month one or more of these Lecture-Demonstrations in the vernacular, supplemented by films, models and diagrams, to all Learner Motor Drivers in the Conference Hall of Electric House, Bombay.



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

Transport Advisory Council

THE third meeting of the Transport Advisory Council opened on Friday, December 10th and finished on Monday afternoon, the 13th December. Sir Thomas Stewart, Member in charge of the Communications Department, presided.

The Council was attended by three members from the Government of India, i.e. Sir Thomas Stewart, Sir James Grigg, Finance Member, and Mr. A. E. Tylden-Pattenson, Member, Railway Board, with seven advisers. There were also 13 representatives from the Provinces with twelve advisers.

The Council approved the idea of having a Sub-Committee to consider Model Rules, Statistics, etc. They did not, however, consider it necessary to change the constitution of the Transport Advisory Council by admitting non-official representatives as exists on the Transport Advisory Council in England and for which this Association has persistently made a demand.

The draft Motor Vehicles Bill was referred to a Sub-Committee for examination and as certain members considered too little time had been given them to examine the Bill, it was agreed by the Council that the Provinces should be given up to the 15th January 1938, to enable them to thoroughly examine the proposed Bill and submit their views to the Government of India thereon.

It was agreed that wherever possible the Provincial Governments should be permitted to discuss the agenda for the Annual Meetings of the Council with their Provincial Boards of Communications.

The Motor Vehicles Bill, it is understood, has yet to be drafted by the Legal Department, after which it will be introduced in the Assembly towards the end of the Delhi Session, and the second and third readings reached during the Simla Session. The Association will therefore have ample time to consider the full implications of the Bill and submit their views to the Government of India.

German Roads Delegation

Some 200 of the 224 members, of the German Roads Delegation which recently completed a tour of the German motor roads, to which we referred in our last month's News Letter, entertained Dr. Fritz Todt, General Inspector of German Highways, to lunch on the 17th November at the Connaught Rooms, Great Queen Street, London.

In response to the invitation of the British Minister of Transport the Delegation after careful consideration submitted the following conclusions from the information made available on their tour:

1. That the development of existing through roads in Britain is in many ways hampered by the necessity for acquiring extremely expensive property, due to the great width of carriageway necessary. On the other hand, it is felt that the need for greater safety demands the improvement of existing roads. The Delegation is emphatically of the opinion that the present system of main highways as a whole cannot in its entirety be adapted economically

to cope with either existing or future traffic, and that more effective action must be taken.

2. That an easier and safer flow of traffic would be more likely to be attained by the construction of some new roads in virgin country rather than by depending entirely on the widening and improvement of existing roads.

3. That, on the basis of relieving traffic congestion and from consideration of economy, the provision of special motor roads in conjunction with the present system is necessary in certain cases.

4. That, in order to relieve the pressure on adjacent roads in the existing system and thereby increase safety, such special motor roads should be designed to carry through traffic and be made available for sectional traffic where necessary, by means of adits or exists at intervals of 5 to 10 miles.

5. That early action, on a comprehensive scale, should be taken to embody, whenever possible in our existing highways, the safety precautions apparent on the German Autobahnen.

6. That, judging from results obtained in Germany, new highways with twin carriageways can be built to blend with the landscape without offending amenities—they may even improve them.

7. That, whilst the reduction of accidents is the primary necessity for immediate improvement, the needs of industrial and private traffic and the advantages of such roads from a strategic standpoint are factors which cannot be ignored.

8. That the national and urgent character of the scheme calls for the immediate formulation of plans and the preparation of a survey for a comprehensive system with a view to ultimate execution.

9. That the scheme is of such a magnitude that the present administration should be strengthened by an advisory board to prepare such plans.

Parliamentary Road Group's Report.—The Parliamentary Road Group who formed part of the delegation have also issued the following report:—

The application of the principles of the German motorways to British roads is a problem upon which there will be many different opinions. It must be remembered that Great Britain is already much better provided with ordinary roads than Germany and this in itself makes our problem vastly different from that of Germany, and in many respects much more difficult. Nevertheless, it is clear that the construction of motorways serving great traffic centres would give considerable relief to the congestion of our roads. These motorways should not be carried into the towns, but should pass the outskirts and have junctions with connecting roads.

We recommend that the principle of the motorway system be adopted in Great Britain and that a plan be prepared forthwith for a national scheme of motorways. In the preparation of the plan regard should be had to the line of the trunk roads and to the need for their improvement.



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GENERAL MOTORS INDIA LIMITED

While we recommend the preparation of a national plan covering Great Britain, we do not suggest that the whole scheme should be undertaken at once. Nevertheless, an immediate beginning should be made with those lengths of the national plan which are urgently required to relieve the pressure of traffic on the existing roads and to reduce the risk of accidents.

We recommend the motorway system (a) in order to provide improved transport facilities; (b) as a means of reducing the risk of road accidents; (c) as a means of preserving amenities; and (d) as a method of saving expense on road construction and improvement.

As regards road safety, we believe that motorways for motor vehicle traffic alone would be a most helpful medium for reducing the risk of road accidents. The largest proportion of accidents on British roads are those in which pedestrians or cyclists are involved with motor vehicles, and the most effective method of reducing the risk of such accidents is to provide motorways on which there will be no pedestrian, animal or pedal cycle traffic.

The preservation of amenities would be assisted by the avoidance of villages, because the necessity for widening existing roads would be diminished, and there would be less need for the accompanying destruction of attractive and useful buildings, roadside trees and hedges. This has already been recognised in the construction of by-pass roads, and many villages, which are such an attractive feature of the English countryside, have been saved thereby from destruction by road widening undertaken for the sole purpose of accommodating through traffic. We believe that by the construction of motorways it would be possible to do much more for the preservation of small towns and villages.

As regards comparative expense, we believe that in many instances the cost of constructing a motorway would be less than the cost of widening and improving existing roads with their high frontage values, and that in other instances where the cost might be greater it would be more than balanced by the advantages previously mentioned. The period required for completion would also be shorter for a motorway than for the widening and improvement of an existing road, because contractors would have full scope for rapid construction and would not be hampered by having to avoid interference with traffic, an item which causes delay and expense in carrying out a road widening. Expense will vary greatly in different parts of the country on account of the differences in physical features and land values. The cost should be a national and not a local liability.

For these reasons we believe that there are many parts of Great Britain where it would be better to construct a motorway in order to provide for increasing traffic instead of providing a new ordinary road or widening an old one.

It will be necessary to amend the existing law in many respects so as to facilitate the construction of these motorways. In particular, we recommend that powers should be given to the Minister of Transport to enter on the land to be acquired at an earlier date than afforded by the existing law, and that the procedure for the stopping and diversion of highways should be amended.

The construction of motorways should, however, proceed concurrently with necessary improvements of our existing roads. Both types are essential to the proper development of our road system.

We think the principles of the fly-over junctions, bridges at cross-roads, improved road signs and restrictions on parking

should be applied freely in Great Britain to all road construction and improvement.

We consider the system of dual carriageways to be equally essential on ordinary main roads. We are aware that this system has already been recognised by the Ministry of Transport and we wish to give it our fullest support. The one-way traffic system in towns is, of course, an elaboration of the dual carriage-way and emphasises the fact that the two-way may be a considerable distance apart.

We wish to emphasise that in drawing the above conclusions we have borne in mind possible criticisms that such improvements may tend to draw traffic from the railways. We feel that, although competitive in some respects, railway and road are necessary and complementary in the traffic system of the country. The study of the problem of co-ordination of road and railway traffic has already made considerable progress and should be further pursued.

Bombay-Poona Road

A protest has been lodged by the Western Indian Automobile Association to the Government of Bombay against the deplorable method of stacking road metal along the Bombay-Poona Road which is a cause of danger to the fast and free flow of traffic.

The road already lacks sufficient width to accommodate the many bullock carts and motor traffic, yet the haphazard dumping of road metal is permitted which practically converts the road to a one-way track.

There is legislation which provides for the punishment of offenders when driving negligently and causing accidents on the highways yet there would appear to be no recourse against the thoughtlessness of public servants whose negligence tends to jeopardise the lives of the public.

By Air from Bombay to Delhi

The General Secretary recently paid a visit to Delhi to be present while the meeting of the Transport Advisory Council was taking place and also to arrange the preliminary measures for the opening of a branch in Delhi. On this occasion he travelled by the new Tata Air Service which calls at Indore, Bhopal and Gwalior, taking only seven hours instead of 24 by train.

He strongly recommends this form of travel particularly for anyone having an urgent business appointment in the Imperial Capital. The planes are comfortable, speedy and free from the dust and heat one normally experiences when travelling by rail or road.

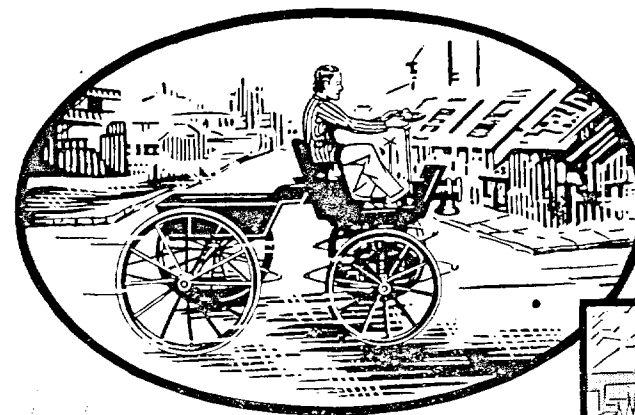
Safety Glass

In response to an enquiry from the Government of India regarding the desirability of requiring all vehicles to be fitted with Safety Glass, the Council have stated that they are in favour of windscreens and windows facing the front being fitted with Safety Glass and that it might be desirable in time to make Safety Glass compulsory all round.

As regards the quality of Safety Glass they consider that only those which will withstand varying Indian climatic conditions without crazing or discolouring should be permissible and that powers should be taken for owners to be compelled to replace crazed or discoloured glass where the front glass is affected. The terminology should include all types of Safety

LARGEST SELLING

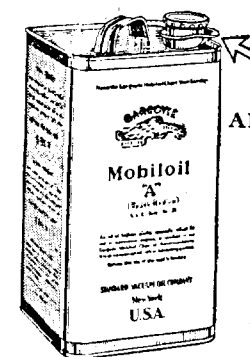
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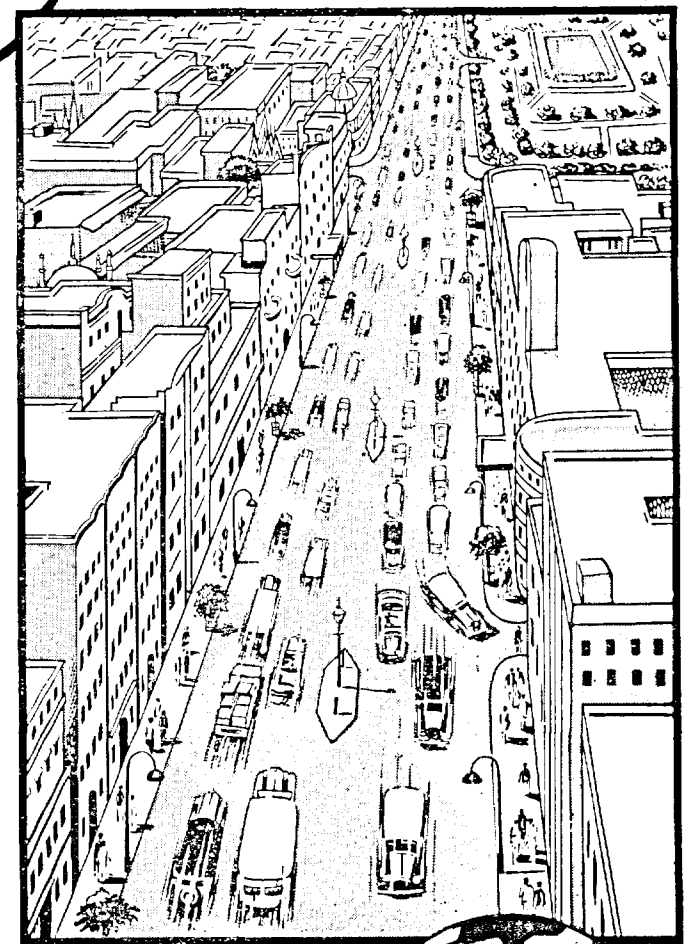
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Glass whether it be triplex glass or those manufactured by toughening or heat treating process.

Traffic Restrictions on Ghat Road

The Government of Bombay have recently published a notice in the Gazette restricting traffic as a precautionary measure on the Rahud Bari Ghat between Chandor and Malegaon on the Bombay-Agra Road, at night to private cars and taxis. The reason given for this step is that there are hair pin bends at both ends of the ghat and that as motor traffic has of late considerably increased, a number of accidents have occurred causing damage to property and life.

The Bombay Branch Committee have protested to Government against such restrictions unless steps are taken to improve the road to make them safe for all classes of traffic, it being in their opinion retrograde to impose restrictions without attempting to meet the demands of road traffic.

Engineering for Traffic Safety

Mr. Trollip of the Safety First Association of India recently read a paper on the above subject at the Bombay Engineering Congress. He pointed out that haphazard regulations and restrictions that are based on opinions or ideas cannot succeed. Traffic planning must be based upon actual facts obtained by the continuous and careful study of traffic conditions.

The Police who are responsible for enforcement have not the time nor the facilities for studying traffic planning; similarly the Municipal Departments have certain duties and responsibilities and generally do not feel responsible for traffic planning.

Traffic engineering must therefore be delegated to a Special Engineer whose duties would ordinarily be:

- (a) Establishing means for traffic problems as they develop before an emergency condition arises.
- (b) The study of these traffic problems as they appear and the preparation of remedial recommendations.
- (c) The provision of information regarding new restrictions and control measures, what they are intended to accomplish, and how the public should conform with them.
- (d) Detailing the specifications for the installation of equipment, and the inspection and approval of such installation when they have been made.
- (e) To determine whether the measures taken to check accidents, speeds, volumes, and practices have been successful.
- (f) Checking street designs to determine whether adequate traffic capacities have been incorporated.
- (g) Developing standard specifications for entrances, loading zones, and other traffic matters for which permits are issued.

A few of the common kinds of accident patterns that occur are:—

- (a) Right angle collisions grouped (1) mainly around a single corner, (2) about two adjacent corners, (3) about two opposite corners, (4) about three corners.
- (b) Rear end collisions in one or more approaches.

- (c) Head-on collisions often involving right turns.
- (d) Collisions with pedestrians (1) in various locations, around the intersection, (2) between intersections.
- (e) Confusion of various types of accidents at an intersection.
- (f) Side collisions and cutting-in between intersections.

Each of these has its own type of possible solution and the appropriate one for a specific location must depend upon local conditions and practices.

Obstruction of View.—A common cause of right angle collisions is obstruction of view across a corner by a building, parked vehicle, compound wall, or fence. If the obstruction when it is identified can be removed, this will prevent accidents and render restrictions unnecessary. If, however, the obstruction cannot be removed then approach speeds in the different directions must be restricted or turning movements must be controlled by the Police or by light signals.

Traffic Signals.—When traffic is too heavy for an intersection to be crossed in safety under lesser restrictions, Stop and Go signals may be necessary. If the critical speed is below 8 m.p.h. a "Stop" sign should be used. If it is above 8 m.p.h. some other protection is needed.

Traffic volume is measured by recording the number of vehicles passing a specified place during a specific period.

When this information is reduced to an hourly basis it indicates the approach to capacity of the streets and will indicate the need for re-routing.

Mr. Trollip suggested that reports along with appropriate accident spot maps should be systematically filed so that the entire accident experience of an intersection or stretch of highway may be immediately available for analysis. After explaining the value of traffic counts and the need to determine the source and destination of motorists, he in conclusion remarked that the methods of traffic planning he had outlined should be helpful to highway engineers in finding out whether the highways in their charge contribute towards accidents, as only in this way will it be possible to build the safe highways that are necessary to meet the requirements of speed and safety.

Proposed Town Duty on Petrol

The Bombay Municipal Corporation have submitted a proposal to the Bombay Government requesting the amendment of the Municipal Act to permit them to impose and increase Town Duty on a number of articles including petrol.

The Bombay Branch Committee have addressed Government strongly opposing this proposal to enhance the already excessive tax burden on motor transport and have pointed out that taxation of a car operating in the Municipal area already represents the excessive figure of 43% of the total operating costs. The Branch have therefore on the contrary strongly urged a reduction in taxation on the basis now levied.

The Municipality anticipate raising some 2.33 lakhs of rupees from this Town Duty on petrol and as an alternative the Branch Committee have pointed out that this sum could be obtained if they introduced an efficient system of collection of wheel tax—the evasion of which must represent a loss to the Municipality of a figure approximating this sum.

Now-A PETROL
THAT GIVES YOU
POWER • ECONOMY
Fill up wherever you see this SIGN



The American Automobile Industry during the year ending September 1937

In our March 1937 News Letter we reproduced statistics relating to the Automobile Industry in the United States of America for the year ending December 31st, 1936. We now give particulars for the year ending September 1937:—

MOTOR VEHICLE RETAIL BUSINESS.

Total car and truck dealers	..	..	46,753
Total repair shops	..	..	98,529
Total retail outlets, duplications eliminated	..	..	102,342
Wholesalers	..	..	5,913
Retail gasoline outlets	..	..	380,000

Assam Board of Communications

Mr. Fleming a member of the Association and member of the Assam Legislature when discussing the provincial programme of road development which was placed before the House recently for approval, raised the all important question of the scope of the duties of the Provincial Board of Communications. He pointed out that the Board in considering schemes of road development should consider them in relation to every means of communication in the Province, for instance if a project of a road from A to B is under discussion, it should be considered whether there is a railway in the vicinity and whether the river comes or does not come into the matter. Similarly a railway should have no right to proceed on its own initiative and spend what is in the last resort public money on an extension, over an alignment where in these road minded days there will inevitably be a road. In other words Mr. Fleming wished to press for a portfolio of communications which should include all matters connected with communications, whether by road, railway or river—which Ministry should be advised by the Communications Board.

This is a measure of reform we have for some time urged and should be adopted in each province. Assam is to be congratulated on the proposal which we hope will receive favourable consideration.

Indian Petroleum Output

Although petroleum is the second in importance of India's minerals India produced only 0.64 per cent. of the world's output, her place on the world's list of oil-producing countries being thirteenth. Of the total production, of nearly 335 million gallons, about 65 million gallons came from Assam, 4.4 million gallons from the Attock District in the Punjab, and the remainder from Burma. Over 196 million gallons of kerosine and fuel oils were imported. These figures relate to the calendar year 1936.

German Motor Roads

It is now stated that the network when completed will extend to between 5,500 and 6,000 miles and not 4,400 as originally intended.

During 1935 about 300,000 foreign motorists visited the German motor roads and in 1936 the number had increased to 720,000. There was a further increase of 30 per cent. in the first six months of 1937.

Assuming the same frequency of traffic as at present Dr. Todt, the Inspector-General of German Roads stated that after the completion of the Reich Motor Roads, the result would be a saving of running costs of about 280 million marks per annum (about 23 million pounds sterling).

Railways to run Bus Services

It will be remembered one of the more important recommendations of the Wedgwood Report on the Indian Railways was that some of the unremunerative branch lines should be closed down and that motor bus services should be run through the agency of the railway. This matter has been receiving the

PRODUCTION AND VALUE.

Car and truck factory sales, U. S. and Canada	..	5,110,000
Passenger Cars	..	4,182,000
Motor Trucks	..	928,000
Percentage increase over 1936	..	12%
Wholesale value of cars, U.S. and Canada	..	\$ 2,336,300,000
Wholesale value of trucks, U.S. and Canada	..	\$ 540,200,000
Wholesale value of cars and trucks combined	..	\$ 2,876,500,000
Wholesale value of parts and accessories for replacement, and service equipment	..	\$ 1,075,000,000
Wholesale value of rubber tires for replacement	..	\$ 353,000,000
Motor vehicles, accessories, service equipment and replacements of parts and tires.	..	\$ 4,304,500,000

REGISTRATION.

Motor vehicles registered in U.S...	..	29,000,000
Motor Cars	..	24,600,000
Motor Trucks	..	4,400,000
World registration of motor vehicles	..	41,750,000
Per cent. of World's automobiles in U.S.	..	70%

TAXES.

Total motor vehicle user taxes	..	1,565,000,000
Gasoline taxes, federal, state and municipal	..	975,000,000
Percentage motor user taxes to all taxes from all sources, federal, state and local	..	15%

AUTOMOBILE'S RELATION TO OTHER BUSINESS.

Automotive industry is the largest purchaser of gasoline, rubber, steel malleable iron, mohair, lubricating oil, plate glass, nickel and lead.	
Number of carloads of automotive freight shipped over railroads	.. 3,710,000
Rubber used in automobile industry	.. 75%
Steel used by automobile industry	.. 18%
Lumber, hardwood, used by automobile industry	.. 6%
Copper used by automobile industry	.. 17%
Lead used by automobile industry	.. 36%
Zinc used by automobile industry	.. 11%
Tin used by automobile industry	.. 14%
Aluminium used by automobile industry	.. 12%
Nickel used by automobile industry	.. 28%
Gasoline consumption by motor industry	.. 89%
Gasoline used by motor vehicles (Gallons)	.. 19,300,000,000
Gasoline consumption by motor vehicles, retail value including taxes	.. \$ 3,780,000,000
Lubricants used by motor vehicles (Gallons)	.. 404,000,000
Lubricants, per cent. used by motor vehicles	.. 40%

MOTOR TRUCKS AND BUSES.

Motor Trucks in use	..	4,400,000
Total special motor trucks taxes	..	\$ 418,000,000
Fleets of more than 5 trucks, number of operators	..	29,750
Number of truck drivers	..	3,150,000
Communities served exclusively by trucks	..	48,500
Motor buses produced	..	18,000
Motor buses in use	..	127,000

FOREIGN SALES.

Number of American motor vehicles sold outside—	
United States (U.S. exports and output in Canadian plants owned by U.S. firms)	.. 620,000
Per cent. of production sold outside U.S.	.. 12%
Value of motor vehicles, parts and tires exported from U. S. and Canada	.. \$ 361,700,000



Ford Motor Company of India

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consideration of two officers specially detailed for this duty and it is understood that decisions in favour of this procedure have been taken.

One of the first railways to make any proposals in this direction is the Bengal-Nagpur Railway whose Chairman is steadily pursuing his scheme, referred to in our December 1936 News Letter, for building a feeder road and operating motor services over a 200-mile stretch of fertile plateau running alongside the B.N.R. to Vizagapatam where the cost of building a metre-gauge line would be prohibitive.

Development of Air Transport in India

Important developments in British India and striking progress in the larger States are recorded in the Annual Report for 1936 of the Civil Aviation Directorate of the Government of India.

The Report in explaining the rapidity of air transport developments states:—

In 1911 a 50 H.P. aeroplane carried a 23 lb. bag of mail 20 miles at a speed of 50 miles an hour. In 1938 3,000 H.P. aeroplanes will carry 3½ tons of passengers and mail with a crew of five more than half way round the world at a speed of well over 150 miles an hour. During 1936, the mileage of regular air routes in India increased from 6,395 to 6,483 while the miles flown and passengers carried increased from 8,412,000 to 9,524,000 and 200,000 to 236,300 respectively on the British regular air transport services.

The scheme to transfer all Inter-Empire first-class mail to the air without appreciable increase of postage and the introduction of five services per week will commence in February 1938.

This will have a far reaching effect on the Indian Companies—Indian Trans-Continental Airways, Tata Sons Ltd. & Indian National Airways Ltd. In fact the report goes on to say "much of the difficulty in the negotiations which have continued over a long period was to arrange adequate participation and development of the Indian service.

Since all first class mails to Empire countries will be sent by air, the air surcharge on such mails will disappear. The postage rate will be uniform at 2½ annas per ½ oz.

Air mail to non-Empire countries and internal air mail will continue to be accepted on payment of the appropriate surcharge which will remain unchanged. The increased frequency of the air services will improve the utility for internal mail, which is expected to increase in volume.

Indian Trans-Continental Airways will cease to operate between Karachi and Singapore and their operations will be trans-

ferred to the England-Calcutta services, of which they will operate half in conjunction with Imperial Airways.

Tata Sons Ltd. will give effect to a large development in the services to South India, which will be increased to a frequency of five a week. Negotiations with the Government of Ceylon have been concluded and the service will be extended to Colombo with the same frequency from the date of introduction of the scheme. It is estimated that the annual load of mails to be transported on the Karachi-Colombo route will be 500,000 pounds and for this service Tata Sons will be paid Rs. 15 lakhs a year with an additional payment of one rupee per pound for any weight in excess of 500,000 pounds. The growth on the Tatas' operations as increased by the capacity ton-miles operated will be from 76,500 ton-miles to 306,000 ton-miles, a fourfold increase.

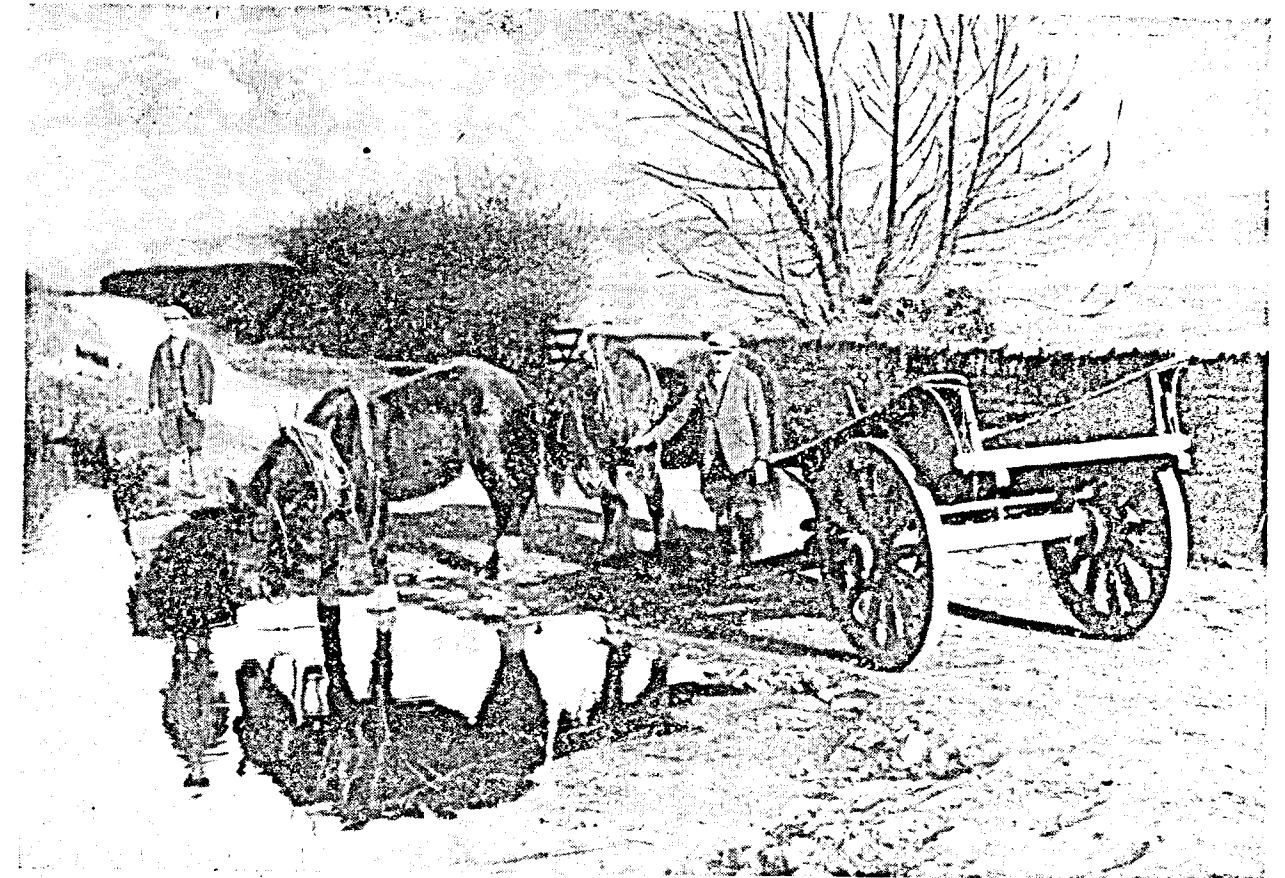
The contract to be allotted to Indian National Airways for the operation of the Karachi-Lahore service will also provide for five services a week. The load of mails to be carried is estimated at 130,000 lbs., a year for which Indian National Airways will be paid Rs. 3.25 lakhs with an additional payment of one rupee per pound of any weight in excess.

The Karachi-Jacobabad section of the route is being equipped with aerodrome and route lighting to enable the maximum time saving advantage to be provided. The scale of Indian National Airways operations will increase from 30,000 capacity ton miles a year to 94,000 ton-miles.

A new section is included in the report in order to deal with the increased activities in Indian States in all branches of civil aviation—flying clubs, private flying, aerodrome construction, air survey and air transport. Three States—Jodhpur, Jaipur and Hyderabad—have flourishing flying clubs. Up to the present 55 aerodromes or landing grounds have been constructed in State territories, while more are in course of preparation. Ruling Princes or Chiefs possess 21 private aircrafts.

"Several States now possessing a well-established aviation organisation with aerodromes, equipment and a nucleus of trained staff, are turning their attention to the possibilities of regular air transport services. Others are considering the grant of financial assistance to air transport companies to encourage them to run services to the State. Others again, more fortunately placed, are co-operating with the Government of India in order to gain the benefit of having a seaplane base for the Empire Flying boats within their territories," says the Report.

"This spirit of development owes its existence and driving-force to a very large extent to the personal interest taken in flying by a number of the Ruling Princes, whose foresight and keen attention to aviation have opened the way for air transport to advance with advantage to their States."

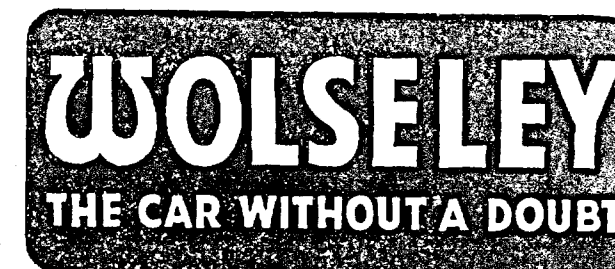


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HENRY FORD SAYS RECESSION ONLY TEMPORARY.

Detroit, November, 24.

HENRY FORD, in an interview to-day, said that the present business recession is "temporary and artificial."

"No one," he said, "need look at next year with any uncertainty. The present slow-down is not a set-back; it's the pause before another climb. Two things helped to bring it on just now and one of them was the uncertainty of business regarding political interference, but Congress is taking care of that. The other was the stock market fluctuation.

Not Permanent

"Everybody knows the stock market has no permanent effect on business, but it does have an effect on the state of mind of the American business man who plays the market. He often mistakes his personal depression for a business depression. The stock market has no more real effect on American business than the results of a dog race in California."

A contributing factor to the present "pause," Ford said, has been the fact that money too long has been a "principal commodity of commerce."

"Money," he said, "has become a business in itself instead of an adjunct to business. Money is not wealth; wealth is what money buys. But that has been turned upside down. The present system has got us twisted into producing things to buy dollars with, when what we need is a money system that will produce dollars to buy goods with. Under the present system the tail wags the dog. Money is just part of society's transportation system for moving goods from man to man; it breaks down so often that it is time our financial engineers developed a better model."

Called out of Date

The present money system as exemplified by those "who manipulate it for profit," Ford said, is entirely out of date, and is in large measure responsible for recurring business recessions. "It is a system that seeks to control labour; wants to control government, finance, food, industry and even the schools. It manifests an avariciousness that would control everything."

Ford explained that he had no overnight panacea for what he termed the out-moded money system. "But any system," he added, "that seeks profits alone is terribly handicapped to begin with."

"Here is a nation that might be the richest nation in the world when actually they haven't enough of anything, because there is not enough production. The need is here; the ability to produce is here; the stoppage is in the system that puts profit before production—and that is the money system."

Tells Solution

The solution, Ford said, lies in teaching the coming generation the real purpose of money and "an understanding of a system that may have been adequate for society's needs many years ago, but no longer meets its requirements to-day."

Honest financiers, Ford went on, "have done a good job of making the present system work as well as it has, but there will be a new race of 'financial engineers' coming along whose pride

will be the social efficiency of the system, rather than its profit-making possibilities. Their efforts, however, may be hindered unless there is a more general understanding of the shortcomings of the present system."

Referring to the great surplus the Ford Company maintains, Ford said it was as much part of his company's equipment as are the drill presses, blast furnaces and assembly lines.

Surplus Essential

"We could not operate without the surplus," he said. "If we had to borrow money we could do so only on terms involving surrender of control of our plants. Then we could not be justly called a business. There are too many laws on the statute books that, if they are not modified, will drive independent manufacturers into the arms of the money-lenders—and that simply means putting industry back under the financial control from which it has been freeing itself."

A real understanding of the money system, Ford said, might well be taught in the nation's schools.

Reprinted from "Border Cities Star"



Sir Percival Perry, Chairman of the Ford Motor Company, Limited, Dagenham, Essex, who is honoured with a Barony in the New Year's Honours list.

PARTICULARS OF MOTOR VEHICLES IMPORTED INTO INDIA

MONTH OF OCTOBER				SEVEN MONTHS, 1st APRIL TO 31st OCTOBER			
1935		1936		1937		1935	
Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.
723	13,11,618	611	11,48,539	788	15,73,873	3,106	57,92,121
42	92,038	133	2,34,702	292	5,71,123	134	2,93,734
2	3,148	28	38,909	43	72,133	78	1,14,389
204	3,51,909	109	2,01,302	100	1,88,609	433	25,92,697
242	4,28,394	84	1,77,283	449	7,54,377	2,271	43,83,276
8	16,743	17	22,467	67	84,173	58	96,847
1,221	22,03,850	982	18,23,202	1,739	32,44,289	7,266	1,32,73,064
331	6,04,377	293	5,63,227	417	7,99,082	1,664	29,77,116
583	10,39,961	379	6,93,749	1,030	19,24,085	3,881	70,48,416
79	1,42,761	93	1,79,217	90	2,06,246	400	8,07,592
159	2,84,483	137	2,35,838	202	3,14,876	985	17,94,583
69	1,32,268	80	1,51,171	..	..	336	6,45,357
1,221	22,03,850	982	18,23,202	1,739	32,44,289	7,266	1,32,73,064
20	12,139	31	15,750	31	12,928	322	1,56,955
31	4,760	37	7,621	78	18,084	105	32,103
51	16,899	68	23,371	109	31,012	427	1,89,038
24	31,982	31	95,783	26	56,368	130	3,46,312
897	12,07,619	486	7,30,756	1,280	17,86,957	4,567	64,03,238
202	3,86,287	94	2,28,846	224	4,16,083	551	17,34,619
198	2,52,942	126	1,68,087	184	2,32,439	1,612	21,08,990
520	5,96,639	272	3,42,564	875	11,33,800	3,927	27,36,656
1	3,733	25	87,042	23	61,003	99	1,69,285
921	12,39,601	517	8,26,539	1,306	18,43,325	4,697	67,49,550
	4,82,185		5,57,042		9,70,889		41,47,533
							39,33,604
							65,03,321

Motor Cars (including taxi cabs)—
From United Kingdom ..
" Germany ..
" Italy ..
" Canada ..
" United States of America ..
" Other Countries ..

Share of Bengal ..
" Bombay ..
" Sind ..
" Madras ..
" Burma ..

Motor Cycles (including scooters)—
From United Kingdom ..
" Other Countries ..

Motor Omnibuses, Vans and Lorries—
Imported with bodies ..
Chassis ..

Total of Motor Omnibuses etc.—
From United Kingdom ..
" Canada ..
" United States of America ..
" Other Countries ..

Parts and accessories (excluding rubber
tyres)
Total Value ..

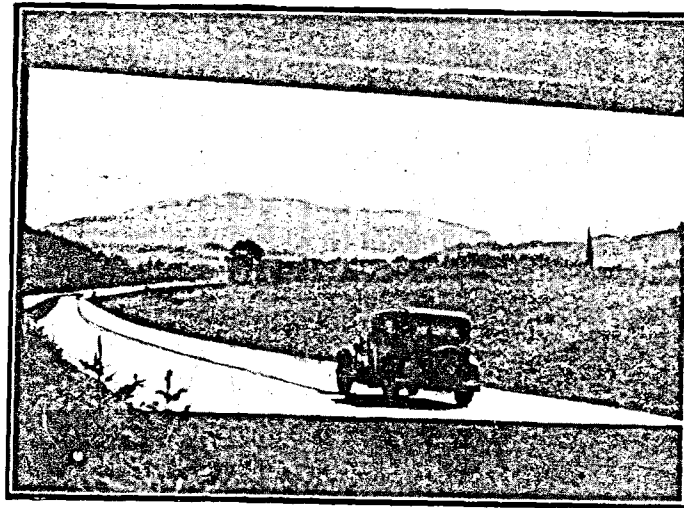
Extracted from the Publication of the Department of Commercial Intelligence and Statistics, India.
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NEARLY 1250 MILES OF ADOLF HITLER'S MOTOR ROAD COMPLETED

THE foreign visitor making use of the German motor roads will be interested to learn that, since the completion of the first 620 miles not only has the length of the connected sections increased to an extraordinary extent but that great progress has also been made in developing the equipment. For instance, a network of up-to-date tank stations is being developed, of which numerous plants are already in working order, the number of parking and resting places has been largely increased and improved, and a number of new sections have been opened in mountain ranges of medium altitude where the alignment of the roads and the structural work can be described without exaggeration as something wonderful. In the case of the newer bridges preference has been given to the use of natural stone, which may be accounted a further gain both from the point of view of beauty and from that of technics.

At the present time the following sections of the Reich motor roads are open to traffic:—

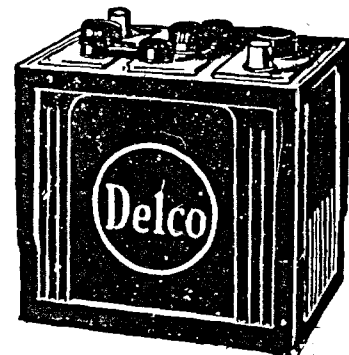
Bremen-Hamburg	.. .. .	43 miles.
Hamburg-Lubeck	.. .. .	37 "
Konigsberg-Elbing	.. .. .	60 "
Berlin-Hannover	.. .. .	139 "
Berlin-Stettin (Hornskrug)	.. .. .	87 "
Berlin, Erkner East Tangent	.. .. .	18 "
Frankfurt (Oder)-Furstenwalde	.. .. .	18 "
Breslau-Liegnitz-Kreibau	.. .. .	56 "
Gleiwitz (Upper Silesia)-Borsig Works	.. .. .	7 "
Dresden-Chemnitz-Meerane	.. .. .	62 "
Halle-Leipzig	.. .. .	25 "



A section of the German State Motor Roads

Leipzig-Bayreuth-Nurnberg	.. .. .	186 miles.
Koln-Dusseldorf-Duisburg-Oberhausen	.. .. .	37 "
Gottingen-Kassel	.. .. .	25 "
Bad-Nauheim-Frankfurt (Main)-Hidelberg-Bruchsal-Karlsruhe	.. .. .	111 "
Munchen-Siegsdorf (Connecting with the Berchtesgaden German Alpine Road)		62 "
Stuttgart-Unterboiningen		12 "

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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.

WHEN TOWING A CAR

Towing should be avoided if possible, but here are a few hints on the procedure to aid a stranded fellow-motorist if you must - - - By STATON ABBEY

TOWING or being towed is seldom a premeditated affair; nevertheless a little forethought may avoid expensive consequences, and possibly attention from the police. The first point to be remembered is that some insurance policies will not cover the car when towing another vehicle. The driver should also assure himself that the brakes and steering of the disabled vehicle are in order. If the slightest doubt exists, it will be far more satisfactory from every point of view to obtain the services of a breakdown lorry provided with the necessary equipment.

The Rope Itself

In an emergency almost any rope can be pressed into service as a tow rope. A rope designed for the purpose, however, and fitted with quickly attached shackles, renders the task much simpler. Generally speaking, a manilla or hemp rope is preferable to the steel wire type, since it is capable of stretching under load, and provides a useful cushioning effect. The wire rope is relatively inextensible, and unless it is fitted with a spring shock-absorbing device, shocks and jars are transmitted from one vehicle to the other. It is, on the other hand, stronger, and takes up far less space in the tool locker.

The next question to be raised is the best point of attachment for the tow rope—a problem which is complicated by modern tendencies to streamlining and the introduction of fairings over the front axle and dumb-irons. Try to avoid attaching the rope to the bumper bracket, unless the position of the track rod leaves you no choice. The front axle will serve, but it must be remembered that a load for which they were not designed will be imposed on the springs and shackles. A further point is that when attaching the rope the possibility that it may foul a wing or petrol tank when rounding a corner should not be overlooked. It should also be remembered that the rope should be placed diagonally across both vehicles.

Wherever possible the forward car should have the tow rope attached to the rear dumb-iron above the spring. On current models, however, this is impossible owing to the fairing; indeed, the only point to which we can attach a tow rope is the bumper bracket, which, of course, is not really made to take the strain involved. In any event towing can only be regarded as a necessary evil, and one should not seek it out. It can never do any good either to the tower or the towee; the best that can be said of it is that it is possible to tow a car for a short distance without doing any great harm, provided the utmost care is exercised.

It should not be forgotten that the maximum distance between the two vehicles permitted by law is 15 feet. It is usually wise, however, to leave at least 10 feet between the two cars as a safety margin in traffic. You will also be required to render the rope conspicuous to pedestrians or cyclists who might try to cut in between the two cars. A piece of white cloth or a handkerchief tied to the centre of the rope is all that is required. Strictly speaking, a towed vehicle must carry a number-plate identical in size and lettering with that on the towing car, but in an emergency it is usually sufficient to chalk the number on

a piece of cardboard, or even on the rear panel of the towed car itself. The words "On Tow" are not essential, but give a useful warning to following traffic.

Maintain Tension

The great art in towing a car is to keep the rope in tension as far as possible; this depends on a considerable degree of skill and co-operation between the two drivers. Any snatch when the slack is taken up will probably impose on the rope a load considerably in excess of its normal breaking strain. Difficulty is often experienced in keeping the rope taut when changing gear. The change should be made as quickly as possible so that the towing car does not lose speed, and care should be taken to re-engage the clutch smoothly.

Most of the responsibility for maintaining the tow-rope in tension will rest with the driver of the towed car. Frequent but light application of the brakes will be found to be essential. Particular care should be taken when coming to a stop, for it is quite possible for a front wheel of the towed vehicle to pass over a loop in the rope, with the result that when the load is

(Continued on page 32)

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MADRAS FLYING CLUB NOTES

A RIGHT powerful splash of rain one night, six inches deep and accompanied by some tiny fishes, was practically the total of the month's wetting. The squodgy patches on the aerodrome that have strangely and disconcertingly appeared in the middle of November as the result of unprecedented rain thereupon broke out afresh, but without interfering with aviation.

The month was notable for cross country flights by Mr. Shenoy of Cochin, and otherwise for its association with that newly established home-passage sea port. After two solo flights to Arni and one with the instructor to Tirumala Mr. Shenoy set forth with the instructor in a Gipsy Moth to visit his home town, flying via Trichy to refuel and thence, fleeing before a pursuing monsoon, directly over Kodaikanal and the 8841 foot peak of Anamudi, the highest point in India south of the Himalayas. They landed on a reclamation island in Cochin harbour prepared as a landing ground by Mr. Grubb who learnt to fly with the Madras Flying Club earlier in the year and who now keeps a private Hornet Moth. Mr. Stevens, a young man who hails from Holland but labours in Cochin, was there and then enrolled as a member and started dual instruction over Cochin harbour. Next day the two travellers returned to Madras, but were this time prevented by monsoon conditions from passing over the central towers of the intervening mountains and indeed were reduced eventually to smelling their way into Trichy along a kindly railway line. Next Mr. Shenoy did an instructional return flight to Bangalore and passed his tests for landing solo at strange landing grounds, whereupon he flew alone to Cuddapah, returning next day after a jolly time with old friends new found. Mr. Grubb twice visited Madras from Cochin in his Hornet Moth. On the second occasion he brought Mr. Stevens with him now supercharged with enthusiasm for aviation, and before the end of the month the young flying Dutchman had done 5 hours solo and passed all the tests for his "A" licence.

One morning the air above the aerodrome was visited by a Fairy Seafox, the seaplane from H.M.S. Emerald lying in the Madras harbour, which came to drop a message. The pilot, Lieut. Torin, had a day or two previously visited the Flying Club by road and flown the club swallow over his ship.

There was one charter flight by the Instructor to Colombo, taking Capt. Farran who had come all the way from Quetta, and on the very last day of the year there was a small charter to scatter roses after sundown over the Eucharistic Congress on the island in Madras. Two sack loads of rose heads were dropped from the Swallow, each slowly descending in the form of a diaphanous and expanding pink cloud, finally to fall plumb

in the enclosure in front of the high altar, what time the tail of the great organised procession, eight deep, still stretched some two miles to the northward. For several days round the period of the sacred congress reverend fathers and friars of Holy Church from all parts of India flocked to the aerodrome to take joy rides and Mr. Sundaram in particular was kept busy at this office.

During the month the club's fleet of aeroplanes rose to five upon the second resurrection of the Gipsy Moth VT-ACU. She is now to be equipped for night flying as well as for blind flying.

FLYING TIME FOR DECEMBER 1937.

	H. M.
Dual instruction to members under training	18-20
Advanced dual to A, A-1 pilots	23-30
Solo flights by members under training	5-25
Solo flights by A, A-1 and B pilots	25-30
Pilot with passengers (A, A-1 and B pilots)	18-10
Joy rides	8-15
Cross country flights by the club instructor	9-30
Night flying	0-15
Other flying	1-20
Test flights	0-40
TOTAL HRS.	110-55

The following members took dual instruction during the month:—

<i>Europeans.</i> —	
Mr. G. S. Kearney	Advanced dual.
Mr. Leuchs	do.
Mr. Rowson	do.
Mr. Stevens	Dual.
<i>Indians.</i> —	
Mrs. Kapadia	Advanced dual.
Mr. Thirumalai	do.
Mr. K. L. Shenoy	do.
Mr. Achyuta Rao	Dual.
<i>Ceylonese.</i> —	
Mr. Aserappa	Advanced dual.
Mr. D. Subramaniam	Dual.
New members during the month.	
Mr. Stevens and Mr. Achyuta Rao.	

Pupils qualified for "A" licence during the month.
Mr. H. J. Stevens.

CROSS COUNTRY FLIGHTS DURING THE MONTH OF DECEMBER 1937

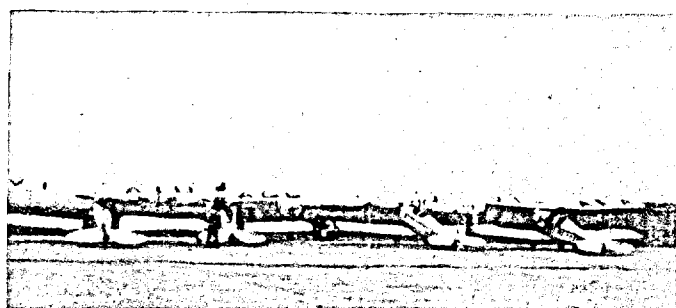
Date.	Machine.	Pilot.	Passenger	Journey.	Time.
2-12-37	VT-AJO	Mr. Shenoy	Nil.	Madras-Arni and back without landing	2-0
3-12-37	"	"	"	"	1-40
4-12-37	"	"	With instructor	Madras-Thirumalai and back without landing	1-55 Instructional
8-12-37	"	"	"	Madras-Trichy	2-10
9-12-37	"	"	"	Trichy-Cochin	2-15
10-12-37	"	"	"	Cochin-Trichy	2-25
				Trichy-Madras	2-20
9-12-37	VT-AIL	Mr. Duraiswami	With one Passenger	Madras-Cuddapah	1-40
				Cuddapah-Madras	1-35
17-12-37	VT-AJO	Mr. Shenoy	With instructor	Madras-Bangalore	2-0
				Bangalore-Madras	2-20
18-12-37	VT-AIL	Mr. Tyndale Biscoe	With one Passenger	Madras-Trichy	1-30
19-12-37	"	"	Nil.	Trichy-Colombo	3-0
				Colombo-Trichy	3-10
20-12-37	VT-ABH	Capt. Elkington	With one Passenger	Trichy-Madras	1-50
22-12-37	VT-ABH	Mr. Shenov	Nil.	Madras-Trichy	2-0
				Trichy-Madras	2-20
				Madras-Cuddapah	3-0
					2-5

BOMBAY FLYING CLUB TRAINING FLIGHT

THE Bombay Flying Club was formed on the 9th May, 1928, flying beginning in 1929, when the first aircraft were delivered. From the start great difficulty was experienced owing to the frequent flooding of the aerodrome at Juhu near Bombay in the monsoon season and this was indirectly the cause of the club striking out with a method of training which is believed to be unique. During March, 1934, a number of pilots training for their "B" licences made a formation flight of 2,200 miles in three club aircraft; they found the experience invaluable and as a result it was arranged to extend the scheme and to send three or four aircraft to England during the monsoon of that year if sufficient "B" licence pupils could be persuaded to participate. The necessary support was forthcoming and the flight was made without incident; it was the forerunner of three later flights made in 1935, 1936, and 1937. In 1935 three Gipsy Moths were used, and in 1936 one Gipsy Moth which was accompanied on the return journey by a B.A. Swallow. The flights have done much to encourage public interest and by filling in the very awkward gap in flying caused by the occurrence of the monsoon, have contributed to the club revenue. In addition the arrangement provides an excellent method for pilots of gaining experience. The following account of the most recent formation flight of the Bombay Flying Club is contributed by Mr. P. Stone, the chief engineer of the club, who, incidentally, has accompanied all but the first flight.

The business of flying from India to England commences three months before the actual take-off as some of the countries that have to be traversed show no inclination to issue permits in a hurry. This is the fourth year in succession that the Bombay Flying Club has sent a flight of light aeroplanes to England and back and we are now becoming reasonably familiar with all the irritating delays and hold-ups that these formalities bring in their train.

This year we left Juhu aerodrome, Bombay, at 07.00 hours on the 29th May, with three Moth Majors and a B.A. Swallow (Cirrus Minor). The party consisted of four Indian "A" licensed pilots, Messrs. Byramjee, Mistry, Samant, and Rodgers, Simpson, the Chief Instructor, Nicholson, the Assistant Instructor, and the writer, who was carried "just in case." Our first day took us to Karachi, and the head winds that prevail at this time of the year delayed our arrival until 18.00 hours. A slight hold-up was experienced here, so we spent Sunday in idleness and left for Gwadar and Jask at 08.00 on Monday morning, the 31st May. We had breakfast at Gwadar and arrived at Jask at 16.15 hours and were told we were in quarantine as plague had been declared at Karachi. We pointed out that at least a month ago Karachi had been declared free from plague and that moreover we carried certificates of health from the aerodrome medical officer to that effect. They made the reply that they knew Karachi was now free from plague and that our health certificates were in order, but they had not been officially advised by Teheran of the fact, and so—quarantine it was. Actually we were fixed up very comfortably in a bungalow of sorts on the aerodrome, and were away at 04.55 hours the following morning hoping to make Basra, fuelling at Lingeh and Bushire. The hold-up occurred on landing at Bushire where a genial Customs officer informed us that although our papers were in order, he had had no advice from Teheran regarding our arrival, and therefore would not allow us to proceed until he had wired Teheran. But he said



At Brussels on the way back to India

he would see if our papers were in the office in the town, and after placing guards on our aircraft he departed for Bushire. At 17.30 hours he returned saying that we should have to stay until word came from Teheran that all was in order. The rest house in Bushire is not the most palatial nor the best equipped in the world, but we made ourselves as comfortable as we could. Fortunately there is a British consul here, and he was of great help in hurrying matters through. Food in Bushire consists of chicken, eggs, and an occasional dish of curried goat as a break; we found it very monotonous. We got our clearance three days later and pushed on to Basra without further delay. We were up at 03.30 hours next morning and took off into a strong head wind for Baghdad. Our ground speed was not more than 50 miles an hour and at Diwaniyeh the Swallow went down to fill up with oil. The afternoon was spent in checking over the machines, an operation which proved to be unnecessary; they were in perfect order. The next day's flight to Aleppo *via* Deir-es-zor was uneventful except that the Swallow landed on the way for oil. At Aleppo they told us that we should not have landed at Deir-es-zor as there was some simply terrific disease there, but fortunately made no fuss about it.

We were up at 03.00 hours the next day to reach Istanbul. There was a slight delay in getting away from Aleppo as nobody was very sure whether the Customs people had finished with us or not and on arrival at Adana the Turkish officials told us that our papers were not in order. In addition to permits, visas, customs carnets, pilots' licences, and journey logs, they now required photographs of each of the party. Leaving Adana, we flew along the coast for a while, and then gained height to cross the mountains that bar the way to Konia. Near Konia the Swallow went down short of oil, so the first Moth to be fuelled took off with supplies to enable the laggard to continue. On arriving back at Konia I was greeted with the news that a gust of wind had blown the Moths about, the damage being a broken tail skid. The Shell representative here was most helpful and took me into the town and found a small blacksmith's shop where a really creditable welded repair was achieved. Istanbul was reached next day without incident, but the rough ground there damaged the bottom rudder rib of one of the Moths while taxiing. The Turkish Air Force mechanics immediately took charge of the job and had the rudder off in no time and whisked it away for repair.

By midday next day we had collected an assortment of visas that are required before crossing Europe and eventually took off at 15.30 hours for Sofia. The weather was perfect with a tail wind for a change and we landed to find the airport

buildings decorated and a fair crowd of people waiting, complete with a military band. These signs of welcome were not for us however, but for some celebrities from Germany, who arrived in two German air liners shortly afterwards. However, the hotel in Sofia was very comfortable and we consoled ourselves with strawberries and cream.

From here onwards it would be prolonging the story unnecessarily to describe in detail our journey across Europe. We carried on exactly to schedule and there were no incidents worthy of note and the service on all aerodromes was really remarkable in efficiency. After leaving Sofia we had lunch in Belgrade, tea in Budapest, and stayed overnight in Vienna (a grand place this!). The next day took us to Munich for lunch, where we were met by a couple of people from Bombay, and on to Basle in the afternoon. I can commend the Basle Aero Club for their outstanding hospitality—I only hope we shall, some day, have the opportunity of repaying this in some slight degree. The final day's flight was Basle to Paris and Paris to Heston.

We were scheduled to leave England on the return journey on the 18th September but the previous days rain had prevented us swinging our compasses with the machines loaded. This we did on Saturday, hoping to start on Sunday, but Sunday decided to maintain the reputation of an English Sunday and produced rain and QBI.* Eventually we got away from Hatfield at 10.00 hours, cleared customs at Heston and set off for Brussels and India.

After circling Lypne and Calais, we met some really dirty weather over Belgium and were forced to fly at about 300 feet in blinding rain; when we reached Brussels, therefore, we decided to call it a day.

The next day we made Frankfurt in weather that was by no means ideal and I rather made an ass of myself by landing at the wrong aerodrome. However, the German Air Force were very pleasant about it and sent me off to the new airport after the shortest possible delay. After lunching at Frankfurt we flew to Munich for the night.

On Wednesday morning the weather was still far from good and we flew on to Vienna between the clouds and the hill-tops—arriving there rather wet and cold. And speaking of Vienna, I think a "Notice to Airmen" should be issued pointing out that the best ham and eggs in the world are supplied at the aerodrome restaurant there. After gorging ourselves, we carried on to Budapest where we found a welcome stranger—the sun, but rain fell soon after our arrival.

We decided to have a day's holiday in Budapest, partly to give the weather a chance to change and partly because Budapest is, after all, Budapest.

The weather now decided to behave itself and we slipped easily down through Belgrade to Sofia where the rates charged for a taxi make one think one has bought the whole car. The next day we flew to Istanbul, cleared customs, and so on to Eskichehir, where we met the heat again. We had no idea what sort of hotel accommodation would be available here but actually it was quite good. Leaving Eskichehir next morning we flew to Konia. We had to land at Adana to clear customs,

* Prohibition of flying.

a job which the Turkish authorities completed quickly, and so on to Aleppo. It was sunset when we landed, so fuelling had to wait until the morning, but the French Air Force took us along to their mess while we were waiting for the customs; it was very hot and we appreciated their hospitality. The hotel owner in Aleppo must have a soft spot for flying people as nothing is ever too much trouble.

It was now time that our engines had a look over and as I had to obtain visas for Iran in Baghdad we decided to wash out flying for a day. We all got down to the hangar at 07.00 hours and put in a useful morning's work on the machines. Of the difficulties of obtaining Iranian visas, it is hard to write with restraint; briefly, the consul had authority from the consul general in London to issue visas to us, but it took me from 11.30 to 18.30 hours to get them—and Baghdad in the afternoon is very hot!

We fully expected to have tail winds for the remainder of the journey but in the morning set off into a wind which made us take four hours and twenty minutes to cover the 300 miles to Basra. We were all rather hot and cross when we landed, but some cold drinks and a light lunch at the rest house put things back into their proper perspective and we set off again at 13.00 hours for Bushire. We picked up a tail wind soon after starting and landed after 2½ hours' flying. We had had some apprehensions about our reception in Bushire after an earlier experience, and wondered if we should have to face a firing squad or only be thrown into deep dungeons, but actually everybody was charming and we had cleared customs, signed all the forms and received the "all clear" in forty minutes. Indubitably a record! The rest house at Bushire was much the same, except that the local medical officer had condemned the water supply, so one had the choice of drinking bottled water or beer—as far as cost was concerned, there was not much in it. We made an early start from Bushire as it was not possible to say how long it would take to fuel at Lingeh. The town here is cut off from any form of communication with the outside world, and the procedure is to circle the town and then wait at the aerodrome until the customs, health, police, and Shell people come along. We were there for two and a half hours, quite busily occupied in brushing flies away. Leaving Lingeh we found a useful following wind and made very good time to Jask. The rest house here is rather better than that at Bushire and the various aerodrome services more efficient in every way. Incidentally, beer in Iran costs 4s. 6d. a bottle so at Jask I tried some Iranian wine. The following morning—at 3,000 feet between Jask and Gwadar—I wished I hadn't.

We had some tea and biscuits at Gwadar by way of lunch and then left for Karachi. The wind was still with us and we made very good time. We attempted to arrive over Drigh Road aerodrome in some sort of formation, but we were all dead tired and the result was not impressive. Clearing customs took us rather less than two hours, which is pretty quick for India, and we went into Karachi for a drink, a bath, another drink, dinner and bed. We enjoyed the luxury of lying in bed until 06.30 the next morning, although I could not get out of the usual routine and woke at 4 o'clock as usual.

The final day's flying took us to Jamnagar for fuelling and breakfast and then on to Bombay where we anticipated our estimated time of arrival by ten minutes. It was grand to be back again. (By courtesy "Shell Aviation News".)

INDIAN AIR SERVICES

ON the 8th November the first Indian internal air mail service to form part of the Empire Mail Scheme was opened by Sir Thomas Stewart. Sir Thomas was making his first official appearance as a representative of the newly formed Department for Communications which also came into being on that day. The new service is being operated between New Delhi, Gwalior, Bhopal, Indore, and Bombay by Messrs. Tata & Sons and on the inaugural flight 3,500 letters were carried, amongst which were messages from the Viceroy, Lord Linlithgow, to the rulers of the States of Indore, Bhopal and Gwalior, and to the Governor of Bombay. This new service will connect at Bombay with two others of Messrs. Tata which are already in operation: one from Karachi *via* Bhuj, Ahmedabad, Bombay, and Hyderabad to Madras and Colombo, and the other from Bombay *via* Goa and Cannanore to Trivandrum. The inauguration of the new service means that letters sent from Colombo to New Delhi by air mail will arrive at their destination nearly 53 hours sooner than if they had travelled by rail.

The Bombay/Trivandrum service was reopened on the 27th October after having been closed during the monsoon period and it is reported that Messrs. Tata have concluded arrangements with the Trivandrum State authorities by which on receipt of a slightly increased subsidy the service will be extended *via* Trichinopoly to Madras, where it will connect with the Karachi/Bombay/Madras/Colombo service. Messrs. Tata are shortly expecting new equipment and will eventually have nine Waco aircraft. In addition, three de Havilland Dragon Rapides which will be used between Karachi and Bombay are expected shortly. It is intended to increase the twice-weekly service from Karachi to Madras to five times a week when Imperial Airways are operating five services each week to Karachi. The time taken will be reduced to one day instead of two days as at present.



Sabu, the young Indian boy who made his reputation in the film "Elephant Boy", is rapidly becoming interested in swifter methods of transport. He recently visited the Morris factory at Cowley, near Oxford, and is seen here examining one of the new Series III models on the chassis assembly line.

With him are some school companions from Beaconsfield where he is learning to talk English fluently.

Sabu has just completed another film at the British studios at Denham.

(Continued from page 28)

taken up again the rope will be jammed. Cornering also presents certain difficulties. The driver of the first vehicle should steer fairly wide before the corner, in order to avoid dragging the towed car across the kerb. Similarly, the second driver should first steer away from the corner, and then inwards when negotiating the bend.

Clear Signals

It is, of course, essential for the first driver to keep the towed car under observation in his driving mirror, and to give very clear signals before executing any manoeuvre, while the towed driver should duplicate these signals for the benefit of following traffic, and should also arrange beforehand a simple code of signalling with the horn in order to communicate his intentions or give warning to the driver in front.

The towing driver should always try to visualise the effect of traffic situations on the driver behind, and should suitably modify his own driving, taking into consideration the sluggish acceleration obtainable with a car in tow, and the overall distance between the two vehicles. As a general rule it is not advisable to attempt to exceed a moderate speed, and it should be remembered that in any case a speed limit of 30 m.p.h. will apply when a car is being towed.

If the Car is Ditched

When the towing takes the form of extricating another vehicle from a ditch or from soft ground, care should be taken to manoeuvre the towing car so that a direct pull can be obtained in the required direction. Make sure that the towing vehicle itself is on firm ground, as there is otherwise a possibility that its wheels may spin, and that it may itself become stranded.

If there is any doubt on this point, some sort of a track should be improvised for the driving wheels.

Planks laid end to end, small stones, bracken or even straw, if laid thickly in front of the wheels, are all valuable in providing increased grip. On soft ground it is usually an advantage to lower the tyre pressures to about half the normal figure.

If a hard surface exists beneath the top layer of mud, however, a better grip can usually be obtained by maintaining the tyres at their normal pressure, as the tread will then stand a better chance of biting through the slime to the hard surface beneath.

(By courtesy "The Morris Owner.").

—: 0 :—

HYDERABAD RAILWAY AIR SERVICES

It is proposed to establish regular landing grounds under the Hyderabad Railway Air Service scheme at the following places:—

Warangal	Mahabubnagar
Bidar	Raichur
Gulberga	Aurangabad

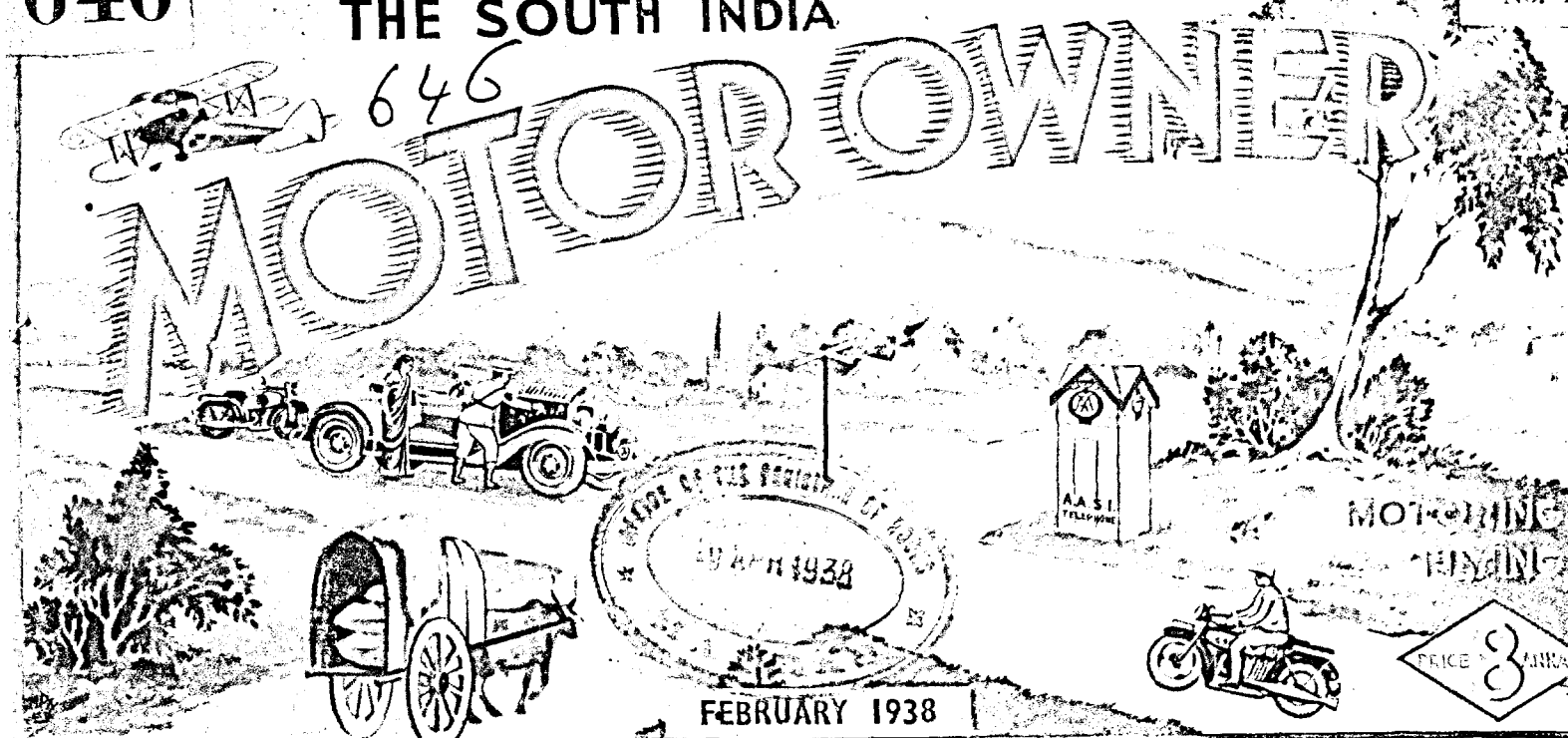
At several of the above places sites have already been selected and approved but not cleared.

Work on the consolidation of the runways at Bombay (Juhu) aerodrome has been completed.—(By courtesy "Shell Aviation News.")

646

THE SOUTH INDIA

No. 2



Official Organ of THE AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA

"Made by us!"

DUNLOP

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.

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

VICE-PRESIDENT:

Dewan Bahadur Govindoss Chathurbhujadoss.

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G. W. Owen, Esq.

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Maricair, M.L.C.,
C/o Madura Co., Ltd., Negapatam.

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

HON'Y. CONSULTING ENGINEER:
J. N. Norridge, Esq.

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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, Bezvada.
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, Madura.
17	K. Rangaswami Aiyar, Esq., B.A., A.C.E.	State Engineer, Pudukottai.
18	F. A. G. Ratcliffe, Esq.	Hosergoola Estate, Saklaspur P.O., Hassan.
19	Rao Bahadur Ravulu Subbarao.	Burmah-Shell Agent, Chirala.
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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 Lakshminarasinha 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

MEMBERSHIP APPLICATION FORM

To

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

I hereby apply to be *elected/re-instated a *Car/Motor Cycle Member of the A.A.S.I. subject to the Rules of that Body. Please send me the Official Badge. I enclose:

*Membership Subscription for one year from date Rs. 15 Rs.
" non-Motorist or M/cycle Rs. 5 Rs.
Badge Fee Rs. 5 Rs.

(A Banker's order is of great assistance to the Secretary and saves members from continually being worried with Reminders).

I require.....Badge(s), Type(s) No.....(See below).

*Strike out words which do not apply.

It is agreed that no property or interest in the Badge(s) other than the right to use it/them during membership, shall vest in me. I undertake not to lend, sell or subject it/them to any person, and to return it/them to the A.A.S.I. on ceasing to be a Member. It is also understood that the Badge(s) shall be displayed only on Private Motor Vehicles. A refund of Rs. 2-8 will be paid on return of the badge in good condition when membership ceases.

Date.....

For Office use only

Name (in block letters).....

Usual Signature.....

Private Address.....

Business Address.....

Reg. No. of Car or Cycle.....Make.....H.P.....

Introduced by.....

My driving license expires on.....Please register for reminders.

B. O. dated.....
Next Payment due.....
Date sent to Bankers.....
Date pay slip received.....
Membership No.....Badge No.....
Introduced by.....

TYPES OF BADGE FITTINGS SUPPLIED @ Re 1/- each.

No. 1. To bolt through Radiator Cap. No. 4. Motor Cycle handle-bar clip (please give diameter).
No. 2. To fit round crossbar (please give diameter). No. 5. To bolt to front bumper.
No. 3. To fit flat on the honeycomb of radiator with bolts. No. 6. To bolt to number plate.

This form should be sent to the Secretary, A.A.S.I., Post Box 704, Cathedral P.O., Madras, and NOT to the BANKERS

BANKER'S ORDER

To

Messrs.....Bank Date.....19
.....Branch.

On receipt of this Order please pay to the Secretary, AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA the sum of *Rs....., and thereafter pay the sum of Rs. 15 (Fifteen Rupees) annually on.....until further notice and debit the cost to my ^{single}/_{joint} current account.

Signature.....

Address.....

*Subscription and Badge Fee to be entered here.

Will Members' Bankers kindly use this number in all correspondence relating to the member?

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.

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 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.

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	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
Mysore Motor Guide			
Art Printing ...	0	12	0
Ordinary ...	0	8	0

Postage extra in all cases.

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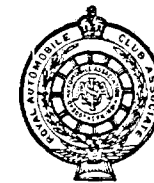
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THE SOUTH INDIA MOTOR OWNER



The Official Organ of the
Automobile Association of Southern India



Vol. X, Number 2]

FEBRUARY 1938

[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.

The Old South Indian Motor Union

LAST month the members were appealed to to give their experiences in the early days of motoring, and in particulars, if possible, of how the South Indian Motor Union was first formed.

One member writes, "I believe Mr. R. J. C. Robertson was the first person who ever drove a motor car in Madras, and that was in 1902.

The car was a steam LOCOMOBILE with back to back seats, and a tiller. He had some exciting times in Madras, particularly with the horse-buggies, and carriages, and was sometimes subject to unjustifiable abuse and most opprobrious epithets from the drivers of nervous animals. He eventually sold the machine which had served him well, to an enthusiast in Delhi.

The first car, I believe, was a French steam car brought by Mr. Carter from Bombay to Pudukottah for the then Rajah of Pudukottah State. It is quite possible Mr. Robertson may be correct in that he was the first to drive a car in Madras."

These are most interesting notes and members are again requested to write their experiences. No one has yet offered to enlighten us as to how the Association first came into existence.

Inspection Bungalows—Occupation by Members of the A. A. S. I.

Several complaints having been received of members being refused admission to certain Circuit Houses and Inspection Bungalows without first obtaining permission from the Collector of the Districts, the Secretary to the Government was addressed

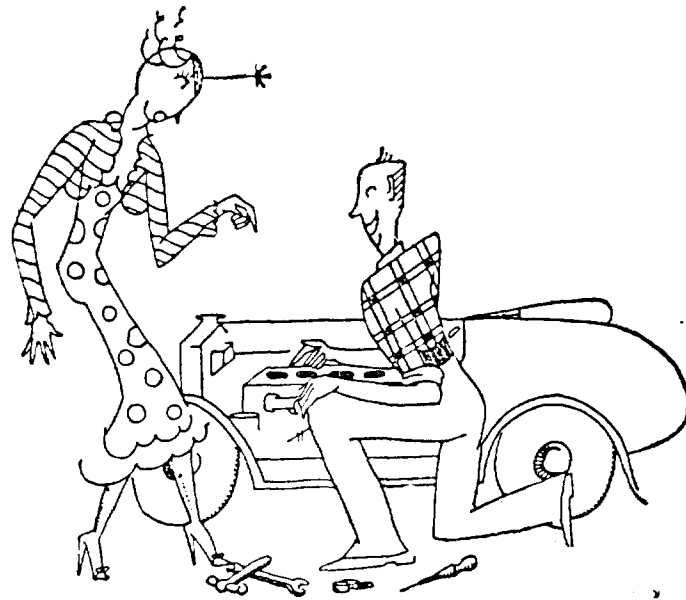
in the matter, and it is gratifying to note that the following memorandum has been issued by the Chief Engineer, P.W.D. All members of this Association much appreciate this privilege extended by Government, and will be glad to know that the order has been re-issued.

"Office of the Chief Engineer, P.W.D.,
General, Buildings and Roads.

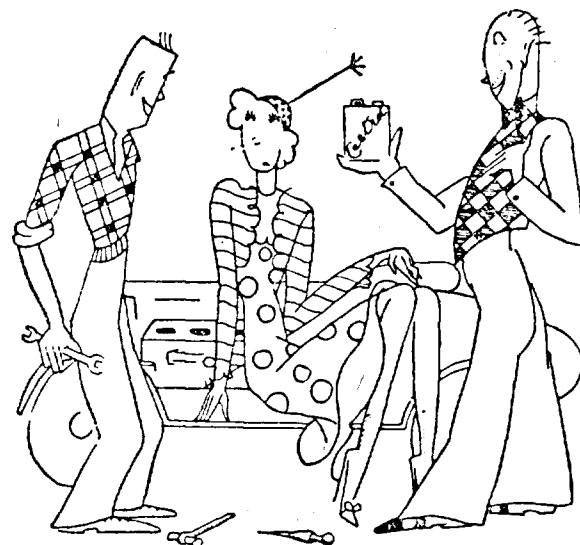
Memorandum No. 143-AC/38-CR. Dated 27th January 1938.

Subject:—Inspection Bungalows—occupation by the members of the Automobile Association of Southern India.

The Secretary of the Automobile Association of Southern India has brought to notice certain instances in which the watchmen or Section Officers in charge of Inspection Bungalows refused to permit the members of that Association to occupy the bungalows, which were vacant, and insisted on previous permission being obtained from Collectors of the Districts for occupation. Note 2 under Rule 2 of the Rules for occupation of Inspection bungalows lays down the conditions under which Touring Members of the Automobile Association should be permitted to occupy vacant inspection bungalows without the permission of the Collectors or the Public Works Department Officers concerned. One of such conditions is that the touring members of the Association should show to the watchman of the Inspection bungalow, they desire to occupy, their current Association membership cards signed by the Secretary of the Association. With reference to para 2 of G.O. No. 31-W dated 4th January 1934, and the Automobile Association's letter No. 1080/9 dated 9th January 1934 (both communicated to Superintending Engineers with Chief Engineer's Endt. No. 37-AC/34-2, dated 19th January, specimen copies of such cards should have been distributed to the watchmen of Inspection



I've been to watch the garage man decoking my car. And I had such a shock because, when he lifted the top off the engine, there were four huge holes there. Of course, I thought they'd have to be filled up, but it seems it doesn't matter having huge holes in an engine as long as the holes are nice and smooth and round "Bearings are nice and tight, Miss," said the man. So I looked very knowing, and said I was careful to tighten them every day. But it seemed I'd said something rather amusing. "Patent Castrol will look after them for you," he said. So I told him to give me some Really, it's the kindest stuff!



bungalows to enable them to verify if the cards shown by Touring Members of the Association are similar to the specimen cards. The Executive Engineers of Divisions should now be asked to instruct the Section Officers and the watchmen of Inspection bungalows to permit the members of the Automobile Association to occupy vacant bungalows without demanding the Collector's or any other officer's orders, subject to the conditions laid down in the rule quoted above.

(Signed) M. O'BRIEN,
Chief Engineer, P.W.D.

To the Superintending Engineers of Circles."

Return of the Registration Certificates

Members who have obtained Madras Tax Licences through the Association are reminded that there is always a certain amount of unavoidable delay in returning their Registration Certificate. The amount collected for M. V. licences issued is remitted once a month together with the Registration Certificates to the licensing authorities for endorsement, and only after their return from the authorities can they be returned to members.

Two-day Licences for British Cochin

The following Officers are authorised to issue two-day licences to motorists intending to visit British Cochin. These licences must be obtained in advance, otherwise visitors will be treated as residents and be obliged to take out a quarterly licence:

The Commissioner of Police, Travancore, the Commissioner of Police, Trichur, the Anji Kaimal District Superintendent of Police, and the Inspectors of Police, Nemara, Chittur, Palavannur, Vedakkancheri, Kunnankulam, Trichur Town, Mattanchery Town and Cochin Kasba.

Motor Accidents, and how they may be avoided

A burst tyre is a common cause of accidents and may have fatal results, not only to the motorist himself, but to his passengers, especially in the case of motor 'buses, and pedestrians may also be involved.

Our roads are littered with thousands of cast bullock shoes, worn thin and as sharp as razors, which are responsible for many burst tyres and serious accidents.

At the suggestion of my Association, the Inspector of European Schools of the Madras Presidency very kindly issued a circular letter to all his schools, as a result of which many of them have entered into the spirit of doing "a good turn", with enthusiasm.

To show what can be done, I may mention that in the first two months after the issue of the Circular, the children of the S. I. Railway Company's Primary School at Madura collected 402 cast shoes, and those of the Waltair Convent High School, 3,050; the latter is, of course, a bigger school, and the collection was stimulated by an inter-house competition organised by the school authorities.

Madras Scouts

The Scouts in Madras attended various social functions during the month and assisted in the parking of cars. These include 6 times at the Connemara, 4 times at the Rotary

Club, 7 times at the Guindy Race Course, and several times at the Congress Exhibition, Government House, Madras, Government House, Guindy, Adyar Club, M. & S. M. Railway Annual Dinner and Dance, Golf Exhibition at Guindy, European Association Conference, and Annual dinner; 3 days at M.C.C. Ground when Lord Tennyson's Team played All-Madras.

31 cars were given assistance during the month in Madras, classified as follows:—

Mechanical	..	..	..	11
Tyre trouble	..	..	..	16
Lack of petrol	..	..	..	4
TOTAL				31

Of this number, 6 non-members were persuaded by the scouts to join the Association.

Two Scouts attended the two days MOHODAVAM festival at Mahabalipuram (Seven Pagodas).

The Scouts estimate of vehicles attending this festival is as follows:—

Private cars	..	..	..	1,900
Cars belonging to A.A. Members	..	..	..	253
Taxis	..	..	..	24
Private 'buses	..	..	..	8
Chingleput District Board 'buses	..	..	..	30
TOTAL				2,215

The estimate of bullock-drawn vehicles is over 2,000. These caused considerable inconvenience to motorists by blocking the roads. Several cars were ditched.

In addition to these it is estimated that 500 persons attended on cycles, over a lakh of pedestrians, and over 5,000 were carried by 'buses.

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.....193

My Driving License No.....
dated.....issued by.....

Expires on..... Will you kindly
record this for your reminder service.

Signature.....

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

The Scouts report having given assistance to 37 cars during these two days, either on the road from Chingleput, or near Mahabalipuram itself.

The motor cycle scout was sent to Bangalore to assist the scout there in the parking of cars at the Flower Show, the Police Sports and Military Boxing Tournament which took place between 21st and 26th.

Route Itineraries and Letters

94 itineraries covering 28,212 miles were issued during the month.

1,500 letters, 730 telephone calls and 574 personal calls were received, and 1,790 letters were despatched and 430 letters were delivered by peons.

M. V. Tax Licences and Foreign Documents

320 Madras M. V. Tax licences, and 65 Madras and Mysore short-term licences were issued during the month.

3 International Driving permits, 1 International Motor Vehicle certificate and 1 carnet de passage were issued during the month.

Bangalore Scouts Report

Road patrolling was much increased, compared with the previous month, as fewer visitors called at the Branch Office, and there was a big falling off in the demands for licences, and other services. Scout White assisted in the parking arrangements at the following places.

4 attendances at the Bowringpet Institute, 4 at the Golf Club car park, 17 at the Cathedral and Churches of other denominations, 2 at the B. U. S. Club, several attendances at the band in Cubbon Park, and also at the Mayo Hall public meetings, Mysore Police Sports, New Year's Military Parade, Military Boxing Tournament, and at the residence of the Dewan of Mysore. The last event afforded Scout White special scope for showing his knowledge of car-parking, and control. As a result of it, all cars were able to leave at will without any trouble or congestion.

Honorary Secretary's Report—Bangalore Branch

General:—

As predicted in my last report, A. A. activities have eased up a bit since Christmas and though it was too late for my proposed tour to Karwar, Goa, Belgaum and Vengurla, I managed to snatch three days in which to get on to the open road, step on the gas and work off the chauffeur-like feeling

AUTO CIN-DEK

A "PABCO" PAINT

FOR CARS, BUSES AND LORRIES

Agents :—SPENCER & CO., LTD., MADRAS

Membership

62 new members were enrolled during the month of January 1938. These new members were introduced by the following:—

- 8 by Major A. W. Waters, M.B.E., Hon. Secretary at Bangalore.
- 4 by V. Duraiswamy, Esq.
- 2 each by Messrs. T. R. Bushanam, Simpson & Co. Ltd., and C. H. John.
- 1 each by Mr. H. O. P. Walker, Dr. G. J. Ingram-Cotton, Messrs. D. I. Gardiner, S. Mundkur, K. C. Chandy, T. S. Muthuswami, G. McPherson, P. R. V. Sarma, V. B. Ramachandran, Rev. S. D. Bawden, Mr. C. E. Woods-Scaven, Messrs. South Indian Motor Co., Mr. D. J. Spencer, and Mr. G. Sri Ram Babu.

The remaining 30 were enrolled by the Staff.

Traffic Control in Bangalore C. & M. Station

The following is Traffic Notice No. 1 of 1938 issued by the Commissioner of Police, C. & M. Station:

"When walking on roads where no footpaths are provided, pedestrians are required to keep to the extreme RIGHT of the road".

which seems to grow on one after a few months of town-running where the halts are regulated by the requirements of the ménage. Once on the road one can take command, and set the pace which by the way, must be fast enough to suit the younger members who promptly inquire whether there is a funeral in the way if one happens to slow down to some 30 odd miles.

Not having been favoured with an opportunity to visit the Shimsha Hydro-Electric Project at Shimshapura which was inaugurated by H. H. The Maharaja of Mysore on 20th December we called in there to collect some data and snaps. Also spent a morning at TALAKAD—19½ miles from Sivasamudram Bluff and photographed the buried Temples and sand-dunes.

If I can catch the Editor in an indulgent mood, I hope, elsewhere in this Journal, to have a few notes and snaps on the above and other places off the beaten track. Vast numbers of motorists are, I find, quite unaware of the unique motoring amenities practically all over beautiful Mysore.

2. Correspondence:—

Letters etc., issued were:

To the Secretary	..	65
Others—Outstation	..	10
Local	..	27
Total		102

This number is about two-thirds of the numbers for November and December.

3. New Members:—

A few definitely passed through my hands whilst a few proposal forms were handed to likely members, also a few to energetic members to procure recruits. As these went out with the "business reply paid envelopes", it is not possible here to say how many reached the Secretary. As some of these forms will bear the "introducer's" name I propose to endorse such forms with my office stamp to trace their source.

4. Car Badges:—

Keeping a small stock of these on the spot has been useful and several members (some from outstation) who hadn't a badge promptly availed themselves of the opportunity to have one affixed to the car straightway.

With the spread and increasing activities of our Scouts, members must surely realize the advantage of being readily identified.

5. Road Scouts:—

One Scout was present throughout the month while one additional Scout was obtained from Madras for three days to cope with the Flower Show at Bangalore on 22nd January which clashed with the Mysore Police Sports. A detailed report of the Scouts has been separately submitted.

6. Mysore and C. and M. Station, Bangalore, Car Licences.

Inquiries from out-station show that some members are under the impression that a C. and M. Station licence is imperative if passing through it.

This is not so: a Mysore licence of any description is valid in the C. and M. Station for 6 days (residing in the station) during which one need not obtain a C. and M. Station licence.

Hence, one may procure a Mysore licence, enter Mysore State, stay 6 days in the Station and leave it on one way out of the State.

Short-term licences in Mysore operate from 6 a.m. to 6 a.m. and in the Station the recognised practice seems to be sunrise to sunrise.

Motorists temporarily residing within Mysore limits do not in any circumstances require a C. and M. Station licence in addition to their Mysore one, under reciprocity rules.

In short—if you reside in Mysore limits you must carry Mysore Licences; if in C. and M. Station limits you must on the seventh day after entry therein, obtain a C. and M. Station licence, or move over the border into Mysore, even if only for one day when a Mysore 7-days licence will see you out of the State at a cost of from 2 to 3 rupees, and thus save taking out a C. and M. Station one at a cost of Rs. 8 or Rs. 15 for one day.

Any member in Bangalore and in doubt is invited to consult me.

7. Toll-Gate Receipts:—

The importance of having the correct time entered in receipts was recently exemplified in my case.

I halted at a toll at precisely 1 p.m. but 12-30 was entered. On second thoughts, I had it corrected. That correction saved me Re. 1 the next day by just 10 minutes to spare i.e., I reached the toll at 12-40 p.m. after a great effort over a bad road.

8. Entering Bangalore from Madras:—

How many motorists realise that except if halting in the vicinity of Ulsoor, Trinity Church and thereabouts, one should avoid the congested street of Ulsoor. The best and quickest road is: just before entering Bangalore, and about 4-5 furlongs beyond the Bangalore Municipal Toll Gate, turn right at the signpost to Knoxpet, and when reaching Ulsoor Tank turn right only for St. John's Hill, Cantt. Railway Station etc., but bear left for all other parts of Bangalore and all Hotels. The distance is about the same, but this way is infinitely quicker, safer and pleasanter. The same holds good when leaving Bangalore for Madras.

9. Traffic in the C. & M. Station of Bangalore:—

The right hand rule, as also the 30 mile per hour limit are flagrantly ignored by many, notwithstanding that the 30 mile signposts are being installed at entrances to the Station. One driver who overhauled me on Queen's Road passed me like a shot, which judged by my speedometer, I calculated to be 45 to 50. Having developed unnecessarily this speed, he had to waste or dissipate it by braking hard to stop at the Veterinary Hospital where I too happened to be going.

On my mildly protesting to him as a potential cause for the possible further reduction of the present (and broad-minded) speed limit of 30, he replied that he'd never heard of the order.

Moreover, he said, his speedometer was not working. There is the weak spot, and if I were a magistrate I'd rub it in thick to the driver exceeding speed limits and whose speedometer was not reasonably accurate, and cited as an excuse.

HAVE YOUR CHILDREN WITH YOU THIS VACATION
The m.v. "DERBYSHIRE" will bring them
to you and take them back to their
studies for Rs. 380

Special sailings of the m.v. "DERBYSHIRE" have been arranged, to enable children and students studying in England to spend their summer vacation with their families in India. Preparations have been made to make the trip an enjoyable cruise for the children, who will be under the care of a kindly matron and a wise conductor.

Fares for Children under 12 years.—From Liverpool to Cochin returning to Plymouth or London. £28-10-0, Rs. 380.

SAILING DATES of M.V. "DERBYSHIRE"
ON HER SPECIAL CHILDREN'S HOLIDAY VOYAGE

Leaves Liverpool	Leaves Marseilles	Arrives Cochin	Arrives Colombo	Arrives Rangoon
15th July	23rd July	7th Aug.	8th Aug.	13th Aug.
Leaves Rangoon	Leaves Colombo	Leaves Cochin	Arrives Marseilles	Arrives London
25th Aug.	31st Aug.	1st Sept.	18th Sept.	25th Sept.

Further Particulars From:
HARRISONS & CROSFIELD, LTD.,
(Incorporated in England)
COCHIN.
GILLANDERS ARBUTHNOT & CO., MADRAS

The junction of Lady Curzon and Cubbon Roads is a danger spot now: drivers of all nationalities exit from the former, and turn right up Cubbon road at speed quite regardless of down (right-hand) traffic; in fact, their treatment of left-hand traffic is highly dangerous and unjustifiable.

10. Toll-gate ropes and chains in Mysore:—

Inquiries in January at the Byrapatna Toll, 4 miles from Channapatna (little over 40 miles on the Bangalore-Mysore Road) elicited the statement that a gate or bar was actually being made, to replace the present chain, and would shortly be installed.

(Signed) A. W. WATERS,
MAJOR,
Hon. Secretary, Bangalore Branch.

Secretary's Visit to Bombay

On 7th February Mr. G. W. Owen, Secretary will proceed to Bombay on a visit to the W.I.A.A., and will meet Sir Stenson Cooke, the General Secretary of the A.A. of Great Britain, who will call at Bombay on his way on board the s.s. "Strathmore", on his way to New Zealand.

An outline of Sir Stenson's life will be of great interest to members.

The Roads of Madras—from the "Madras Mail"

As you travel across the wide ocean
Full many a wonder you'll see,
There'll be much to arouse your emotion
And much that had better not be,
But, whether in country or city
There's little you'll find to surpass,
As an object of scorn, or of pity,
The Roads of Madras.

As along them your car you are driving
How the potholes will give you the jumps;
To avoid them in vain you'll be striving
You've got to put up with the bumps.
Though it's true, when especially rutty
The tarred surface along which you pass,
That they carefully patch it with "mutty"
Down here in Madras.

There will soon be a Viceregal visit,
And to Guindy His Ex. has to get.
But will he not question "What is it?"
As his car rocks along Teynampet?
Will he not, mid the shaking and rattle,
Be tempted to mutter "alas!
No case here for pedigree cattle,
'Tis roads for Madras."?

Yet the powers that be, sure, are proving,
That our thoroughfares make their appeal;
They have, for a start, been removing
The much discussed statue of Neill.
New circular ways they're inventing,
Round which to the left you must pass,
Thus hazardous driving preventing
On some roads of Madras.

But this is a slender beginning.
Otherwise things get steadily worse;
It is not a matter for grinning,
It rather incites us to curse.
Oh! May our esteemed Corporation
Take heed to our pitiful pass,
And provide, with no more hesitation,
Good roads for Madras.

New Members

- R. G. A. Baker, Esq.,
Valley End Estate, Mundakayam P.O., Travancore.
- A. Viswanath, Esq.,
Professor of Mechl. Engineering, Guindy, Saidapet P.O.
- S. Devaraj Bahadur, Esq.,
Devaraj Mohatle, Mysore.
- S. C. Williamson, Esq.,
Woodstock, Haddow's Road, Nungambaukam.
- S. P. K. A. Lakshmanan Chettiar, Esq.,
24, North Masi Street, Madura.
- K. W. H. Adlam, Esq.,
Thiasola Estate, Kilkundah P.O., Nilgiris.
- H. Greenfield, Esq.,
Collector of Salt Revenue, Custom House, Madras.
- R. V. Guruswamy Naidu, Esq.,
Tirumurthi Mills Ltd., Udampalpet.
- Diwan Bahadur Sri Hari Rao Naidu,
Inspector-General of Registration, 1st Line Beach, Madras.
- J. Ch. Dubois, Esq.,
Banque de l'Indochina, Pondicherry.
- S. R. Kaiwar, Esq.,
2/38B, Santhome High Road, Mylapore.
- G. W. A. Edwards, Esq.,
Ladrum Estate, Peermade P.O., Travancore.
- M. M. Bhargava, Esq.,
Manager, Reserve Bank of India, Madras.
- John Helen, Esq.,
Ambat House, Mutuppalam, Kottayam.
- F. W. Knipe, Esq.,
c/o King Institute, Guindy, Saidapet P.O.
- Major E. L. Law,
1 Kensington Road, Bangalore.
- Christian Poggensee, Esq.,
1/89 Wallajah Road, Madras.
- T. R. Tyagarajan, Esq.,
41, Bazlullah Road, Theagaroyanagar P.O.
- J. H. Gray, Esq.,
Madras Police, Chittoor.
- B. G. L. Naidu, Esq.,
1, Wood Street, Bangalore.
- A. A. G. Connell McDowell, Esq.,
c/o The Dunlop Rubber Co. Ltd., Mount Road, Madras.
- Dr. J. R. Davidson,
Neyyoor, Travancore.
- Rao Bahadur T. Tirumalai Mudaliar,
No. 2, Plain Street, Bangalore Cantt.

V. C. Gopalaratnam, Esq.,
8/2, Badriah Garden Street, P. T., Madras.

Major R. P. F. White,
Fort St. George, Madras.

V. R. Ramakrishnan, Esq.,
c/o Radhakrishna Mills, Ltd., Coimbatore.

Jalal Mohamed Ibrahim, Esq.,
The Tannery, Meenambakam.

K. Kunhi Krishna Nair, Esq.,
Eltekon, Kilpauk.

N. Sundaram Aiyar, Esq.,
10, Jambulinga Naicker Street, Nungambaukum.

John Pickering, Esq.,
c/o The Mercantile Bank of India, Bombay.

B. R. Batra, Esq.,
Divisional Engineer, Telegraphs, Madras.

G. Venkatasubba Rao, Esq.,
65, Govindappa Naick Street, G. T., Madras.

S. Davis, Esq.,
Block No. 100, Railway Colony, Madura.

W. G. Craig, Esq.,
Valley End Estate, Mundakayam P.O.

Lourdu Peter, Esq.,
Anaikatti Maidan, Trichy.

F. P. L. Fickling, Esq.,
Chartered Bank of India Ltd., Madras.

Virgil E. Zigler, Esq.,
United Lutheran Church Mission,
Rentichintala, Guntur District.

V. C. Krishnaswami, Esq.,
2/85 Saminaickan Street, Chintadripet, Madras.

A. L. Bishop, Esq.,
Pilkington Road, Perambur.

G. J. W. Heynekar, Esq.,
Oriental Buildings, Armenian Street, Madras.

J. Fishburn, Esq.,
c/o Best & Co. Ltd., Madras.

Major W. M. Newill,
c/o Race Club, Guindy, Saidapet.

W. G. Lamarque, Esq., I.C.S.,
Asst. Collector, Madura.

The City Motor Co.,
4, Westcott Road, Royapettah, Madras.

Lt.-Col. K. R. K. Iyengar, I.M.S.,
Director, Pasteur Institute, Coonoor.

D. N. Aspden, Esq.,
Binnyston Gardens, Bangalore City.

Mrs. M. A. Wilson,
c/o Miss M. Shaw,
Matron, Govt. Isolation Hospital,
Old Madras Road, Bangalore.

Rev. F. P. Manley,
Nellore.

H. S. Ballantyne, Esq.,
40 A, Residency Road, Bangalore.

G. T. Auston, Esq.,
Customs House, Madras.

K. M. Aslam, Esq.,
Navaz Mansions, Mount Road, Madras.

Devandra Nath Das, Esq.,
Normal School Lane,
Chandnichank P.O., Cuttack.

S. V. B. Row, Esq.,
"Kaveri Bagh",
Theagaroyanagar P.O., Madras.

Rev. G. A. N. Shackle,
Munnar P.O., Travancore.

Dr. P. Viswanatha Menon,
Lakshmi Memorial Clinic,
44/1, Poonamallee High Road,
Kilpauk, Madras.

Lt. L. U. Kamm, I.M.S.,
c/o Indian Military Hospital, Poona.

D. H. King, Esq.,
c/o Bangalore Woollen Mills, Bangalore.

Commander G. M. Osborne-Smith, R.I.N.,
Presidency Port Office, Madras.

Mrs. Florance D. Manser,
97, Roberts Road, Trimulgherry, Deccan.

Major-General N. M. Wilson, I.M.S.,
Surgeon-General's Office, 81, Mount Road, Madras.

Miss Diana Hartley,
5, Monteith Road, Egmore, Madras.

THE MAKING OF A GOOD DRIVER

THE second of the series of monthly classes for Learner Drivers instituted by the Safety First Association of India was held in the Conference Hall of the Association on Tuesday morning, when there were present 180 pupils, attending the Driving Schools in the City, together with their instructors.

Mr. A. S. Trollip in an introductory speech emphasised the value of cultivating good driving manners. This was followed by an exhibition of two films illustrating the principles of the

Highway Code and the Art of Good Driving accompanied by a running commentary in Hindustani by Mr. D. Gomes, a Member of the Association. The exhibitions over, demonstrations of good driving with the aid of toy motor cars were given. These included the right of way, taking right and left turns, cornering, overtaking, and ascending and descending a hill. Questions were invited and doubts cleared which the pupils very much appreciated.

Plans are now under way for a similar monthly class for licensed drivers.

OUTLINE OF Sir STENSON COOKE'S LIFE



Sir Stenson Cooke,
General Secretary of the Automobile Association of Great Britain

THE Automobile Association of Great Britain, of which Sir Stenson Cooke is General Secretary, is the largest motoring organisation in the World. It has grown from small beginnings—from one room in Fleet Street, the centre of London's newspaper world, with a borrowed typewriter and chair, to the occupancy of the magnificent Fanum House, a landmark in the West End, and branches in every important centre in the British Isles.

Its history is the record of motoring development in Great Britain. There has been no aspect of the improvement of road transport with which the A.A. has not been intimately associated. In many reforms it has been the pioneer; in others its great influence has been the deciding factor in stimulating progress to the lasting benefit of the motoring community. And throughout the 32 years of its existence, Sir Stenson Cooke's energy and forceful personality have directed and dominated the Association and its work.

In 1905 there was in existence in Great Britain a speed limit for motor cars of 20 miles per hour—motoring, although in its infancy, was being strangled by reactionary antagonism. This hide-bound law was so obviously unnecessary and unfair in its application that it was consistently defied. The police resorted to concealed "traps"—the timing, unknown to the driver over a measured mile—on the most used highways, such as the London-Brighton Road and other roads to the popular south coast resorts of England. A few motoring pioneers banded themselves together to combat this state of affairs—an arbitrary

and indiscriminating enforcement of the law in selected circumstances. It was decided to employ newspaper boys from Fleet Street to patrol these roads on bicycles and give warning of the police traps. The experiment was a great success and led to the permanent use of these lads at week-ends. Thus the Automobile Association was born.

The next step was to appoint a Secretary and Mr. (as he then was) Stenson Cooke was selected for the post, although he had never driven a motor car. The choice was abundantly justified. From being a purely protective body—membership fewer than 90 and bank balance well below £100—the A.A. has grown until to-day it has a membership of nearly 700,000 and an annual revenue exceeding £1,000,000 sterling. Its yearly expenditure on road patrols and road services is £680,000. It initiated the road patrol system, which remains unparalleled; the provision of free legal defence, a bold experiment; signposting on national lines, a network of roadside telephone boxes and an ideal of motoring service which has since spread throughout the World. The A.A. is now, as it was in 1905, a militant organisation pledged solely to the protection and advancement of the interests of motorists.

This consistency of aim and policy is directly attributable to the foresight and ability of the Secretary who, from the very beginning, has controlled and inspired the A.A. "An indefatigable worker, with a genius for organisation" is, perhaps, the aptest description of Sir Stenson Cooke. Erect, alert, with iron grey hair and keen, deep-set eyes, in which a humorous twinkle often lurks, he is, for his age, probably one of the fittest men in London to-day. He is an ardent fencer. He won his first foils competition when he was 19, and although he no longer takes part in competitive events he still fences regularly. He was one of the British team at the Olympic Games in 1912 and has represented his country on numerous occasions, being thus one of the few who are privileged to wear the Tudor Rose of England, the badge of a fencing international. Earlier he had won both the officers' sabres and foils competitions at the Royal Tournament at Olympia. In 1914 he fought his way for the fourth time to the final pool of the British Amateur Championship and then with the outbreak of war open fencing competitions were abandoned. After the Armistice Sir Stenson went into training immediately and having won second prize in the Service Championships at the Royal Naval, Army and Air Force Tournament, he achieved one of his life's ambitions by winning the British Amateur Foils Championship on April 20th 1923.

Sir Stenson had served in the London Rifle Brigade before the War as cadet, subaltern and captain. On the outbreak of war he headed a large contingent of the A.A. staff to enlist in the 8th Battalion of the Essex Regiment of the Territorial Force. His administrative abilities were quickly utilised in a bigger sphere. He was appointed Staff Captain at the War Office in 1915, a year later he was promoted Major and he then became Controller of Supplies at the Ministry of National Service.

Widely travelled, his insight into every aspect of road transport is probably unrivalled. His knowledge has always been freely placed at the disposal of the authorities and he has served on many committees and commissions set up to consider one or other of the many problems of roads and road traffic. His evidence before the Royal Commission on Transport in 1929 was acknowledged to be an enlightened contribution, opening out an entirely new line of thought in the consideration of motoring facilities and their development.

(Continued on page 53).

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

Fourth Indian Roads Congress

THE Fourth Indian Roads Congress was opened at Hyderabad, Deccan, on the 4th of January 1938 by the Hon'ble Raja Shamraj Rajwant Bahadur, Member, Public Works Department, H. E. H. The Nizam's Executive Council.

About 100 delegates representing almost all the Provincial Governments and Indian States were present. Representatives of big industrial interests dealing with bridging, road materials and transport also attended.

There was general regret felt for the absence of Mr. K. G. Mitchell, who was on leave in England. His driving force and personality were missed throughout the Congress.

The Hon'ble Raja Shamraj Rajwant Bahadur in inaugurating the session said:

"I feel it a great honour and privilege to have been invited to inaugurate this, the fourth session of the Indian Roads Congress. It gives me great pleasure to have this opportunity of welcoming to the capital of H. E. H. the Nizam's Dominions so representative and eminent a gathering of Engineers.

"The Institution of Engineers has just concluded its session in Hyderabad and I have no doubt that the deliberations that took place during the last week and those that are to commence to-day will contribute greatly to the solution of the many engineering problems that are before our country.

"The road problem is a subject of engrossing interest at the present moment. The railway and the steamship, during the past century, not only brought the peoples of the world together but created in them a desire and an urge for movement. Populations have become to-day far more mobile than they were ever before, and this mobility has, in turn, led to repeated and fresh contacts so conducive to the development of a people. In other countries, having relatively more extensive coastlines or navigable rivers, the boat and the steamship have played no mean part in contributing to such contacts, appraisal and appreciation of one another's culture. But in our own vast sub-continent of three hundred and fifty million people our railroads and highways constitute the only means of communication between our wide-spread population. Even among these two, I am sure, comparative statistics, if such were collected, would show that the number of people travelling by the road is far greater than those using the railway. It is because of this increasing mobility leading to the ushering in of a new era that I regard the road problem as one of intrinsic importance.

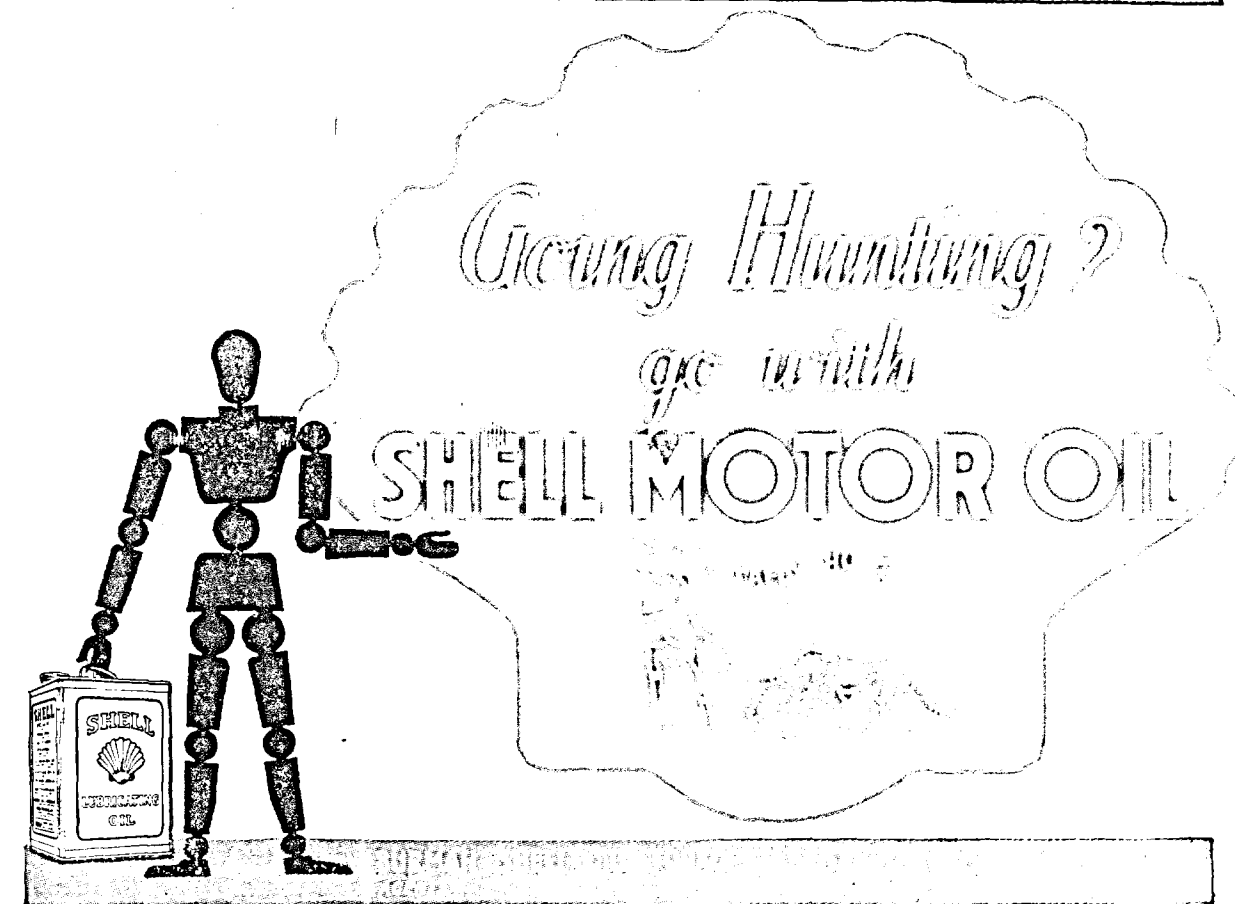
"The part played by roads in the economic development of a country hardly needs to be emphasised. India is predominantly an agricultural country and trunk roads spanning its length and breadth and feeder roads interlacing the districts and providing an outlet for the produce of the villages in the interior are factors of inestimable economic value. The country where, I believe, somewhat similar conditions prevail is the United States of America, and, you are no doubt aware that a good portion of the

States' taxes is spent there on the construction and upkeep of roads. From the East to the West, a distance of more than 3,000 miles, there are not one but several cement-concrete highways traversing that great continent. If, or I should rather say, when, such development takes place in our own country, these Dominions, situated as they are in the very centre of the Indian Peninsula, will become the meeting-place of high-ways running from the North to the South and from the Eastern to the Western Coast. But in that not far distant future, no less than at present, owing to the rapid development of air transport, these roads will mainly be used for the transport of agricultural produce. If, therefore, this our major industry is to contribute effectively to the supply of our primary needs, the interest as well as convenience of the agriculturist himself must specially be borne in mind in formulating any new plans or programme of Road Construction in India.

"The necessity for the expansion of roads in India brings in its train a number of problems pertaining to finance and the technique of road construction. Roads are not only expensive to construct but they involve a large recurring expenditure by way of maintenance. If, therefore, our limited resources are to yield the maximum benefit, it is obvious that thoughtful consideration will have to be bestowed on the framing of a plan which will not only be based on the needs of the present but will also make provision for those of the future. It is due to the absence of such planning in the past that, in several parts of the country, trade and travel have come to adopt routes which have sprung up perhaps fortuitously in the course of time but do not quite fit into the framework of modern agricultural or commercial development. The waste involved in such haphazard transit is enormous and lays a heavy and unnecessary burden on the State exchequer.

"The formulation of a policy based on careful survey and research is necessary for ascertaining the exact kind of roads required in different regions. The volume of traffic on the outskirts of a busy market town varies considerably from that to be found in sparsely populated and undeveloped areas. Between these two extremes, there is a vast range of variation in local problems, each of which requires a different treatment.

"For example, motor vehicles have come more into vogue in some places than in others. In certain provinces, there is already a decrease in the number of carts employed for the transport of agricultural produce owing to the motor traffic having taken their place. In others, statistics show that, since agriculture even in the interior has changed its nature from serving a purely local demand to catering for an international market, the number of bullock carts has, owing to the absence of motor vehicles, increased considerably. Evidently, this stage of transition, during which our roads will have to meet the demands both of bullock carts and motor traffic, will last for sometime and it is necessary that we devote considerable attention to the evolving of methods which will give us roads that will serve this dual purpose.



"Similarly, a good deal of emphasis must be laid on the necessity for the reconstruction of existing roads simultaneously with the construction of new ones. Roads must be planned both in alignment and outlay to satisfy the most advanced considerations of technique, combined with maximum facility and safety to the road user. The economic loss that results from improper highway design or construction or from the retention of highways unsuited to the traffic conditions of the present day is still another factor to be guarded against. In short, roads and their construction and maintenance should form an integral part of our national economy; and the network of highways and feeder lines should be so planned that in the long run these arteries of communication come to function as indispensable parts in the body-politic. It need hardly be emphasised that upon the adequacy of communications depends the richness and fulness of our economic, cultural and national life.

"The Indian Roads Congress has, in spite of its very recent origin, already given impetus to the consideration of these different questions relating to the construction and maintenance of roads and bridges, and will, I am sure, play an increasingly useful part in the development of communications throughout India.

"Gentlemen, it is with the greatest pleasure that I declare open the fourth session of the Indian Roads Congress and wish you every success in your deliberations."

Mr. Stubbs, President of the Congress, thanked the Nizam's Government for their hospitality and arrangements. He traced the growth of the Roads Congress and while thanking the Government of India for their financial assistance, expressed a doubt about the future of the Congress as a complete reply from the Central Government had not been received to the appeal for continuance of financial support to the Congress from the Reserve Fund.

"The only alternative for the Congress," added Mr. Stubbs, "is to draw the attention of the Government of India to the very valuable work of the Congress and repeat its previous request about the financing of all future meetings of the Congress from the Reserve Fund. Since the inauguration of the Central Road Fund eight years ago, there has been a tendency to look upon the Fund as the main source for financing road development.

"The money distributed among the provinces and States amounts barely to Rs. 1 crore at present and for a vast country like India this is very small. It is, therefore, essential that this sum should be made to go as far as possible and the amount of wasteful expenditure and repetition of costly mistakes should be reduced to a minimum.

"The results obtained are so far satisfactory, but not sufficient. It is necessary to look ahead and map out the progress and work on a pre-conceived plan of action. A beginning has already been made in this direction and standards of specification and a code of practice for road bridges to India are being published which will be greatly helpful to road engineers. The next important step is the publishing of similar booklets for roads. Conditions vary to such an enormous extent in various tracts of India that the compilation of such a book will present great difficulties.

"It is agreed that a code for roads is very necessary but how the problem should be tackled has not been definitely decided. The technical Sub-Committee of the Congress discussed this important question at previous meetings and decided

that the best way of dealing with the question is first to decide what particular subjects should be included in the code and call upon the members of the Congress who are experts in the line, to write papers for discussion, after which the Sub-Committee will redraft papers for incorporation in the code."

During the session the following papers were read:

- (a) A Method of calculating the stability of braced Pile Piers, (By Guthlac Wilson, B.Sc. (Eng.), Assoc. M. Inst. C.E., Assoc. M. Am. Soc., C. E.).
- (b) The Dhakuria Lake Bridge by the same author.
- (c) Franki Pile Foundations for Road Bridges, [By William Archibald Radice, B.A. (Cantab), A.M. Inst. C.E., M.I.E. (India)].
- (d) Reinforced Cement Concrete Bridges of 24 feet Span constructed in Gwalior State, (By Rai Bahadur S. N. Bhaduri, B.A., C.E., M.I.E. (Ind.), Chief Engineer, P.W.D., Gwalior Government).
- (e) Reinforced Concrete Bridge across the Godavari river at Shahgadh in Hyderabad State, [By Mr. Dildar Husain, B.E., M.I.E. (Ind.), Assistant Chief Engineer, P.W.D., Hyderabad (Deccan)].
- (f) Safe Wheel Loads for Indian Roads, (By K. G. Mitchell, C.I.E., I.S.E., and Jagdish Prasad, C.E.).
- (g) Roads under Local Bodies and how to maintain them. (By Rai Sahib Fateh Chand, Secretary-Engineer, District Board, Bijnor, and President, District Board Engineers' Association, United Provinces).
- (h) Corrugations on Road surfaces, (By G. B. E. Truscott, Chief Engineer, Travancore State).
- (i) An aspect of Traffic Statistics, (By Ian. A. T. Shannon, c/o Burmah-Shell Oil Storage and Distributing Co. of India Ltd., Madras).

There was no lack of speakers on the papers and the discussions provided an interesting exchange of views. A number of resolutions were passed at the business session of the Congress. The Congress invited the attention of the Government of India to the resolution passed at the previous Congress requesting recognition of the Congress as the best available means of implementing item 4 (technical questions relating to the construction and maintenance of roads and bridges and road research) and item 7 (statistics and intelligence) of the Indian Road Development Committee's Report of 1928 and requested that Government should continue to subsidise the Congress by a small subsidy for general expenses and defraying the cost of attendance at the annual meetings of members selected by the respective Governments.

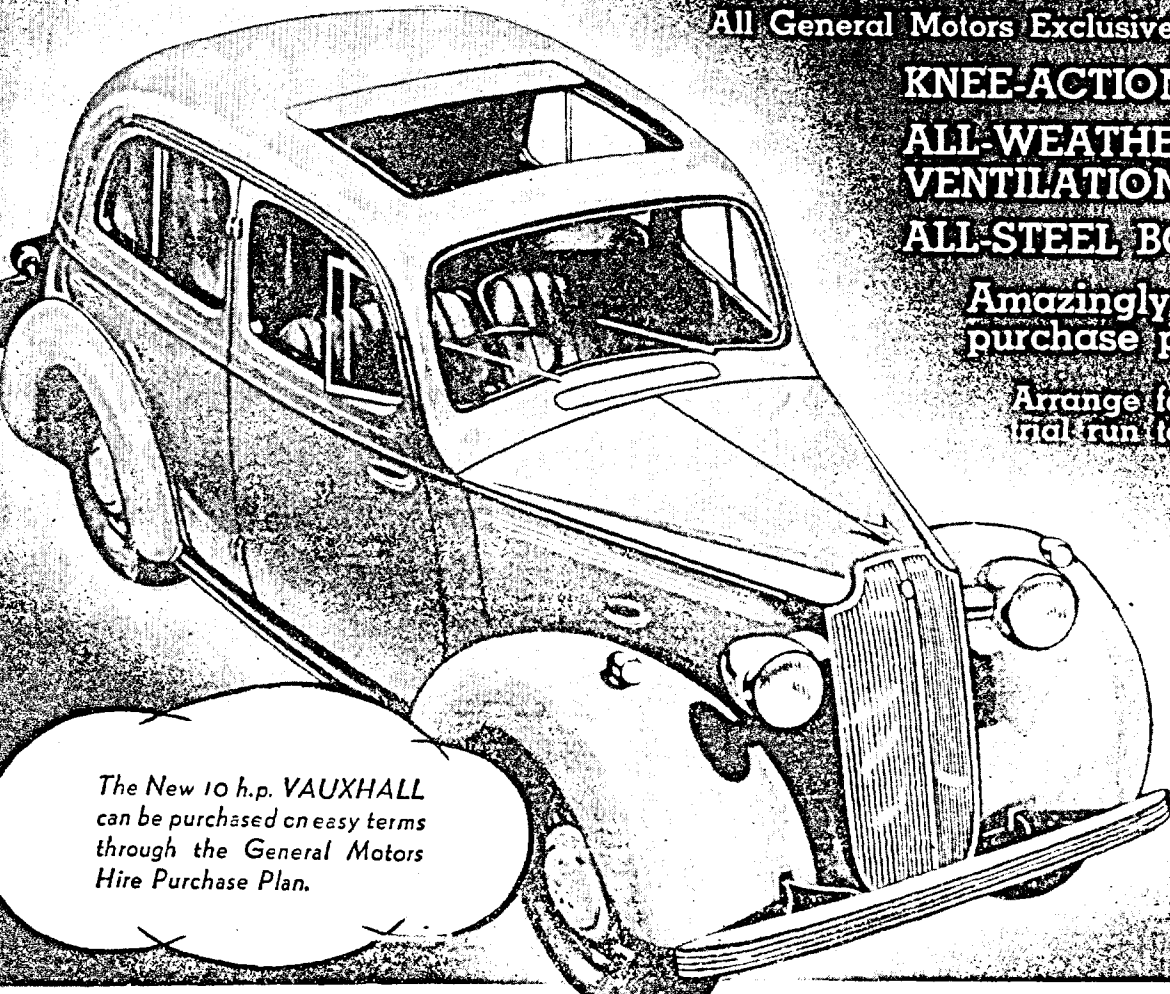
During the year the Congress had published a book giving standard specification and code of practice for road bridges in India, copies of which may be obtained from the Secretary of the Congress at Rs. 5 each. The Congress accepted the recommendation of the Council regarding the desirability of a code of practice for road work and that it should be presented in the form of papers for discussion at the next Congress and ultimately published in book form.

The President Mr. S. G. Stubbs, O.B.E., Chief Engineer, P.W.D., Punjab, was again elected to the Presidency for the ensuing year. The three Vice-Presidents elected were Brigadier E. C. Walker, Chief Engineer, Southern Command, Rai Bahadur S. N. Bhaduri, Chief Engineer, Gwalior and Nawab Ahsan Yar Jung Bahadur, Chief Engineer, Drainage Department, Hyderabad, Deccan.

THE NEW 10 H.P. Vauxhall

40 MILES PER GALLON

60 MILES PER HOUR



All General Motors Exclusive Features

KNEE-ACTION

ALL-WEATHER VENTILATION

ALL-STEEL BODY

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The New 10 h.p. VAUXHALL can be purchased on easy terms through the General Motors Hire Purchase Plan.

SIMPSON & CO., Ltd.,
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STANES MOTORS (South India) Ltd.,
Coimbatore.
Branches at—Calicut and Trivandrum

T. V. SUNDARAM IYENGAR & SONS, Ltd.,
21, Goods Shed Street, Madras.
Branches at—Karaikudi, Tinnevely and Pudukottah.

The Association was represented by the General Secretary, Lt.-Col. H. C. Smith, and a large number of other members of the Association were also present. An invitation was received from His Highness The Maharajah of Gwalior to hold the next Congress in that State but as a previous invitation from Bengal Government to hold the Congress in Calcutta had to be considered, no definite reply could be given. The probable dates of the next Congress will be during the second and third week in January 1939.

Not to issue Lorry Licenses

On an appeal by the President of the Car-owners' Association, a resolution was passed by the Ongole Municipal Council requesting Government not to issue licenses to motor lorries and to amend the Motor Vehicles Act accordingly, as the lorries were causing dust nuisance and damage to roads and also loss of employment to owners of bullock carts. The adoption of such an attitude towards modern means of transport makes one wonder whether the inhabitants of Ongole would prefer to stand still rather than move with the times. Motor transport contributes in taxation far more than is spent annually on road development and maintenance, so would appear to have some claim to use a road whereas bullock carts generally make no contribution towards the maintenance or for the use of roads to which their metalled tyres cause far more damage than motor transport.

Motoring Offences in the Punjab

A Bill drafted by the Punjab Government will interest motorists who dread being charged with petty traffic offences, not for the punishment, but for the amount of time taken by proceedings in and out of court. This is all the more formidable when the offence was committed far from the motorist's home. He can of course engage a pleader instead of appearing in court in person, but that occupies time and money also. Under the Punjab Bill the summons may specify a sum of money fixed by the Magistrate and not exceeding the fine with which the offence is punishable. The accused may then search his conscience, or his engagement book, and if either admonish him not to attend the court, he can send in the specified sum in liquidation of his offence. This procedure is of course applicable only to petty offences and its working will be watched with interest outside the Punjab. It represents commonsense recognition that people who have to earn their own living often suffer not inconsiderable hardship from the demands made on their time by the cumbrous machinery of the State. The Punjab Bill does not go as far as procedure in other parts of the world that allow the police to fine traffic offenders on the spot.

Freight Trolleybuses for Moscow

A freight trolleybus service is to be established in Moscow, and the first two such trolleybuses will be ready by February 1. Regular production of these vehicles will, it is understood, be carried out next year by one of the plants of the People's Commissariat of Machine Building. The closed buses will be streamlined, whilst the open ones will resemble ordinary trucks.

Tanjore District Board's Roads

The West Tanjore District Board is drawing up a five-year plan of construction of village roads. The maintenance of roads in the district is a difficult problem due to the deltaic nature of the area. The Government grant for the maintenance of

marketing roads was considered too low. In fact innumerable villages have no roads at all.

Hyderabad's Communications

Hyderabad is proud of the progress it has made in developing its rail and road communications. A map of the State on which these facilities are delineated reveals a surprisingly complete network of railways and roads. Now to these is to be added a system of aerial communications which will bring Hyderabad within a few hours of any of the other capitals of India. It has been accomplished by the co-operation of the Government with the railway administration. Sir Akbar Hydari, to whom the State owes much, has befriended every sound development proposal. In so doing he has interpreted the desire of H. E. H. the Nizam to see his people provided with the most complete, the most convenient, and the cheapest travel facilities possible.

With progress has come prosperity. Hyderabad's rail and road system has proved how profitable road and rail co-ordination can be. It is true that in Hyderabad the State has a virtual monopoly of both road and rail transport, but there is nothing in the Hyderabad scheme which, given good understanding between the different forms of transport, would be impossible of achievement where the ownership of road transport is separate from that of the railways.

Motor Imports in Burma

The number of motor cars and other vehicles is showing a progressive rise in the newly-constituted province of Burma. During the year 1936-37 for which returns are now available, the number of direct imports of motor vehicles increased from 807 to 819. United Kingdom sent no less than 659 as against 686 during the previous year, while the United States of America's share rose from 99 to 128. Germany's imports were only 15 as against 9 during the preceding year. Imports of cars from India (including new cars assembled in India), however, fell from 521 to 399 during the year under report.

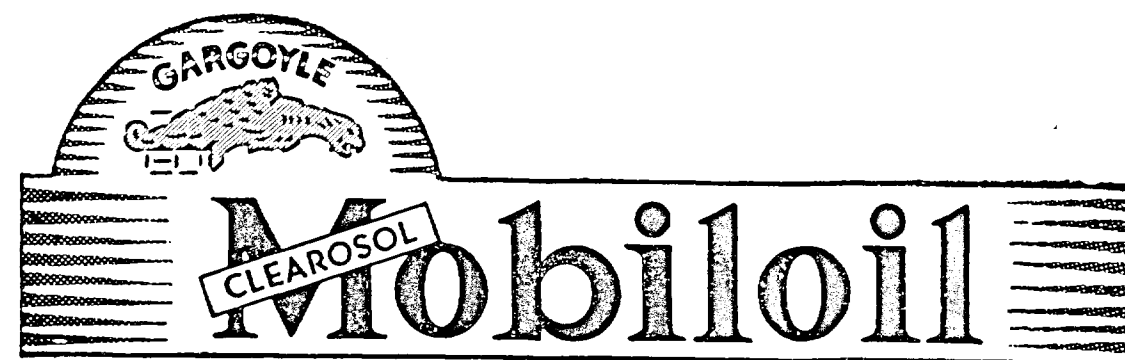
The number of omnibuses imported direct from foreign countries increased from 133 to 141 during the period under review. Of these no less than 133 omnibuses came from the United States of America while the share of the United Kingdom was only 15. 528 buses including chassis were imported from India as against 540 during the preceding year.

The total value of motor vehicles of all kinds during the year under review was Rs. 35.95 lakhs as against Rs. 34.84 lakhs during the preceding year.

Bombay-Calcutta Trunk Road: Survey of Project

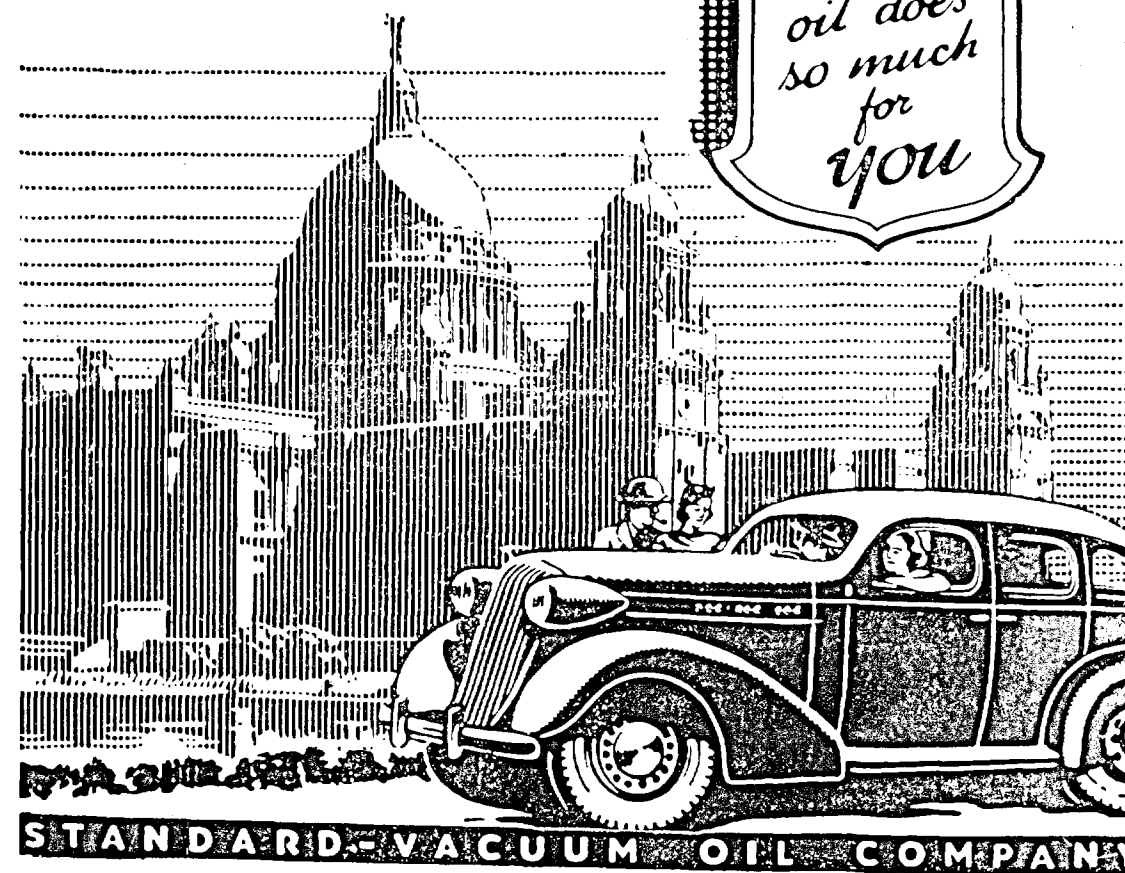
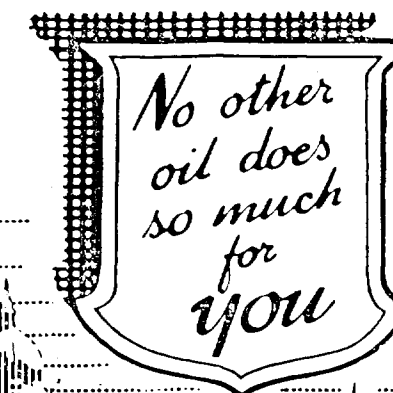
An important addition to India's trunk road system was considered at the meeting of the Standing Committee on Roads held on January 28. This is the Bombay-Calcutta Road, which will be one of the longest—and probably the most romantic—highways of India. The work will merely consist of linking the many existing stretches of road lying unconnected between the two cities.

The progress made on the road was indicated when the Committee approved a grant of Rs. 3,24,000 to Orissa and certain States affected by the section between Sambalpur and Jamdha. This new section of the road will open up country at present inaccessible either by road or rail.



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LUBRICATING VALUE
THAN ANY
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(THE LIABILITY OF THE MEMBERS OF THE COMPANY IS LIMITED)

Bridge Across the Brahmaputra

A 3,000-foot bridge across the Brahmaputra at Amingaon, near Gauhati, has been planned to link the Eastern Bengal Railway with the Assam Bengal Railway. A survey of the estimate is expected to be completed early this summer.

Besides its importance to the tea-growing tracts on either side of the river, the bridge is regarded in the nature of a strategic link and one that may be found useful in any programme that may hereafter be considered for railway connection with Burma.

The Assam Government have suggested that the bridge should carry a road, and the suggestion is under consideration. If the proposal is adopted, the Assam Government may be called on to make a contribution towards the cost of the bridge.

Improving Communications

There has been considerable progress in the improvement of village communications. One of the villages in Ahmedabad

District is converting its cart track into a metalled road at a cost of Rs. 3,000 of which the villagers have agreed to contribute Rs. 1,000. Approach roads to a length of 6½ miles have been constructed in villages in Broach and Panch Mahals. In Surat District over Rs. 3,000 was distributed by Government in small grants to various villages which collected over Rs. 9,000 themselves and gave free labour in some cases to construct village approach roads. In 22 villages in one taluka of East Khandesh, roads in village sites have been repaired by the villagers at their own cost. In Malegaon taluka of the Nasik District, 38 villages have repaired their roads. In Sinnar taluka roads nearly 18 miles in length have been repaired in 12 different villages. In Jaoli taluka of Satara District a kacha road measuring 15 miles in length benefiting 10 villages has been prepared by villagers. In Belgaum District 9 miles of road in village sites, 6 miles of gutters and 9 miles of approach roads have been constructed. In Rajapur taluka of Ratnagiri District the inhabitants of 46 villages have repaired cart tracks about 93 miles in length by voluntary labour. In the same district the inhabitants of 9 villages have constructed new roads and cart tracks about 15 miles in length.

FILM STAR AS STUNT DRIVER

JOAN BLONDELL, glamorous Warner Brothers Star, in the latest Warner Brothers release "The Perfect Specimen", in which she shares stellar honours with Errol Flynn, provides the complete case for the woman driver.

In the series of sequences which lead up to her meeting with "The Perfect Specimen," she indulges in spectacular and breath-taking driving of a kind which would not disgrace a veteran professional "stunt" driver, ending by crashing her car clean through a heavy fence.

The stresses on a car driven in this manner are terrific, as can be seen in the picture, and technicians, on the Warner Brothers lot, taking no chances with their valuable star, selected a Ford V-8 for a job which might easily have proved most dangerous.

SONGS ON THE ASSEMBLY LINE

"MAYFAIR MELODY", a new British film recently released in London and to be shown shortly in India, has some of its most dramatic scenes set in a huge motor manufacturing works.

Keith Falkner, the concert singer, who is making his film debut in the picture, plays the part of a mechanic on the Assembly line in a motor vehicle factory, who practices singing under cover of the noise of the machinery.

He is heard by the employer's daughter, who has him trained and launched into society.

Many motorists who see the film will no doubt recognise the "Ludbore" Motor Factory" as none other than the Ford Works at Dagenham.

The factory scenes were taken one Saturday as Ford men work only five days per week.

A number of the employees were enrolled as "extras" for the film, their number being augmented by the addition of numerous ordinary "extras" for purposes of the film.

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YOUR HOME LEAVE

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Ford
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22" V-8 • 30" V-8

ENGLAND in the Spring . Cool lanes and leafy retreats by the water's edge . The blessed green of the English countryside . Lazy streams lapping idly over polished stones—and the open road calling.

ENJOY your Home Leave in the luxurious comfort of a FORD—and continue to enjoy the comfort of your FORD on your return to India.

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RS. 3 CRORES FOR ECONOMIC STUDIES

Princely Gift by Chairman of General Motors



MR. ALFRED P. SLOAN, JR., Chairman of General Motors Corporation, in announcing the donation of three crores of rupees as an endowment to the Alfred P. Sloan Foundation, mentioned that the transaction had nothing whatever to do with General Motors Corporation or his official relationship with it. It was entirely a personal matter. In defining the objectives of the Alfred P. Sloan Foundation, he said:—

"It has as its general purposes, in common with all such organizations, the advancement in any proper way of the interests of the community at large. While the scope of all such welfare activities is unlimited, this particular Foundation proposes to concentrate, to an important degree, on a single

objective; i.e., the promotion of a wider knowledge of basic economic truths generally accepted as such by authorities of recognized standing and as demonstrated by experience, as well as a better understanding of economic problems in which we are today so greatly involved and as to which we are so importantly concerned. All will agree as to the importance such matters are now assuming in the public consciousness. Many will recognize the vital necessity of their intelligent interpretation in the form of national policies as affecting the well-being of all.

While down through the years many successful men and women of America have contributed in the aggregate large sums for the benefit of those less fortunate, very little has been specifically directed toward the cause of economic education—undoubtedly due to the fact that the importance of that problem has only recently become generally recognized as one in which every one is so individually concerned. While the Alfred P. Sloan Foundation may undertake or promote activities on its own behalf, it will give preference to encouraging, through financial grants and otherwise, such useful agencies as already exist, thus stimulating a broader approach to the common objective, although it might be added its activities will necessarily be limited to the areas of education and research.

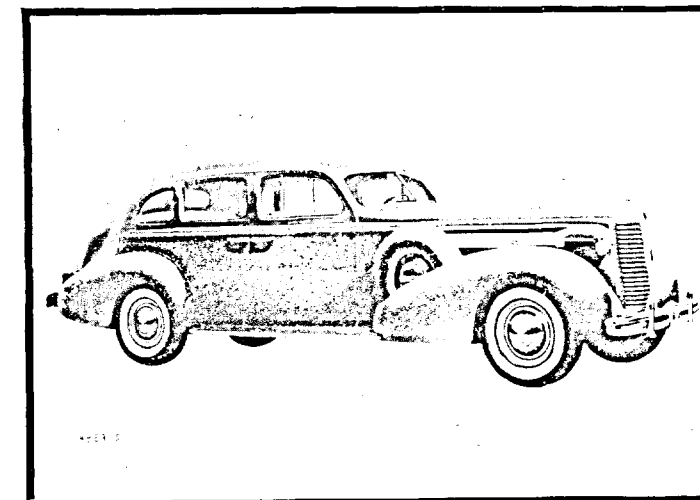
Having been connected with industry during my entire life, it seems eminently proper that I should turn back, in part, the proceeds of that activity with the hope of promoting a broader as well as a better understanding of the economic principles and national policies which have characterized American enterprise down through the years, and as a result of which its truly marvellous development has been made possible. All this with the belief that its progress may not only be maintained but accelerated through a more constructive opportunity resulting from a more enlightened understanding on the part of more of our people. Thus, in the exercise of their rights, they may be better advised as to our national policies and, according to their beliefs, may promote the objectives that all have so much in mind—more things for people, everywhere—an opportunity for achievement—and greater security and stability, as well."

FREE SHOOTING OF TIGERS

The Government of Mysore have thrown open the area within a radius of five miles round about 12 villages in Kerahalli Hobli, 13 villages in Humcha Hobli, 13 villages in Kasaba Hobli and 13 villages in Nagar Hobli in Hosanagar Taluq, Shimoga District, for free shooting of tigers for a period of 3 months.

1938 BUICK

Introduces Coil Springing
On All Four Wheels



The new 1938 Buick Touring Sedan

THE most notable innovation claimed for the 1938 Buick is that it now has independent springing on all four wheels. For the change from leaf to coil springing at the rear actually gives the desirable features of independent springing there without its mechanical complications. This improvement not only results in a smoother ride on bumpy roads but one can take corners without over-steering or under-steering. It also substantially reduces the danger of skidding, and due to the stopping of rear wheel slip it increases rear tyre life.

Another great improvement is that the body mounting has been greatly improved by insulating the body structure against the transfer of noise and vibration, as well as freeing it from frame weave.

The new "Dynaflash" Buick engine retains the valve-in-head principle, but performance has been altered considerably through the use of an improved combustion design resulting in an increased power output of 7 per cent. without any loss in economy.

The radiator grille for 1938 has been re-designed, making the car undeniably good-looking and giving it a much racier appearance. Other detailed refinements are connected with

bumpers, mudguards and louvres, which considerably enhance the beauty of this year's car.

The body is constructed of steel inside and out, providing complete safety, and in addition is rattle-proof. On the lines of last year's model the new Buick has the well-known All-Weather Ventilation system, giving each passenger control over the amount of fresh air he or she needs without the risk of dangerous draughts.

Another characteristic in the new Buick is the exceedingly ample accommodation; three passengers can be accommodated comfortably in either the front or the rear seats. Further, there is generous provision for head and leg room. Also, particular attention has been given to the construction of the seats to provide the most natural seating position. The front seats are adjustable.

The 1938 Buick is on view in all Buick dealers' showrooms.

(Continued from page 43).

Sir Stenson dabbles in short story writing and in addition has written a book on the subject closest to his heart which has been a pronounced success. "This Motoring" was published in 1931 and has run into no less than eighteen editions. It is a simple, human story of the A. A. as told by the man who has been so closely concerned with its growth from infancy to maturity. It was noticed and reviewed in virtually every newspaper in Great Britain. Two years after this book was published, the membership of the A. A. passed the half million mark. It was in this year that the King recognised the great contribution to motoring which the Secretary had made by con-

ferring upon him the honour of knighthood. Sir Stenson's personal popularity—he has the gift of making long and lasting friendships—was reflected in the thousands of congratulatory messages which arrived at Fanum House, London, from every quarter of the World.

He has been decorated by many Governments. He is a Chevalier of the Legion of Honour of France, an Officer of the Order of the Crown of Belgium, possesses the Insignia of Honour (First Class) of the Order of the German Red Cross, the Great Silver Badge of Austria and the Order of Merit (with star) of Hungary. He is Vice-President of the Alliance Internationale de Tourisme, which, as has been aptly put, "has now helped 10,000,000 tourists almost to forget that frontiers exist."

MISTAKES SOME PEOPLE MAKE

It is Human to Err, But Why Through Thoughtlessness?

With full acknowledgement to & by courtesy of "The Autocar"

PERFECTION is an ideal rarely attained. There are so many faults in the motoring calendar that the Pharisaic driver who considered himself without blame would be a bold, not to say insufferable, person. Even where the most skilful are concerned, it is human to err occasionally.

Yet many of the errors which one sees committed daily by motorists could be avoided by the exercise of a little common sense, and by some small effort to consider how a certain action will affect other people. Certainly a more general observance of ordinary courtesy would not only make the roads a safer place, but would render unnecessary much of the present legislation.



This driver is simply asking for trouble because he did not look round.

That off-side Door.—A driver may arrive at his destination, say, a shop in a busy street, and, with his mind fixed upon the object of his visit, will often swing open *his* door and begin at once to alight. If he has not looked behind him there may be a shriek of brakes as another car has to pull up or swerve violently. Modern car doors are wide, and the sudden opening of one materially decreases the amount of space left on that side of the road.

A similar fault is parking close to a pedestrians' "island." A heavy lorry may not have room to get by, and at best the flow of traffic, restricted to a single line, will be gravely impeded.

Then, where a car is parked close behind another vehicle, it may not be able to get out at all if a third car parks close up behind it. Suppose that the front vehicle is a lorry, whose crew have knocked off for lunch, and the middle car is driven by a woman. When she comes out she will almost certainly not be able to move the car behind hers. If such a car is locked and has the brake on. . . .

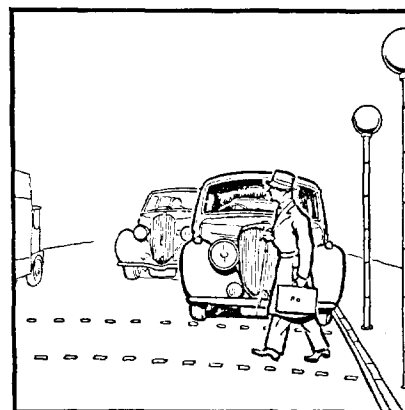


The driver of the black car is not at fault this time; he is forced to pass this car foolishly parked on a bend.

In congested traffic conditions it is better not to leave one's car in the main road at all, but where the stop is only of short duration there are many right and wrong ways of parking. To park on a bend in a narrow street, for instance, will sooner or later cause someone else to "cut in" just as another machine is approaching in the opposite direction. Parking on a bend is always bad practice. Read the Highway Code!

Nothing, or hardly anything, is more annoying than to have things stolen out of a car. Yet much inconvenience can be caused by a locked car unless it is parked in such a manner that no other vehicle can possibly be blocked.

Where cars are arranged along each side of a car park it is the worst manners to leave one's car in the middle, preventing the end cars on either side from moving. One of the best methods of arranging cars in a road-side park is with the machines at an angle to the kerb, so that all can drive straight out. It is extremely difficult to reverse in unless one approaches from the opposite direction to that in which the cars are facing.



Parking near a pedestrian crossing obstructs the view of moving traffic and may cause an accident.

To stop in a straight, deserted street may seem quite harmless. But did the driver realise that when he left his car it was just on the verge of a pedestrian crossing? A pedestrian making use of his right to cross the road will be completely hidden until half-way across. Result, another car comes up, pedestrian wavers; perhaps an accident, perhaps merely a summons for the other driver.

Unless local regulations forbid it, there is no real reason why a car approaching from the other direction should not go in forwards. Finally, it is merely thoughtless to leave one car in a park in such a position that it takes up the space of two machines.

The flow of traffic in crowded streets will be made easier if certain elementary mistakes are not committed. A driver may see the near side of the road clear as he approaches a traffic block. Although he wishes to turn right, he may, in a desire to get to the front, come right up on the inside and then turn across the stream when it is released. Much inconvenience is thus caused to other traffic. If a driver wishes to turn right it will be easier for him also to keep to the right-hand column, and vice versa.

Making a third line in a narrow road is also a fault to be avoided, particularly if a driver comes up on the outside and then turns across. On the open road, too, delay to other traffic is caused if a driver wishing to turn at a cross-roads or junction does not keep towards that side to which he proposes to turn.

Though, generally speaking, a driver about to turn right should keep to the middle of the road, traffic coming in the opposite direction must not be forgotten. In a town, for in-

stance, an oncoming car may be hidden behind a stationary tram. Another error is, in one's anxiety to turn quickly, to cut straight across a narrow corner on the wrong side of the road.

A driver who does not keep to one lane or the other when stopping at a cross-roads will prevent anyone else from coming alongside him. A common mistake is to cut across from one lane to the other merely in order to gain priority. Following traffic will have to break, and confusion is caused.

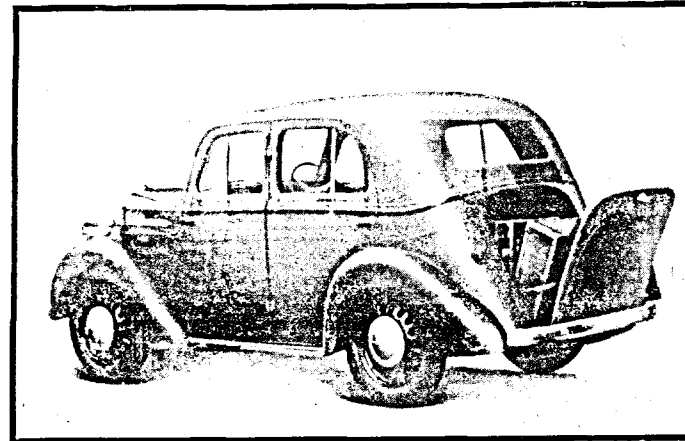
Passing on a blind corner is one of the most heinous of sins, only too often committed, but even though a driver may eschew passing on a corner he may pass on a hump-back bridge, or trespass over the white line, which is just as bad, as the road ahead cannot be seen.

Then on any crowded main road one will see cars proceeding in "echelon" formation, that is, one car jutting out from the next, so that the driver can see better ahead. Often drivers coming the other way are reduced to a single line owing to this practice.

Nearly all these faults are "obvious". Yet, if they are "obvious," why does one so often see them committed? Because people do not think.

THE 10 H. P. VAUXHALL

A New Arrival in India



The new 10 h.p. Vauxhall showing Luggage space in rear compartment

AFTER three years of research Vauxhall Motors have brought out a 10 horse-power car and this new Vauxhall has now arrived in this country. The most important feature of it is its economy; it gives over 40 miles per gallon, and this economy has been achieved without any sacrifice of performance. Everything about the car—the whole design, from front to back—helps towards this combination of performance and economy.

The next important feature about the 10 h.p. Vauxhall is that it has Independent Front Wheel Suspension for which the small car motorist has waited so long. The extraordinary riding qualities of this small car bear comparison with cars in the higher price range. For safety, the new Vauxhall has an all-steel body, with sliding roof. No wood-work is used throughout the structure. The whole thing is really one big box girder, and strength comes as much from the steel in the roof as from that in the floor. Therefore, the car is free of rattles, clanging and drumming.

Then there is All-Weather Ventilation. Windows in front and rear compartments swivel, instead of moving up and down. Each passenger has control of his or her own part of the car, and can so set the window that only as much fresh air as is wanted can enter, while "exhausted" air is sucked out. There is ample room inside the car for four fully grown adults to sit in comfort throughout a long journey.

The new Vauxhall has Hydraulic Brakes—brakes which pull up the car quickly and smoothly at the lightest touch of the foot pedal. The hand brake applies the rear brakes mechanically.

If one likes fast driving, the Vauxhall "10" comes up to expectations. Under easier road conditions, a happy cruising speed of 50 miles per hour is attained, and this can be maintained without any sense of forcing the pace. When in a hurry 60 miles per hour can be held for long distances. And those who do not wish to hurry will find the car is docile, quiet and smooth in the 20's and 30's.

The general layout of the saloon body, with slanting wind-screen and four wide windows, gives good all-round vision with plenty of width, head room and leg room. The steering wheel is comfortably raked and the instruments are easy to read. The wide doors, made possible by the four-window design, together with the low, flat "entrance floor" and absence of running boards, provide a marked facility in reaching or leaving the seats. Seating comfort has also been studied, both as regards upholstery and shape. There's plenty of luggage space in the rear compartment.

The general conclusion which one reaches after trying out the Vauxhall "10" is that it is an outstanding engineering achievement to have combined so many excellent performance features in one motor car. In spite of this, the car has been priced at a reasonably low figure.

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MADRAS :—169, Popham's Broadway

The Perfect MOTORING COMBINATION

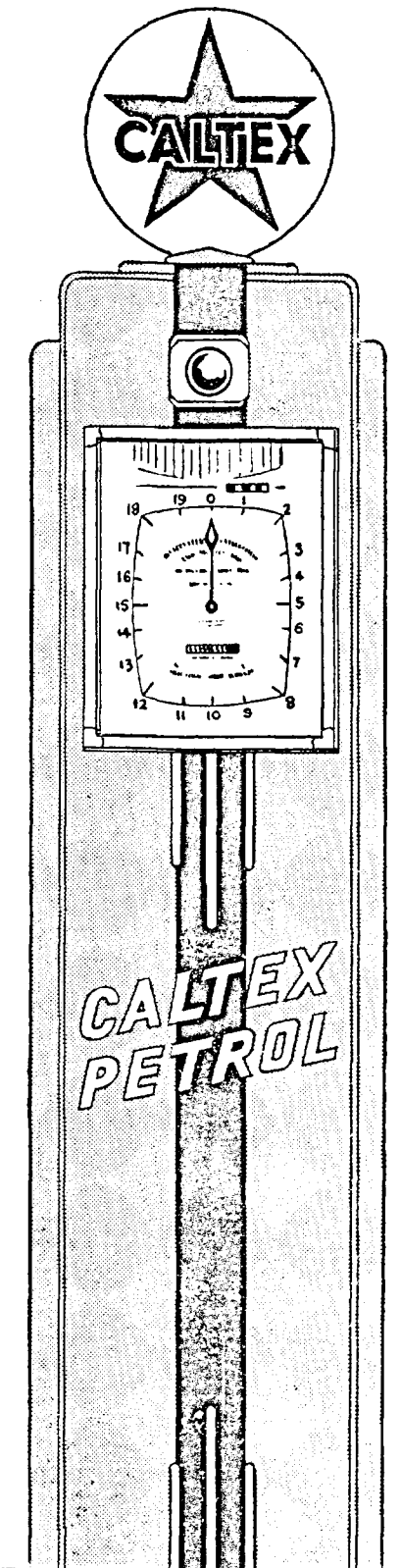
The New
CALTEX PETROL*
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LUBRICATION with
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*POWER—ECONOMY are only two of the benefits you get from Caltex Petrol. This new motoring necessity will arrive shortly in Madras.

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Mr. LESLIE WALTON

Vauxhall's Chairman in India

MR. LESLIE WALTON, Chairman of Vauxhall Motors Ltd., one of the four leading motor manufacturers of Great Britain, has arrived in India on a short visit for four weeks. Interviewed by the press, Mr. Walton said that the British motor industry has been passing through a period of continued progress and prosperity. Production of all types of motor vehicles has more than doubled in the last five years and the export market for British cars is steadily increasing.

In tracing the progress of motor manufacture, the third biggest industry in Great Britain, Mr. Walton said that production of motor vehicles of all types had increased from 226,307 in 1931 to 461,352 in 1936. In last year this figure advanced still further. In the export markets there was now a greater demand for British cars than ever before. He was glad to say that in the Indian market the gain made by British cars on a percentage basis was greater in 1937 than that made by cars of American manufacture.

Mr. Walton mentioned the fact that British manufacturers now concentrated on the production of lighter types of cars rather than bigger ones because the market for the bigger cars was not of sufficient volume to enable them to lower prices and to compete satisfactorily with the other foreign manufacturers.

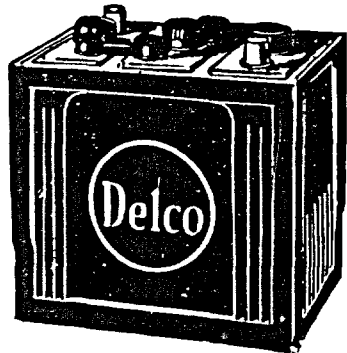
On his arrival in Bombay Mr. Walton spent a few days at the Assembly Works of General Motors India Limited where



Mr. Leslie Walton, Chairman of Vauxhall Motors, & Mrs. Walton

Vauxhall motor cars and Bedford trucks (products of Vauxhall Motors) are assembled for distribution throughout India, Burma and Ceylon. Mr. Walton is accompanied by his wife.

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LEADING CARS

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Madura, Karaikudi, Pudukottah & Tinnevely

ROAD ACCIDENTS IN MADRAS PRESIDENCY

A SECOND quarter's road accident statistics have now come to hand for review and enable us to make comparisons with a similar but earlier period, as well as compare figures recorded separately for each District and Madras City.

The figures now reviewed pertain to the quarter ending 30th June 1937, and record a total of 483 reported accidents in which motor and other vehicles were involved; and increase of 59 over the preceding quarter. Coimbatore heads the list with 63, followed by Chingleput with 55, Madura coming third with 50. The next highest total is Malabar with 36, the only one in the thirties; five districts reported between 26 and 20, seven between 16 and 10, while eight districts report less than 10 accidents during the quarter, the lowest figure being 5 each in Anantapur and Guntur. Madras City recorded 21 accidents.

The total number of fatalities during the quarter under review was 110 against 91 in the preceding quarter whilst 461 persons were injured; 387 being the corresponding figure for the preceding quarter, an appreciable and regrettable increase in both cases. Again in the quarter under review pedestrians headed the casualty lists and accounted for the larger half of the total.

As may be expected from the total accident figures given in para 1 above, Coimbatore, Madura and Chingleput Districts headed the casualty list, in that order, with, respectively, killed 8, 8 and 11, injured 61, 60 and 46. Madras City recorded only 9 killed and 12 injured. The above figures seem to indicate that density of traffic is not necessarily the cause of road accidents, but that careful regulation of traffic is a minimising factor.

The following statement gives a comparison of some of the important detailed figures for the two quarters for which road accident statistics have been received:—

Accidents at different localities	30th March	30th June
At Road Junctions	36	43
Cross Roads	13	29
On straight roads or bends with good sight line	309	313
In built up areas	59	66
Places controlled by Police or traffic signals	7	32
	424	483

Types of Vehicles involved	30th March	30th June
Motor cars	193	220
Motor cycles	7	13
Omnibuses	118	160
Lorries and vans	77	88
Pedal cycles	29	38
Jukas—horse drawn	10	22
Bullock carts	31	49
Handcarts	2	4
Others	7	16
	474	601

Speed of Mechanically Propelled Vehicles	30th March	30th June
Below 10 m.p.h.	35	75
10-20 "	112	160
20-30 "	217	203
30-40 "	15	28
40-50 "	2	5
Above 50 "	..	1
Not available	26	16
	407	488

			30th March	30th June	
Classification of Persons:			Killed	Injured	
Motor cyclists	..	—	1	1	3
Pedal cyclists	..	3	27	4	27
Drivers of other					
Vehicles	..	3	38	5	49
Attendants and					
passengers	..	16	111	25	164
Pedestrians	..	69	210	75	218
		—	—	—	—
		91	387	110	461
		—	—	—	—

Causes of Accidents	30th March	30th June
Due to drivers	139	182
pedal cyclists	30	25
animals	21	27
pedestrians	186	172
vehicles or equipment	25	15
road conditions	5	15
weather	1	2
obstructions	4	9
passengers	13	16
other causes	9	10
	433	473

NINE NEW MODELS

UNDOUBTEDLY the most interesting group of vehicles presented at the Commercial Motor Transport Exhibition, Earls Court, was that sponsored by Morris Commercial Cars Ltd. As a result, the factory has received a bigger number of orders than after any previous programme announcement in its history. No fewer than nine new chassis have been introduced, ranging from 25/30 cwt. to 4/5 tons, and all possessing an entirely new frontal appearance that gives a uniform, attractive character to each vehicle and blends harmoniously with all types of body.

"Equi-load"

With the question of road safety so prominent nowadays, it is interesting to note that Morris-Commercial engineers have designed, and applied to the whole of the new series, a method of load distribution that affords maximum security under all operating conditions.

The name chosen for this new principle—claimed to represent the greatest advance in road safety since the introduction of Lockheed brakes—is "Equi-load." This involves mounting the engine forward, and the allowing of each axle to take its correct share of the load, thus imposing no irregular strain on the vehicle itself. The principle is as simple as it is effective. By an ingenious re-positioning of the engine, the weight of the load is so distributed that brakes, tyres, indeed every part of the chassis, function under ideal conditions, and a perfect balance is achieved. All these points, besides increasing the vehicle's reliability, inevitably make the task of driving it much safer.

Other Improvements

The forward engine mounting enables the same body space to be provided as on the previous "forward control" models, without any increase in wheelbase, and also ensures greater visibility for the driver, easy access to his cab from either side, increased engine accessibility and improved turning circle.

The modern, all-steel cab is rubber-mounted with no metallic contact with the frame, and therefore insulated from noise and road shock. The seat is eight inches wider than before, and accommodates three people. There are provided cubby holes in the instrument panel and two pockets.

The sloping, handsome new radiator is also rubber-mounted, and located by a single tie-rod from header tank to dash, thus relieving the block of all stresses. Modern wings, with bonnet lines blending into the cab, give a bold and robust appearance. The front bumper bar is chromium plated, and the "V" type safety glass windscreen embodies an electric wiper. Dip and switch headlights are now fitted.

Alternative Engines

On the 30-cwt. and 2-ton models four- or six-cylinder power units are offered, whilst six-cylinder engines are standard on the

three- to five-ton range. All engines have rubber mountings. Valve seats have been improved, and reinforced valve heads and wear-resisting flywheels are introduced. The lubrication system has also been improved, and petrol consumption lowered by means of a revised induction system. A thermo-starter carburetter is incorporated.

Gears, Brakes, Steering

Heavy duty gearboxes are fitted throughout the range, and the provision of a tandem Lockheed master cylinder ensures the functioning of one pair of brakes in case of a hose fracture. Brake linings are substantially thickened, and front shoes widened to cope with the equalisation of load brought about by the forward engine mounting. Bishop cam and roller steering, with safety type self-adjusting connection, is incorporated in each model.

The 25/30 Cwt.

This is an entirely new vehicle, introduced to bridge the gap between the 1-ton and 30-cwt. range, and combines a body space of 9 ft. interior length with a comparatively short wheelbase of 9 ft. 9 in. A departure has been made in this case by the incorporation of an overhead-valve four-cylinder engine, developing 44 b.h.p.

At the other end of the new range there is a 5-ton tipper of advanced design. The 15-cwt. and 1-ton models remain unaltered, but a new de luxe van body is offered on the tonner chassis.

Deliveries of the above models, for home and abroad, are being inevitably impeded by prevalent material shortages, and this applies particularly when such extensive alterations to specification are involved. Every effort is being made by the factory, however, to speed up production, and signs are not wanting that the present difficult situation will soon improve.

"Wonderful Service"

Mr. F. W. Cato of Perth, Western Australia, a Wolseley Distributor for more than twenty years, writes to tell us of a Wolseley Hornet Special which is still giving "wonderful service" in the northern part of his territory, a great wool-growing centre. The owner states:—

"The car is behaving particularly well and is creating a wonderful impression up here. Most people are very surprised at the performance the car gives, while all remark how well she pulls and rides. It is a never-ending source of interest to all in the district.

"I have established a new record between Onslow and Yanrey (a station 71 miles distant from the sea coast). The best time established for this run, which includes opening and closing very many gates, was 2½ hours. I completed this run in the Wolseley, having to open and close the gates myself, in 2 hours 12 minutes."

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.

PARTICULARS OF MOTOR VEHICLES IMPORTED INTO INDIA

MONTH OF DECEMBER				NINE MONTHS, 1st APRIL to 31st DECEMBER			
1935		1936		1937		1938	
Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.
714	14,13,467	757	14,36,986	611	12,99,451	4,879	91,70,834
58	1,14,724	70	1,44,186	330	5,72,266	222	4,82,128
48	70,373	30	35,062	25	38,428	176	2,76,748
66	1,14,769	133	2,36,950	20	38,600	1,958	31,60,084
277	4,95,927	315	5,97,483	564	10,60,571	2,613	50,17,805
6	7,063	21	29,709	20	69,312	73	1,16,844
1,169	22,16,323	1,326	24,80,376	1,570	30,78,628	9,921	1,82,24,443
358	6,61,603	434	8,24,753	400	8,28,426	2,501	44,99,458
554	10,78,469	493	8,92,486	869	16,27,269	4,980	91,83,573
48	1,00,583	105	2,14,839	79	1,63,730	4,950	11,16,175
135	2,28,439	167	2,91,579	222	4,59,203	1,331	23,97,371
74	1,44,229	127	2,56,719	..	..	589	10,27,866
1,169	22,16,323	1,326	24,80,376	1,570	30,78,628	9,921	1,82,24,443
58	28,320	43	21,952	43	25,215	422	2,07,102
14	3,012	38	8,930	72	20,807	136	40,385
72	31,332	81	30,892	115	46,022	558	2,47,487
21	1,64,118	12	36,537	2	10,448	173	5,83,610
527	7,33,538	461	6,17,008	445	10,19,504	6,106	83,64,952
105	3,86,275	82	1,44,803	198	5,69,503	759	23,80,922
219	2,88,829	49	58,458	24	26,250	2,059	26,94,749
216	1,94,760	306	3,47,895	207	3,71,121	3,396	36,22,139
8	27,792	36	1,02,389	18	63,078	65	2,50,752
548	8,97,656	473	6,53,545	447	10,29,982	6,279	89,48,562
	4,82,233		6,96,241		7,30,515		54,79,049
							54,21,811
							81,63,955

Motor Cars (including taxi cabs)—	
From United Kingdom ..	..
" Germany ..	..
" Italy ..	..
" Canada ..	..
" United States of America ..	..
" Other Countries ..	..
Total ..	..
Share of Bengal ..	..
" Bombay ..	..
" Sind ..	..
" Madras ..	..
" Burma ..	..
Motor Cycles (including scooters)—	
From United Kingdom ..	..
" Other Countries ..	..
Total ..	..
Motor Omnibuses, Vans and Lorries—	
Imported with bodies ..	..
Chassis ..	..
Total of Motor Omnibuses etc.—	
From United Kingdom ..	..
" Canada ..	..
" United States of America ..	..
" Other Countries ..	..
Total ..	..
Parts and accessories (excluding rubber tyres)	
Total Value ..	..

Extracted from the Publication of the Department of Commercial Intelligence and Statistics, India.
THE MOTOR MANUFACTURERS & IMPORTERS' ASSOCIATION LTD.

FORD, RIODES & PARKS,
Secretaries,
Chartered Accountants,
Registered Accountants.

FEBRUARY, 1938

THE SOUTH INDIA MOTOR OWNER

MADRAS FLYING CLUB NOTES

NO rain fell during the month of January. Blue skies and starry nights throughout, but nevertheless the grassy expanse of the flying field, drawing no doubt from hidden reserves, happily maintained its verdant hue, tinged however with a deepening purple as ripeness suffused the bearded ears of the waving grass.

Once more the port of Cochin figured in the activities of the Madras Flying Club. A second flight thither in a Gipsy Moth was undertaken, this time by Mr. Stevens, the latest to get his "A" licence at the club. He was accompanied by the Club's instructor but fully proved his ability to find his way to Cochin unaided. Once more the route over Kodaikanal and the highest mountains was undertaken, but on this occasion a strong easterly wind set up severe draughts on the leeward slopes which clutched savagely at the aeroplane and drew it below the crest lines of the great ridges as it crossed them and down into the high hollow of Munaar. Once more the small reclaimed island in Cochin harbour received them, and the following day the two flew to Alleppey and elsewhere along the West Coast. On the third day the instructor returned to Madras alone, flying *via* Coimbatore to inspect from the air how the municipal aerodrome-to-be there was coming along. Another outstanding flight in a Gipsy Moth was made by Mr. Triou, who flew himself to Trivandrum and back, also of course over the Travancore mountains. A third flight was made in the Leopard, Capt. Elkington, R.E. going with the instructor on a tour of inspection to the brand new civil landing ground at Donakonda and thence over the Vellkonda and Nallamalai hills to the hardly less new civil landing ground at Cuddapah, where he caught his train for Bombay that had left Madras that morning, and the Leopard returned to Madras without him. Mrs. Kapadia did an instructional cross country to Pondicherry and back without landing there, there being no permanent landing ground at that place as yet.

In the way of visiting flights Capt. Mayes of Tatas brought a party of French ladies and gentlemen through in a Dragon Rapide on a sight-seeing tour, Mr. Pondey of the Hyderabad Aero Club dropped in one day in a Tiger Moth and Messrs. Vincent and Figgins of Tatas came through in a Waco on their way to Ceylon. The regular Tatas Air Mail through to Colombo was also set in operation during the month.

Two new flying members joined during the month, Mr. Fernando from Ceylon and Mr. Deshpande, a sea-going officer of the Scindia Steam Navigation Co.

The last Sunday of the month saw a very well-attended bombing competition. There were 17 competitors, and bombs were dropped as before from 400 feet except that Mr. Law,

the previous winner, was driven by the handicappers up to 600 feet. There was a tie for first place, Mr. Lomax and Master Parthasarathy each scoring 30 marks out of 30. On reply from 600 feet Mr. Lomax won. Mr. Sundaram was third with 29 marks out of 30. Altogether 12 competitors scored 25 out of 30 and upwards. Thirty-one members and guests were plied with breakfast, and after it was over Mrs. Triou presented the prize to Mr. Lomax amidst applause.

FLYING TIME FOR JANUARY 1938.		H. M.
Dual instruction to members under training ..	3-0	
Advanced dual to A, A-1 and B pilots ..	22-40	
Solo flights by members under training ..	..	
Solo flights by A, A-1 and B pilots ..	37-40	
Pilot with passengers (A, A-1 and B pilots) ..	29-5	
Joy rides ..	14-5	
Cross country flights by the club instructor ..	5-55	
Other flying ..	0-25	
Test flights ..	0-20	

Total Hrs. .. 113-10

The following members took dual instruction during the month:—

<i>Europeans:—</i>	
Mr. G. S. Kearney	Advanced dual.
Mr. Leuchs	do.
Mr. Stevens	do.
Mr. P. Triou	do.
Capt. Elkington	do.
Mrs. Triou	do.
Mr. H. F. Prynne	do.
Mr. S. Black	do.

<i>Indians:—</i>	
Mr. S. Thirumalai	Advanced dual.
Mr. K. L. Shenoy	do.
Mrs. Kapadia	do.
Mr. V. Sundaram	do.
Mr. Ponday	do.
Mr. W. Parthasarathy	do.
Mr. Achyuta Rao	dual.
Mr. Deshpande	dual.

<i>Ceylonese:—</i>	
Mr. Fernando	dual
Mr. Aserappa	Advanced dual.

New members during the month:—
Mr. Fernando and Mr. Deshpande.

CROSS COUNTRY FLIGHTS DURING THE MONTH OF JANUARY 1938.

Date	Machine	Pilot	Passenger	Journey	Time.
7-1-38	VT-ABH	Mr. Tyndale Biscoe.	Mr. Stevens.	Madras-Trichy	2-0
8-1-38	"	"	"	Trichy-Cochin	2-15
10-1-38	"	"	Nil.	Cochin-Trichy	2-35
"	"	"	"	Trichy-Madras	2-25
16-1-38	"	Mr. Law.	with passenger.	Madras-Trichy	1-55
17-1-38	"	"	"	Trichy-Madras	2-15
19-1-38	"	Mr. Triou.	with passenger.	Madras-Trichy	1-55
21-1-38	"	"	"	Trichy-Trivandrum	2-5
"	"	"	"	Trivandrum-Trichy	2-50
25-1-38	"	Mr. Aserappa.	Nil.	Trichy-Madras	2-25
"	"	"	"	Madras-Trichy	1-55
27-1-38	VT-AIL	Mr. Tyndale Biscoe.	Capt. Elkington.	Trichy-Madras	2-15
"	"	"	"	Madras-Donakonda	1-55
"	"	"	"	Donakonda-Cuddapah	1-0
"	"	"	"	Cuddapah-Madras	1-20

BOMBAY FLYING CLUB NOTES

Activities for the month of January, 1938

THE Bombay Flying Club put in 274 hours for the month of January, 1938, including 8.45 hours night flying.

Cross Country Flights.

Cross country flights were carried out to—Poona, Chalisgaon, Nagpur, Cawnpore, Lucknow, Allahabad, and Rajkot.

Issues and Renewals of Licences.

During the month of January, Mr. J. G. Pathare obtained his "A" Private Pilot's Licence, and Messrs. P. M. D. Thackersey and P. A. Mehta completed the tests for the "A" Licence. Mr. D. A. Samant completed his tests for the "B" Licence. The following renewed their "B" Licences:—Messrs. B. B. Nicholson, P. D. Byramji, C. B. Rodgers, S. H. Engineer, and Messrs. H. Urban, M. A. Choksey and K. J. Goswami renewed their "A" Licences. Mr. V. N. Modak carried out his first solo during the month.

Instructional Flight to Colombo.

At 2 p.m. on the 17th instant, three machines piloted by Messrs. P. C. Ramachandran, P. A. Mehta (pupils of the Club) and P. D. Byramji (Assistant Instructor), accompanied by Flt/Lt. J. A. Simpson (Chief Pilot Instructor), Mr. P. Stone (Chief Ground Engineer) and Mr. S. I. Edroos (Pupil of the Club) took off on an instructional cross country flight to Colombo. The itinerary of the flight was as follows:—Bombay to Goa to Cannanore to Trivandrum to Trichinopoly to Colombo to Trichinopoly to Madras to Hyderabad to Sholapur to Bombay.

The flight arrived to schedule time at Colombo on the 19th of January, and after spending one day there returned to Bombay on the 22nd January, at 6 p.m. Members of the flight appeared to have enjoyed their trip to Colombo, and from the "Ceylon Times" it would appear that the party was made very welcome. A large crowd of members of the Ceylon Aero Club was present to meet the flight on its arrival.

Competitions.

A landing competition was held on the 2nd of January, for which pilots were required to land over a line of ground

strips. Mr. P. M. D. Thackersey who made the most perfect landing was presented with a Silver Cup which he will retain for one year. His Holiness Shri Krishna Jeevanjee Goswami Maharaj was the runner-up.

The following Sunday, a forced landing competition was held, for which pilots were required to close the throttle at fifteen hundred feet and land within a specified area indicated by ground strips. His Holiness Shri Krishna Jeevanjee Goswami Maharaj won this competition, and was awarded a Silver Cup, on which his name was engraved. A speed judging competition was held the same evening for all members, who were required to estimate the speed of an aircraft as it flew past the Club Garden. Mr. Stevenson whose estimate was most correct, was awarded a free joyride.

On the 16th instant, a speed judging Competition was held for all members, in which the following tied with a correct estimate of 48 m.p.h. Mrs. H. Urban, Mr. C. M. Eastley (the Vice Chairman of the Club) and Major Avery. Major Avery won the toss and was awarded a free joyride.

Royal Air Force Display.

On the 9th of January, three R. A. F. Machines gave a splendid display of formation flying and message picking up for the benefit of a large number of Club Members who were seated on the Club lawn. Four R. A. F. Machines from Hyderabad were stationed at Juhu during the military manoeuvres in Bombay.

Mr. P. Stone, M.B.E.

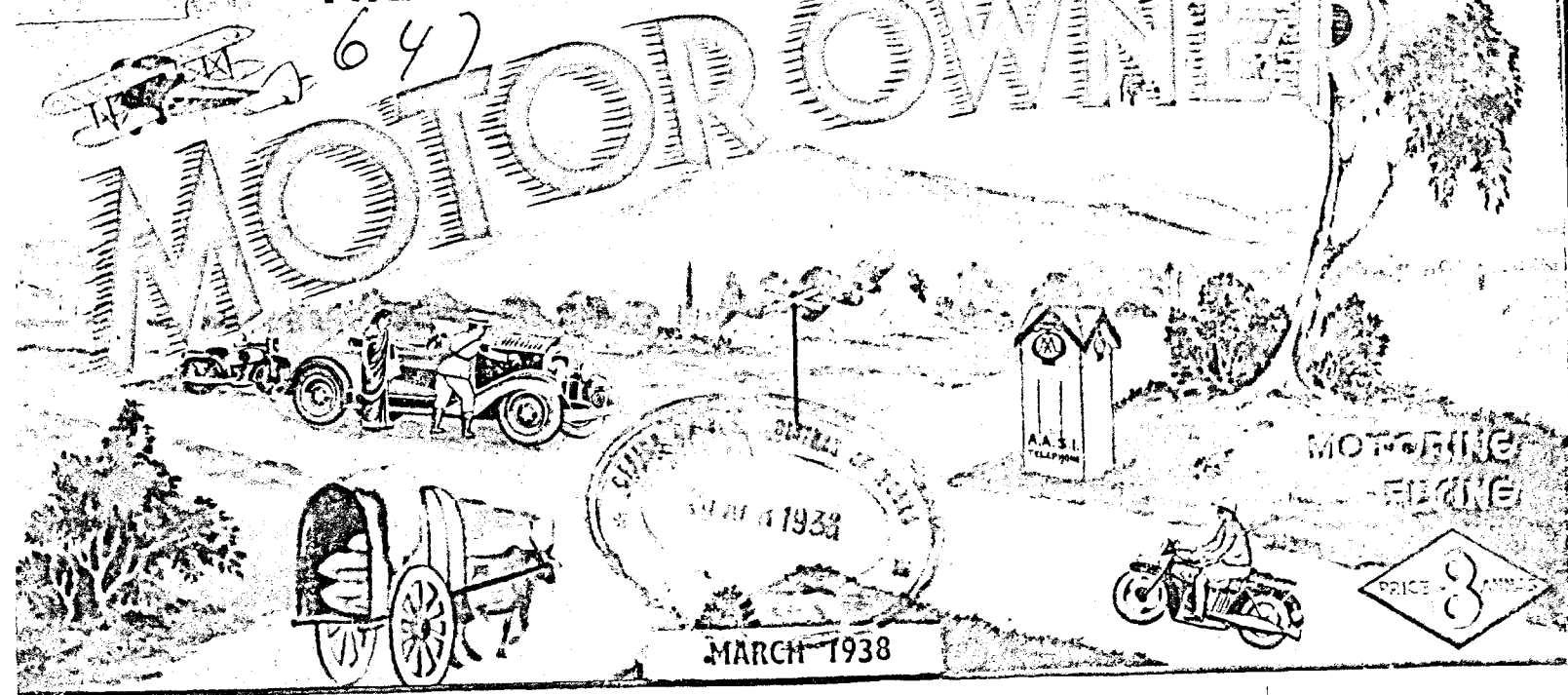
Mr. P. Stone, The Chief Ground Engineer of the Club, is to be heartily congratulated on obtaining an M.B.E. in the New Year Honours.

The Club was pleased to have been given the opportunity of taking three of the young ladies who were runners-up for the "Miss India" Beauty Competition, in the Vega Gull, for a flight round Bombay. The three ladies were the guests of the "Sunday Standard".

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THE SOUTH INDIA

No. 3



Official Organ of THE AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA

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1938
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50 YEARS OF GROWTH

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His Highness the Maharajah of Travancore

VICE-PATRONS :

H. H. The Maharajah of Jodhpur. Raja Sir Annamalai Chettiar of Chettinad.
The Maharaja of Jeypore. Sir Alexander MacDougall.
Raja of Venkatagiri. Sir C. P. Ramaswami Ayyar.
The Maharaja of Pithapuram. Sir Mirza M. Ismail.
Raja of Bobbili. Sir Charles Cunningham.
Raja of Ramnad.

PRESIDENT :

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

VICE-PRESIDENT :

Dewan Bahadur Govindoss Chathurbhujadoss.

COMMITTEE :

The Hon'ble Mr. Justice F. W. Gentle (Chairman). F. G. Luker, Esq., (Trade Member).
A. A. Hayles, Esq., (Vice-Chairman). Md. Kazim Khaleeli, Esq.
K. Govindan, Esq., (Hon. Treasurer). G. Sree Ram Babu, Esq.
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S. G. Harrison, Esq. E. A. Watson, Esq., (Trade Member).
C. H. D. Leonard, Esq. K. S. Jayaram Iyer, Esq., (Hon. Legal Adviser).
Khan Bahadur Adam Hajee Mohamed Sait.

SECRETARY :

G. W. Owen, Esq.

PORT REPRESENTATIVES :

Madras:—C. E. Woods-Scawen, Esq., Tuticorin:—J. L. P. Roche-Victoria, Esq.,
7, 2nd Line Beach, G. T., Madras. "Sukhastan", Tuticorin.
Negapatam:—Khan Bahadur V. Hameed Sultan, C/o Messrs. Geo. Brunton & Son, Cochin.
Maricair, M.L.C.,
C/o Madura Co., Ltd., Negapatam.

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, Madura.
17	K. Rangaswami Aiyar, Esq., B.A., A.C.E.	State Engineer, Pudukottai.
18	F. A. G. Ratcliffe, Esq.	Hosergooda Estate, Saklaspur 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.

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.

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Automobile Association of Southern India

MEMBERSHIP APPLICATION FORM

To

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

I hereby apply to be *elected/re-instated a *Car/Motor Cycle Member of the A.A.S.I. subject to the Rules of that Body. Please send me the Official Badge. I enclose:

*Membership Subscription for one year from date	Rs. 15	Rs. _____
" non-Motorist or M/cycle	Rs. 5	Rs. _____
Badge Fee	Rs. 5	Rs. _____

(A Banker's order is of great assistance to the Secretary and saves members from continually being worried with Reminders).

Rs. _____

I require.....Badge(s), Type(s) No.....(See below).

*Strike out words which do not apply.

It is agreed that no property or interest in the Badge(s) other than the right to use it/them during membership, shall vest in me. I undertake not to lend, sell or sub-let it/them to any person, and to return it/them to the A.A.S.I. on ceasing to be a Member. It is also understood that the Badge(s) shall be displayed only on Private Motor Vehicles. A refund of Rs. 2-8 will be paid on return of the badge in good condition when membership ceases.

Date.....

For Office use only

Name (in block letters).....

Usual Signature.....

Private Address.....

Business Address.....

Reg. No. of Car or Cycle.....Make.....H.P.....

Introduced by.....

My driving license expires on.....Please register for reminders.

B. O. dated.....

Next Payment due.....

Date sent to Bankers.....

Date pay slip received.....

Membership No.....Badge No.....

Introduced by.....

TYPES OF BADGE FITTINGS SUPPLIED @ Re 1/- each.

- | | |
|---|---|
| No. 1. To bolt through Radiator Cap. | No. 4. Motor Cycle handle-bar clip (please give diameter) |
| No. 2. To fit round crossbar (please give diameter). | No. 5. To bolt to front bumper. |
| No. 3. To fit flat on the honeycomb of radiator with bolts. | No. 6. To bolt to number plate. |

This form should be sent to the Secretary, A.A.S.I., Post Box 704, Cathedral P.O., Madras, and NOT to the BANKERS

BANKER'S ORDER

To

Messrs.....Bank.....Date.....19.....
.....Branch.

On receipt of this Order please pay to the Secretary, AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA the sum of *Rs....., and thereafter pay the sum of Rs. 15 (Fifteen Rupees) annually on.....until further notice and debit the cost to my ^{single}/_{joint} current account.

Signature.....

Address.....

*Subscription and Badge Fee to be entered here.

Will Members' Bankers kindly use this number in all
correspondence relating to the member?

--

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.

THE SOUTH INDIA
MOTOR OWNER

The Official Organ of the
Automobile Association of Southern India



Vol. X, Number 3]

MARCH 1938

[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 following notifications have been received:—

"Road closed for traffic—Mile 99/4 and 5 of Bombay Trunk Road.

Owing to Tarring work in mile 99 of Bombay Trunk Road, a portion of the road for a length of about 2 furlongs is being closed for traffic that is about 3 miles beyond Chittoor town on the Bangalore side.

An earthen diversion road has been formed near-by."

"Improvements to the Great Western Trunk Road—Diversion of traffic.

To enable re-surfacing and other repairs to be carried out by the Public Works Department, the Great Western Trunk Road, otherwise known as the Poonamallee High Road, west of the junction with McNicholls' Road, will be closed from April 10th, 1938, until further notice, to all through vehicular traffic proceeding away from Madras to any point beyond the 9th mile-stone on the Great Western Trunk Road. Such through traffic will be diverted via Kodambakkam Road, or Mount Road and St. Thomas' Mount, to the junction of the Poonamallee-Mount Road with the Great Western Trunk Road near the 12th mile-stone on the latter road."

Road Accidents in Madras Presidency

Analysis of the three quarters ending 31st March, 30th June and 30th September 1937:

In view of the alarming number of road accidents due to pedestrians the following letter was addressed to the Commissioner of Police, Madras, copies of which were sent to the Chief Engineer of Madras, Secretary to the Government, Home Department, Engineer of Corporation of Madras, Commissioner of Corporation of Madras, Mayor of Madras:—

"In view of the very high percentage of accidents due to pedestrians, I am instructed by my Committee to request you to impress upon the authorities concerned the very urgent necessity for improving the side walks in Madras City, and to encourage their use where pavements do exist, with a view to reducing the number of accidents. I am to enquire whether any action has been taken in regard to the recommendations of the Madras Motor Vehicle Advisory Committee at the meeting held on 21st December 1937.

Edward Elliott's road remains a good example of the necessity of side-walks. Only the centre of the road surface having been tarred, pedestrians on either side of the road are obliged to walk on the carriage-way.

MADRAS M. V. TAX FOR APRIL/JUNE QUARTER SHOULD BE PAID BEFORE 1st APRIL 1938.

I enclose an extract from the analysis of accidents due to pedestrians as published by the Secretary to the Government, from time to time, from which will be seen the high percentage in Madras City."

The following reply was received:—

"The Corporation Engineer has reported that the proposal to provide pavements for pedestrians in congested areas is receiving his attention and that pavements are being constructed in some of the roads as far as funds permit.

As regards the improvements to side-walks in Edward Elliotts Road, the matter is being taken to the notice of the Corporation authorities to take necessary action in the matter."

At the suggestion of this Association, the following warning and direction signs have been erected:—

- (1) Direction posts on the Ernakulam-Shoranur-Calicut road.

The necessary sign-posts on the junction of these roads, with arms showing the places and distances in each direction have been put up.

- (2) Signposts near Nelligere indicating the roads to Hassan and Bangalore.
- (3) A warning sign, so as to indicate whether the Vizagapatam ferry is working or not, has been fixed at Anakapalli.

Electric Posts

As a result of our representations to the C. & M. Station, Bangalore, the electric posts which were of a dull grey colour are now being painted with black and yellow bands for better visibility by day and night.

Toll-bars

As a result of many complaints received from members regarding the danger of rusty chains used as toll bars in Mysore State, the authorities concerned were approached and it is gratifying to note that this progressive State is co-operating by the following reply received to our suggestion that they should be replaced by bars painted in distinctly visible colours by day or night.

"With reference to your letter No. 793 dated 24th January 1938 addressed to the Chief Engineer of Mysore, complaining about the rusty chains, I am directed to state that the matter of providing toll bar gates painted in yellow and black at all the toll gates in the State is engaging the attention of the Mysore Traffic Board. Estimates and designs have been called for and action will be taken to provide toll bar gates as described above at all toll gates in the State."

Madras Motor Vehicle Licensing Tangle

We have said much about the Mysore and Bangalore C. & M. Station licensing tangles from the point of view of residents of Madras, so it is of interest to publish the following

letter from a member resident in Mysore. He writes as follows:—

"A few weeks ago, I was up in Coonoor, and as my short term licence, issued by you to me was expiring, the licensing official there gave me a seven days' short term licence (Rs. 4/8) without any hesitation. This week it was necessary to proceed again to see my doctor at Coonoor at only a few hours' notice, and, of course I could not wait for the delay of obtaining the short term licence through the post or otherwise.

On this occasion, the licensing authority would not issue me the short term licence, so I was forced to take out a Rs. 20 one, though only up in Coonoor for two days.

The Official informed me that if I had sent the Rs. 4/8 by money order on the day I left Mysore, then he could have issued it to me.

An example might happen as follows:—

"A" wants to spend three days in Coonoor, and sends Rs. 4/8 to the licensing official by money order. "B" also wants to spend a few days in Coonoor, and proceeds without sending the Rs. 4/8. "A", "B" and the postman with A's Rs. 4/8 all arrive at the licensing office at the same time. "A" receives his licence because the Rs. 4/8 is tendered by the postman. "B" cannot receive his licence because the Rs. 4/8 is tendered by himself.

Gilbert and Sullivan would have put all this to verse and music in one of their comic operas if they had had the opportunity."

Driving Licence Reminder Form

The Secretary,
Automobile Association of Southern India,
Box No. 704,
Cathedral P. O., Madras.

Name of member.....
Membership No.....
Full Postal Address.....

Dated.....193

My Driving License No.....
dated.....issued by.....

Expires on..... Will you kindly
record this for your reminder service.

Signature.....

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

Level Crossings

A member makes the following complaint:—

"Traffic is frequently held up at Samalkot level crossings for an inordinate time. Apparently, according to the signalman on duty at the South box at 0630 last Sunday (whom I doubt) both gates are controlled from the North box, and it is impossible to open the South gate when a train is signalled into the station from the North and vice versa. Certainly on Sunday I had to wait 12½ minutes while a rail car from Cocanada pulled into the platform, discharged and took up passengers, and pulled out again. Friends tell me this happens frequently."

Authorities have been approached, and the following reply received:—

"Level crossings at Samalkot—Alleged detention to road traffic.

I beg to acknowledge receipt of your letter No. 143, dated the 19th February 1938 on the above subject and to say that the matter is receiving attention."

Complaints have been received of the treatment of motorists by toll-keepers at Dandipur, the authorities concerned have been addressed, and it is learnt that our complaint has been forwarded to the District Magistrate of Mysore District for necessary action.

Free Shooting of Tigers in Mysore State

In Chitaldrug District.

The area within a radius of five miles round about Kasaba Hobli, and Talya Hobli, in Holakere Taluk, Chitaldrug District, is thrown open for a period of three months for free shooting of tigers.—(Daily Post, 3—3—1938).

In Kadur Taluk.

The area within a radius of three miles round about Bidare village, Sinagatagere Hobli, Kadur Taluk, is thrown open for free shooting of tigers for a period of three months.—(Daily Post, 4—3—1938).

Madras Scouts' Report

The Scouts assisted in the parking of cars in the following places during the month:—

Guindy race course	8
Connemara Hotel	9
Rotary Club Meetings	5
Madras Boat Club	1
Madras Cricket Club	3 days
Government House, Madras	1

AUTO CIN-DEK

A "PABCO" PAINT

FOR CARS, BUSES AND LORRIES

Agents and Distributors :—SPENCER & CO., LTD., MADRAS

Reciprocity between the Civil and Military Station, Bangalore, and Mysore State in the matter of levy of taxes on visiting cars:—

The Inspector-General of Police in Mysore in his letter of 4th March has intimated that cars visiting the C. & M. Station cannot be considered as of the C. & M. Station until they enter the Station—and that the notification of 7th May 1936 which reads as follows has been cancelled:—

"It is notified for the information of the public that visitors to the Civil and Military Station, Bangalore from outside stations who pay taxes on their motor cars and obtain licences in this station are exempt from the Mysore Provincial licence."

Visitors to the C. & Station are obliged, therefore, to take out a 7-day licence to pass through Mysore State en route to the Station. The letter from the Inspector-General of Police in Mysore reads as follows:—

"I write to state that the President, Municipal Commission, Civil and Military Station, Bangalore has intimated that action is being taken by him to cancel his office notices Nos. 2253/36 dated 7th May 1936, and 2937/36 dated 11th June 1938, thus agreeing to the procedure of foreign visitors taking our short-term licences on their entry to the Mysore State. He has further intimated that the 6 days' exemption granted by the Station Municipality dates from the date of arrival of a motor vehicle in the Station."

Willingdon Club	1
A.A.S.I. Committee Meeting	1
Holy Angels' Conference	1
Horse Show at Adyar	1 day
Museum Theatre	1

27 motorists were assisted by Scouts for various breakdowns:—

Mechanical	14
Tyre trouble	8
Lack of petrol	5
TOTAL	27

Besides their usual duties, over 200 urgent letters and route itineraries were delivered by the Scouts.

After 8 months' police training a notification has been received from the Deputy Commissioner of Police that Scout Drury has passed a test and is now considered efficient in police training and traffic control.

Bangalore Scout's Report

The Scout assisted at the branch office in obtaining licences, calling at members' residences to give advice on routes applied for, and to fit badges; despatch of daily post and delivery by

hand of local letters. He patrolled all important roads and areas during the month. His special duty consisted of the parking of cars at the following places:—

- Bowring Institute for 2 dances.
- Watching members' cars in the Owners' car park on numerous occasions.
- International Cricket Match 2 occasions.
- Church Services at the Cathedral and Garrison on 6 occasions.
- B. U. S. Club on 2 occasions.
- Band in Cubbon Park on 2 occasions.
- Cinemas. All those in the C. & M. Station were visited in turn according to the attendance.

Office Routine

156 itineraries covering 34,610 miles were issued during the month.
810 letters, 640 telephone calls and 590 personal calls were received, and 1,680 letters were despatched and 1,610 letters were delivered by peons.

Activities of this Association during the six months ending 31-12-37

Considerable progress has been made during this period both in Madras and in Bangalore where a branch office has been opened under the very able guidance of Major Waters. A report of his activities appears every month.

The net increase in membership since April was over 500, which represents an increase of nearly 40%.

Publicity through letters to the Press, addresses to Toc H and the Rotary Club; Scouts, and the more conspicuous offices have made the Association better known, and resulted in a very considerable increase in the amount of office work.

The following is a comparison of the out-turn of office-work during the six months from July to December 1937, with the same period of the previous year.

Analysis of out-turn of work during the six months from July to December:—

	1936	1937	Increase
No. of letters received ..	2312	4015	73.6%
No. of letters dispatched ..	7294	8454	15.8%
No. of routes issued ..	533	765	43.0%
No. of personal and telephone calls received	no record	4500	
Madras licences issued ..	955	1260	33.0%
Mysore licences issued ..	41	108	164.0%
Foreign Touring Documents	16	23	33.0%
Shipping and landing of cars	5	8	60.0%

Average percentage of increased work 62.0%

This figure does not include the despatch of circular letters, subscription reminders or notices of Annual General Meeting—all of which have been increased, and entail extra work.

This figure is approximate. Records have since been kept, and on one day the receipt of 121 telephone calls was recorded.

Mysore Motor Vehicles Tax Rules

The following amendment to Rule 19 of the Mysore Motor Vehicles Tax Rules appeared in the Press recently:—

"If a licence issued is lost or otherwise misplaced, any licensing office may, on application, issue a fresh licence. If the vehicle in respect of which the licence is applied for is exempt from taxes, this licence may be issued free; if it is a vehicle which is liable to tax, the licence may be issued on payment of a fee of Rs. 5. The substitute licence shall only be issued for the current period in respect of which the original licence was issued and the licensing officer must, before issuing the licence, satisfy himself from the Registration certificate that the tax has already been paid.

The fee for a duplicate short-term licence shall be Rs. 2 only."

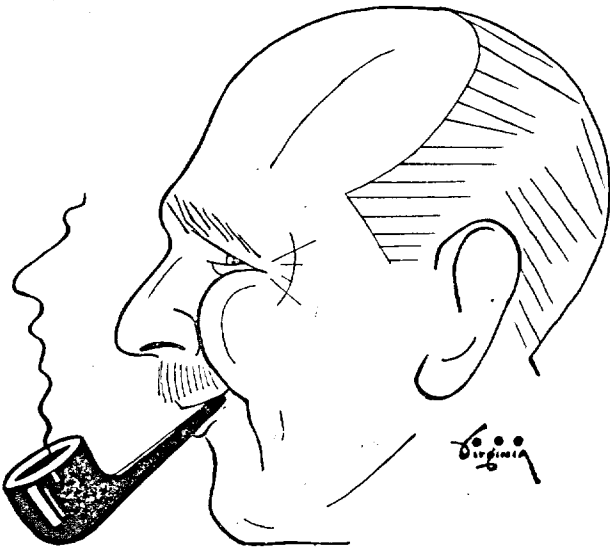
The Mysore Board have informed this Association that the question of amending the scale will be taken for consideration if cases of hardship caused by the working of the amended rule are brought to the notice of the Traffic Board.

Bombay Report

A separate report on my stay in Bombay, and Sir Stenson Cooke's visit will be sent to the South India Motor Owner.

This Motoring

This Motoring is the title of a film produced by Sir Stenson Cooke. It has been lent to this Association by the W.I.A.A.



Sir Stenson Cooke, A. A. of Great Britain

who borrowed it originally from the A.A. at Home. The Sound Products Company, who are agents for the "Erko" projector very kindly gave a free show of this film in their Studio for the benefit of our Committee last week. It was a very excellent production, the focus extremely clear and the sound production most distinct.

It is hoped that arrangements will shortly be made to show the film to the public in Madras, and certain cities in the mofussil,

The article as published by the A.A. London is reproduced in full on pages 87 and 88.

Great Britain—Regulations—Issue of Driving Licence to Visitors

Prior to 1st June, 1937, there were, as far as the A.A. was concerned, four Driving licences issued in Great Britain.

- (1) Provisional (or learners) licence which permitted a new driver to drive a motor vehicle only when accompanied by a person who has held a licence for 2 years or who had passed the test under Section 6 of the Road Traffic Act of 1934, and when the vehicle so driven carried "L" plates at front and rear. The cost of this licence was 5s. 0d. and it was valid for 3 months during which period it was necessary for the holder to qualify himself for the issue of a General Licence by passing a test, but should he fail to do so, further Provisional Licences could be obtained.
- (2) A Licence for Motor Cars and Motor Cycles only issued to qualified drivers at a cost of 5s. 0d., valid for one year. This was the licence usually issued, by the Association, to visiting motorists.
- (3) A General Licence issued to qualified drivers at a cost of 5s. 0d., valid for one year and permitting the holder to drive all types of vehicles without restriction.
- (4) A Licence issued to drivers suffering from a physical disability or infirmity and on which the type of vehicle actually to be driven and any special modifications or fitments to the vehicle were described.

The licence described under (2) and (3) above has now been replaced by 6 licences each permitting the holder to drive only vehicles of one of the following groups:—

- (a) Heavy locomotive, light locomotive, Motor Tractor, heavy motor car, Motor Car or Motor Cycle equipped with means for reversing
- (b) Trolley vehicles.
- (c) Motor bicycle (with or without sidecar) or tricycle not equipped with means for reversing.
- (d) Tract laying vehicle steered by its tracks.
- (e) Invalid Carriage.
- (f) Lawn mower, agricultural tractor, or vehicle controlled by pedestrian

To obtain a licence for any of the groups it is first necessary to obtain a Provisional Licence. This is not restricted to any particular class of vehicle save on a basis of age, viz., if the applicant

- (1) is over 17 but under 21 he may not drive a heavy or light locomotive, motor tractor, or heavy motor car;
- (2) is over 16 but under 17 he may not drive vehicles in the groups (c) and (e) above or tricycles equipped with means of reversing (under (a) above) and not exceeding 8 cwt. unladen;
- (3) is under 16 he may not drive at all,

and the accompanying person must be the holder of a current licence and either have passed the test or held licences for not less than 2 years.

The test, for which a fee of 5s. 0d. is charged, must be carried out on a vehicle of the Group for which the Learner desires a full licence. Upon the satisfactory completion of the test a full licence for the particular group, valid for one year, costing 5s. 0d., would be issued and no further test would be required for renewal, also costing 5s. 0d.

A visitor who arrives in Great Britain without I.D.P. and who desires to drive a motor vehicle is exempt from taking out a Provisional Licence and undergoing driving test *only if he can produce evidence that he was*

- (i) the holder of any ordinary British Licence (or British Licence R.F. 30, i.e., Permit to drive issued in conjunction with an I.D.P.) issued before 1st April 1934;
- (ii) the holder of a Northern Ireland Driving Licence issued before 1st June, 1927;
- (iii) the holder of an Eire (Irish Free State) Driving Licence issued before 1st April, 1934;
- (iv) or if he is able to produce a valid licence issued to him by a competent authority abroad;
- (v) or if he is unable to produce a valid licence but can produce a recently expired one issued to him by a competent authority abroad, i.e., it was valid when he left for Great Britain;
- (vi) unable to produce a valid licence issued to him by a competent authority abroad but can give details of it;

HAVE YOUR CHILDREN WITH YOU THIS VACATION
The m.v. "DERBYSHIRE" will bring them
to you and take them back to their
studies for Rs. 380

Special sailings of the m.v. "DERBYSHIRE" have been arranged, to enable children and students studying in England to spend their summer vacation with their families in India. Preparations have been made to make the trip an enjoyable cruise for the children, who will be under the care of a kindly matron and a wise conductor.

Fares for Children under 12 years.—From Liverpool to Cochin returning to Plymouth or London £28-10-0, Rs. 380.

SAILING DATES of M.V. "DERBYSHIRE"
ON HER SPECIAL CHILDREN'S HOLIDAY VOYAGE

Leaves Liverpool	Leaves Marseilles	Arrives Cochin	Arrives Colombo	Arrives Rangoon
15th July	23rd July	7th Aug.	8th Aug.	13th Aug.
Leaves Rangoon	Leaves Colombo	Leaves Cochin	Arrives Marseilles	Arrives London
25th Aug.	31st Aug.	1st Sept.	18th Sept.	25th Sept.

Further Particulars From:
HARRISONS & CROSFIELD, LTD.,
(Incorporated in England)

COCHIN.
GILLANDERS ARBUTHNOT & CO., MADRAS

(iii) or if he comes from a country which does not issue a driving licence (i.e., some state of U.S.A., Uganda, Belgium, etc.) and can declare that he is authorised to drive in his home country where he has been driving for so many years and where no driving licence is issued (See declaration 2 of Claim to Exemption form).

(in the case of (ii) and (iii) the applicant must produce a statement from the Irish Issuing Authority concerned confirming the issue of the licence).

It does not matter how many years he has driven—if he cannot satisfy the above qualifications *he must undergo a test*.

The A. A. is empowered to issue licences to such visitors, on behalf of the L. C. C., on completion of the Form D.L. 1 and the Claim to Exemption form, and in so doing the following points should be borne in mind.

Of the 6 licences only 3 will concern the Association:—

Licence D.L. 4A— Motor cars and Reversible tricycles.

„ D.L. 5— Motor cycles with or without sidecars and special cases.

„ D.L. 8— Provisional Licence.

(All overprinted "Visitor to Great Britain").

In completing form D.L. 1 the applicant, in answering Question 5, must state the actual vehicle (or vehicles) he desires to drive, e.g., Motor cars only, motor cars and motor cycles etc.

Where the visitor has held a British Driving Licence or British Licence R. F. 30 issued prior to 1st April, 1934, (which invariably would have permitted him to drive all vehicles) and now applies for a licence to drive "Motor cars and Motor cycles" or "all Vehicles" the licence D.L. 5 should be issued and the words "Motor Vehicles of all Groups" inserted in it.

At the same time a similar note should be made on the application form for the information of the L.C.C. In future the counterfoil of the licence issued must be affixed to the application form D.L. 1.

Where the visitor has not held a pre-1934 British Licence or R.F. 30 but is the holder of a valid foreign licence the only British licence that can be issued is one that covers the same class of vehicle as the foreign one and the actual licence issued is D.L. 4 for motor cars or D.L. 5 for motor cycles. In the latter case the words "Motor cycle only" should be inserted in the appropriate place. The counterfoil, similarly endorsed must be attached to the Form D.L. 1.

In all those cases the licence would be valid for 1 year from the date of issue, and would cost 5s. 0d.

In the case of a visitor who cannot comply with (i), (ii), (iii), (iv), (v), (vi), or (vii) above, a Provisional Licence D.L. 8 valid for 3 months only must be issued under the same restrictions as a Resident except that the Association may carry out the examination. This can be done at any time within the three months, even on the day of issue of the Provisional Licence.

When it is carried out and successfully passed, the provisional Licence, should be stamped "Passed Test Group..... London C.C. (A.A.)" and the Examiner's report passed to the L.C.C., but should the holder not desire immediately to apply for a full licence, but take advantage of the 3 months' validity of the Provisional licence, or perhaps apply for the full licence to some other Licensing Authority, the report should be given to him for production when applying for his full licence and the Provisional Licence *not* stamped.

By stamping the Provisional Licence as described the usual restrictions of such a licence (i.e. "L" plates etc.) are automatically cancelled in so far as the driving of vehicles within the group stated are concerned. For example—if the test is carried out on a motor car, the Provisional Licence can be used to drive a motor car without "L" plates and accompanying licence holder for the remaining portion of its validity but should the holder also wish to ride a motor cycle he can do so under the licence provided the cycle carries "L" plates until such time as he successfully passes the test on a motor cycle.

Where a person who has been issued with a licence as a Visitor remains in Great Britain beyond the period of validity of the driving licence (or for more than 12 months) issued him, he must undergo the test required of *residents no matter for how many years he may have driven abroad*. This can be carried out by the Association, preferably before the expiration of the licence issued him as a visitor, and the report dealt with as indicated above. The application for renewal of the licence must be made to the Licensing Authority in whose area he is taking up residence. Should the matter be left until the expiry of his visitor's licence, he can only be issued with a Provisional Licence and conform to the same regulations as an ordinary resident.

Hony. Secretary's Report—Bangalore Branch

General:—

There is nothing outstanding to report except that, as a "Branch Office" it is fully justifying its usefulness and during February, there was an increase both in callers and written inquiries. More itineraries issued, and demands for short trips round about Bangalore. A fair demand for car licences of Madras, Mysore and Local, for members touring, which, in some cases, it was possible to adopt a course most advantageous to the member's pocket.

A corollary of the A. A. activities here, and I suppose elsewhere, is the increasing number of non-members who call or write for information; some admit their position and beg for advice, while others think we are a quasi-government institution set up to help all and sundry. A modicum of advice and courtesy, as also a hint of what we can do for members has the effect of gaining at least a few of these.

2. Correspondence:—

Letters issued were:

To the Secretary	.. ..	72
Others—outstation	.. ..	13
Local	.. ..	33

Total 118

an increase of 16 over last month. Receipts were slightly in excess of this number.

3. New Members:—

A fair amount of canvassing but I cannot say how many responded.

4. Road Scouts:—

A separate report of his work has been submitted.

5. Entering Bangalore from Madras.

Apropos of what I said about this in page 40 of this Journal for February; a member suggests that the Ulsoor Bazar way is much shorter. This is not so; from the Knoxpet road signpost on the old Madras Road via Ulsoor Tank, Ulsoor Road

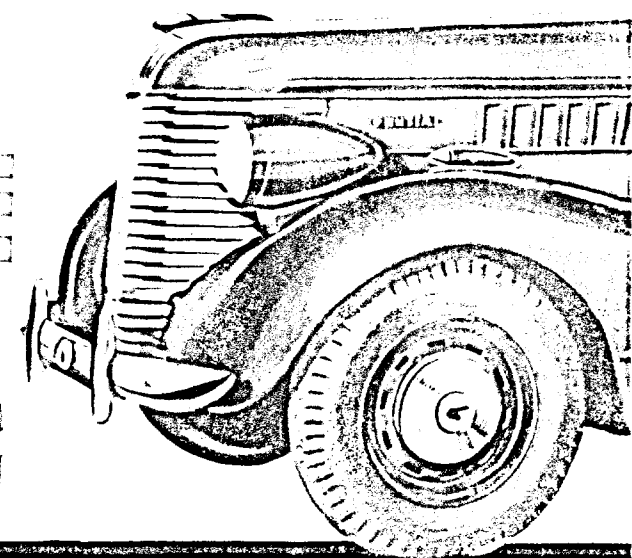
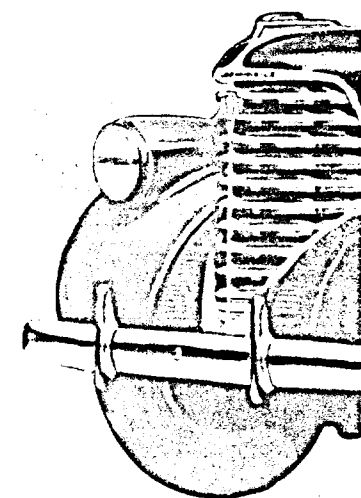
For 1938 - Two



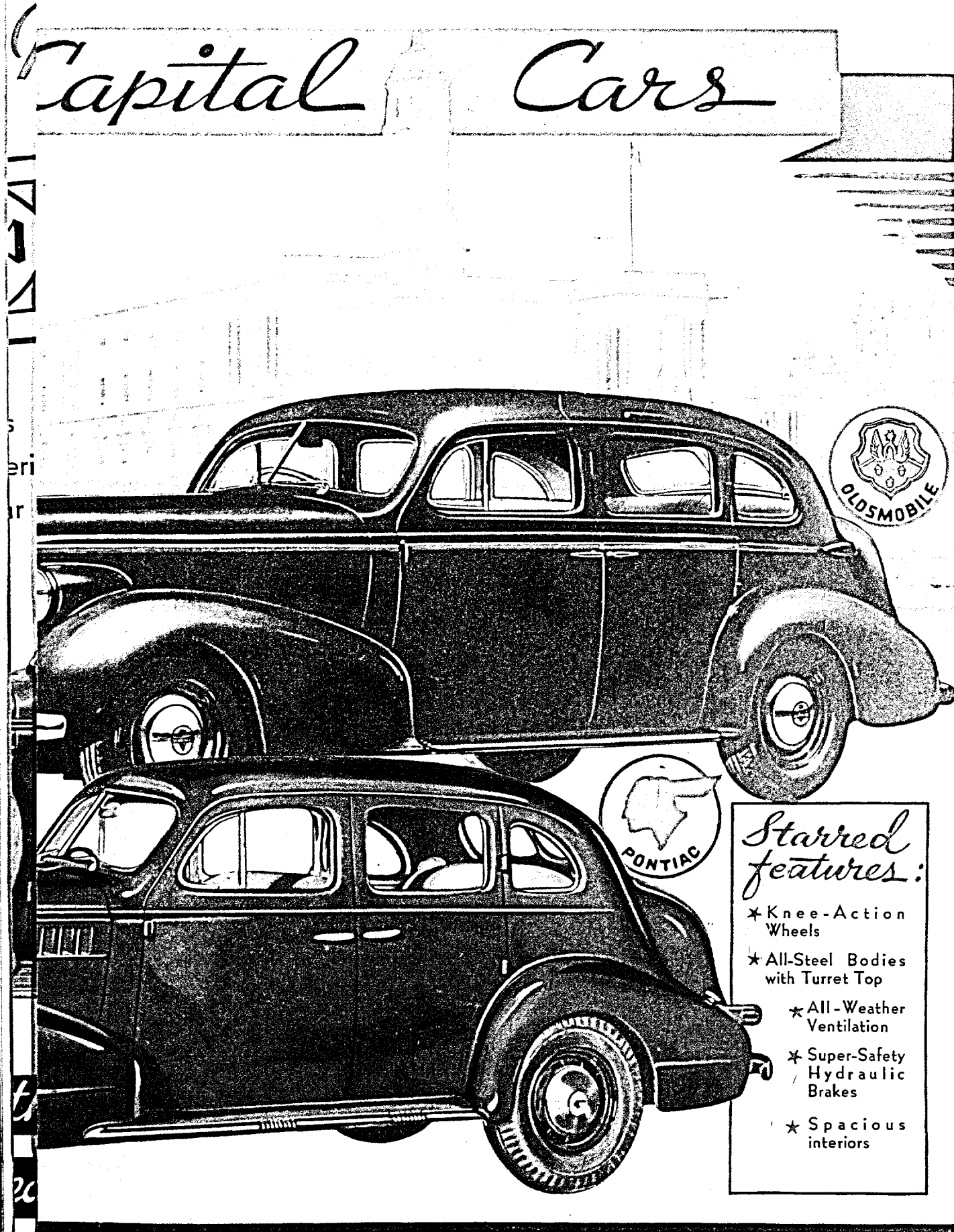
THE new Oldsmobile and the new Pontiac, both products of General Motors, are cars with that extra stamp of individuality not found in the low-price class, yet cars you can afford to own. You will find the styling and performance of these cars an appropriate background for your activities, either socially or in business.

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Oldsmobile

Pontiac

and Baird Barracks to the Scotch Kirk is $2\frac{1}{4}$ miles, and via the Ulsoor Bazar; a fraction more. Both places are about equidistant to Messrs. Spencer's South Parade. But as I said in February, the Tank road is pleasanter, quicker and safer than the crowded Ulsoor Bazar.

As regards trying out your speedometer for accuracy: quite an interesting matter; take a run round the military maidan, i.e., Cubbon road round up South Parade and Queen's road, taking in the small triangle at the N.E. corner near the Government telegraph office: on every occasion I have done this, my speedometer registered 2.6 miles; either way round. Allowing for worn tyres giving a bigger reading, it may be said to be $2\frac{1}{2}$ miles. Anti-clockwise is the more comfortable way round.

6. Kenilworth Castle, Hosur.

Members are warned that a visit to this very popular picnic spot about 25 miles from the Head P.O., Bangalore, will involve one in a Madras short-term licence of at least Rs. 3 or 4/4. It is no longer possible to evade it as the Madras Government has installed a licensing office between Kenilworth and the Mysore Frontier. A party of several cars could drive to Mysore limits, and then use one car to taxi all the passengers in Kenilworth and back, quite a short distance. This indicates selecting in advance, the car to be licensed and the same obtained before leaving Bangalore.

7. Nandi Hill Motor Road.

A member has reported that the Toll gate is placed in an awkward spot on the ghat road; also that on emerging from the fort walls to descend there is a sharp bend at a precipitous place with no protecting parapet, and it is considered to be highly dangerous when leaving at night. Perhaps other members would give their opinion on these points.

This Hill is known as Nandidrug and is still so called, on page 237 of the Mysore Motor Traffic Guide; but when staying on the Hill, have your letters addressed to Nandi Hill, via Bangalore (or Nandi, Kolar District), they will otherwise go to Nandidrug Gold Mine. At the Cubbon Bungalow on the hill, Messrs. Spencer & Co., Ltd., have a provision store where almost anything can be purchased including aerated waters and liquors of all sorts. Rates are, or were, one anna in the rupee over Bangalore, and stocks are turned over once a month.

8. Quarterly licences in Mysore.

I understand that this subject has been dropped, but have not heard why. I imagine that it was difficult to fit in the cost, as the half-yearly one is Rs. 18, and the 30-day short-term one just half, i.e., Rs. 9. To have fixed the cost of a quarter at Rs. 9 i.e., half of Rs. 18 would have necessitated a reduction in the 30-day licence; these are merely my ideas.

9. Traffic in Bangalore C. and M. Station.

The effect of the new rules that Pedestrians should walk on the right-hand side of roads where no footpaths exist; and cyclists not to ride more than two abreast is not apparent except that it seems to have had an opposite effect. The whole point seems to be that excellent traffic laws exist but there is little evidence of any one to enforce them. But this applies equally to most of the Municipal laws.

Motorists will welcome the painting with black and yellow bands of the electric posts which is going on fast; I am told that a second coat of paint will be put on.

Roundabouts are increasing and making for safer driving, and really good signposts are being erected at important junc-

tions to aid strangers in getting about or to exit from the station. The authorities responsible for these improvements are to be congratulated.

There are some Bus-stops which are not demarcated in extent: there is one at Richards Square, in the Russel Market Area, which is a popular shopping place at night. One parks a car allowing a space for about four buses and goes to a shop. On returning, the police constable who has turned up from somewhere, ticks off the motorist for parking on a bus stand. This is unpleasant to a law-abiding driver. I have not heard of a prosecution but one never knows. I think a post at each end would avoid this misunderstanding.

10. The mislaying of the photos prevented me from sending the notes on Talakad to the Editor last month.

(Sd.) A. W. WATERS, Major,
Hony. Secretary, Bangalore Branch.

Membership

46 New members were enrolled during the month of February 1938.

These new members were introduced by the following:—

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

2 by Mr. K. K. Srinivasan,

1 each by Dr. D. P. Dow, Messrs. S. Osman Ali, I.C.S., T. S. Rajam, K. Rangaswami Mudaliar, the Ocean Accident and Guarantee Corporation Ltd., N. Padmanabhan, C. C. T. Eastgate, C. R. Raghavachari, Simpson & Co. Ltd., T. S. Krishnaswamy, W. J. Longley, R. V. Shama Rao, A. W. Hopton, Rev. P. C. Kerslake, and the Proprietor, Trivandrum Auto Works.

The remaining 23 were enrolled by the staff.

New Members

J. P. L. Shenoy, Esq., I.C.S.,
The Commissioner, Madura.

M. Subramanyam, Esq.,
Asvitavilas, Pachappa Hotel Road, Kilpauk P.O., Madras.

Dr. N. Chandra Sekhar, M.B.B.S.,
585, Pycrofts Road, Triplicane.

The Hyderabad Construction Co. Ltd.,
Abid's Road, Hyderabad, Deccan.

Messrs. Shaik Imam & Sons,
Rear Road, Secunderabad, Deccan.

G. H. Illingworth, Esq.,
16/5, Lancers, Trimulgherry, Deccan.

C. Binning, Esq.,
C/o Best & Co. Ltd., Madras.

A. S. Guthrie, Esq.,
C/o Binny & Co. (Madras) Ltd.,
Armenian Street, Madras.

A. T. Gibson, Esq.,
Excise Officer, Chingleput.

Dr. A. A. Bake,
C/o Neth. Indies Commercial Bank, Calcutta.

Dr. A. Speight,
Leprosy Hospital, Dichpalli, Hyderabad.

Rajah Bahadur Khaja Pershad,
Camp-Alwal, Bolarum, Deccan.

T. A. Theivanayaga Thevar, Esq.,
"Brinda", Teppakulam, Madura.

P. D. Swaminatha Mudaliar, Esq.,
Asst. Commissioner of Income-Tax, Madura.

V. S. Marballi, Esq.,
12, Ebrahim Sait Colony, Egmore, Madras.

The Hon'ble Chief Justice Sir Lionel Leach,
Brodie Castle, Adyar, Madras.

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C/o New India Assurance Co. Ltd.,
1st Line Beach, Madras.

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P. H. Rama Reddi, Esq.,
Killowen, Mowbray's Road, Mylapore.

A. M. P. Kunchithapatham, Esq.,
97 & 98, Armenian Street, Madras.

V. P. Narayanan Nambiar, Esq.,
Executive Officer, Sri Thiagarajaswamy Devasthanam,
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E. A. Cowdrey, Esq.,
Touramulla Estate, Thovarimala P.O., via Vayitri,
Malabar.

E. H. Stanes, Esq.,
C/o T. Stanes & Co. Ltd., Coimbatore.

N. S. Ramabhadran, Esq.,
Srinidhi, Sripuram, Royapettah, Madras.

R. G. Barnes, Esq.,
Mackay's Gardens, Cathedral P.O.

F. P. A. Goodwin, Esq.,
C/o American Fine Arts Studios, Post Box 8919,
Dharamtala, Calcutta.

Kamaraja Pandia Nayakar, T. V. K., Esq., M.L.A.,
Zamindar and Chairman, Bodinayakanur, Madura.

B. J. Rockwood, Esq.,
Kurnool.

T. Venkatachalam Iyer, Esq.,
Proprietor, Chandravilas, Tinnevely.

H. Thospann, Esq.,
C/o Messrs. Heller & Co., Mount Road, Madras.

Sree Raja Meka Srimannarayana Appa Rao Bahadur,
Zamindar of Gollapalli Estate, Natanivas,
24, Neelakanta Maistri Street, Mambalam,
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8, Walton Road, Bangalore.

T. W. Johnson Esq.,
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Mylapore, Madras.

S. N. Heywood, Esq.,
Carnatic House, Perambur Barracks P.O., Madras.

Lt.-Col. R. A. B. Freeland,
St. Thomas' Mount, Madras.

Dr. N. Gangadharan,
"Ujjain", Royapettah High Road, Madras.

Mrs. E. S. E. Wilkinson,
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Benson Town, Bangalore.

E. J. Henning, Esq.,
Spicer College, Bangalore.

S. R. Bungaruswami, Esq.,
3-C, Sundareswar Street, Mylapore, Madras.

H. E. Crowe, Esq.,
C/o Octavius Steel Co. Ltd.,
Race Course Road, Coimbatore.

Rev. J. S. L. David,
Christ Church, Mount Road, Madras.

W. Russell-Green, Esq.,
Green's Electrical Works,
General Patter's Road, Madras.

Lt. V. P. Thampy,
Belle-Haven, Trivandrum, Travancore State.

V. L. Dhanaram, Esq.,
7, Lal Bagh Road, Bangalore.

M. Ziauddin, Esq.,
Superintendent of Police, Puri.

Sardar Malharrao Gaikwad Visawas Rao, Esq.,
Kolhapur Camp.

MAHARAJAH OF MYSORE

Orders Hillman

SO pleased was His Highness the Maharajah of Mysore with a standard Hillman "20/70" long wheel-base limousine which Rootes supplied him with in 1935, particularly in regard to its performance, roominess and the comfort of the rear seats, that he requested them to produce for him as nearly as possible a replica of this car, the original model, of course, being no longer in production.

This has now been done, and the car has now gone to India to take the place of its predecessor in the Maharajah's big fleet of motor vehicles. The necessary work was carried out at Acton by Thrupp and Maberly, Ltd., one of the latest Hillman seven-seater chassis being specially adapted for the purpose. The car is finished in peacock blue, with upholstery to match.

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

Delhi Branch

THE Delhi Branch of the Association was inaugurated at a General Meeting of members of the Branch held on Monday the 21st February. The General Secretary of the Association was present at the meeting and spoke briefly on the aims of the Association and its activities.

The Committee of the Branch will consist of Mr. R. E. Grant-Govan (Chairman), Messrs. Duguid, R. E. M. Pratt, A. S. de Mello, J. H. Blackwell, E. E. Birkett, C. R. Garland, A. C. Bannerjee, L. E. Amor, E. M. Souter, J. Ramsay-Scott, W. H. Rowlands and Rai Sahib Lala Harichand.

The offices of the Branch will be located in Scindia House, New Delhi, and its activities will extend to the Delhi Province, the United Provinces, Rajputana and Central India.

General Secretary

Election to the Central Legislature

Lt.-Colonel H. C. Smith, O.B.E., M.C., the General Secretary of the Association, has been elected to the Central Legislative Assembly from Bombay in the vacancy caused by the resignation of Sir Leslie Hudson.

New Roads in Madras Presidency

The report on the working of Local Boards in the Madras Presidency for 1935-36 shows that the length of roads newly opened during the year was 360 miles. The District Boards maintained during the year 34,595 miles of roads against 33,573 miles in the previous year. Every hundred square miles of local fund area had a total mileage of roads ranging from 14.1 miles in the Kurnool District to 88 miles in East Tanjore.

Jay-walking, an Offence

Jay-walking will be an offence in Karachi shortly and a fine of Rs. 50 has been prescribed for disobeying traffic rules. Realizing that road accidents are mainly caused by footpaths either not being provided for, or, wherever they exist, not being properly maintained, the Corporation has launched on a programme of cementing all footpaths at a cost of Rs. 90,000. The Police are trying their utmost to educate the people to use the footpaths. Recently policemen were posted specially for the purpose of inculcating road sense among pedestrians and discouraging jay-walkers. This work is now to be galvanized. More notice-boards directing people to walk along footpaths will be put up. When the road users have had sufficient time and instruction as regards their duties and responsibilities, it is contemplated to make jay-walking an offence.

Control of Bullock-cart Traffic in Madras

One of the rules the Madras Government propose to adopt under the Madras Government Roads Traffic Control Act, 1931 (Madras Act V of 1931), is that no load weighing more than $\frac{1}{2}$ ton shall be carried on a vehicle fitted with tyres, other than pneumatic tyres, unless the tyres are at least 3 inches in width. Every vehicle which is being loaded or unloaded shall be sta-

D

tioned on the extreme side of the road and shall, if possible, be stationed outside the side-drain or, if there is no side-drain, on the road margin outside the roadway.

Excessive Import Duties

The Association has from time to time made representations to the Government of India for a reduction in the excessive duty on motor vehicles imported into the country. Now that the financial position of the Government of India shows signs of improvement, the Council have decided to make a further effort to get Government to realize the folly of excessive duties. Motor transport can no longer be considered a luxury but is a daily necessity in the normal lives of India's peoples.

Arguments have on many occasions been advanced by the Association that a reduction in duty would not occasion a loss in revenue to Government but would, on the contrary, result in an increased revenue—for although Government would receive less income from individual units—the reduction in cost of vehicles would place them within the purchasing power of a wider public. Imports should therefore increase and the more vehicles there are circulating on the roads, the greater the consumption of petrol and, consequently, the greater the revenue accruing to Government from the ten-anna tax on petrol.

An interesting point in support of this argument is quoted in the English papers—in which it is stated that the Society of Motor Manufacturers and Traders Ltd., London, estimate that as a result of the reduction in the horse-power tax on motor vehicles in England the number of cars laid up for winter quarters has been reduced from 16 per cent. to 9 per cent.

The General Secretary's Visit to Sind Branch

The General Secretary recently paid a visit to the Sind Branch of the Association and reports that the Branch's activities have considerably increased since his last visit. There is a gradual increase in membership. Sind is particularly deficient in road communications so that there is much to be done before advantage can be taken of the wealth of the Province.

A five-year programme of the value of Rs. 35 lakhs is already in progress and the Branch is anxious to see a further programme prepared, amounting to Rs. 50 lakhs, which may be financed by means of a loan. A resolution to this effect was passed some time ago at the meeting of the Sind Communications Board and it is understood it is now receiving the consideration of Government.

The fact that Sind is so deficient in roads makes it possible to plan its future development on sound lines. A network of feeder roads to arterial road and rail routes to accommodate modern road transport is what is being aimed at. A reasonable control of motor transport already exists and it is the interest of the Branch to see that no unreasonable restrictions are introduced.

During his visit the General Secretary was granted interviews by H. E. The Governor, the Prime Minister, the Minister for Public Works and the Secretary to the Finance Department as well as many heads of business interests in Karachi.

Transport Rivalry in Darjeeling: Negotiations Begin

Negotiations, initiated by the Darjeeling-Himalayan Railway are, it is understood, in progress between it and the motor lorry transport services, with the object of arriving at a settlement on certain freight rates and the allocation of traffic.

In consequence of these overtures some perturbing stories gained currency among people who use both methods of transport for their merchandise.

Authoritative sources, however, deny most of the rumoured apprehensions.

It is said that whereas the number of lorries plying in the district had been reduced from 40 to 25, it had been found that the 25, kept up to the mark and working in shifts, had actually carried more freight during the past year than the 40 lorries had previously transported.

A senior planter is reported to have expressed the view that what the public needed was both the railway and lorries. He thought that healthy competition between them should not be curtailed.

An Indian business man expressed a similar opinion.

The railway, he said, suffered more from unprofitable branch lines than from road competition, and mentioned the Kisenganj and Teesta Valley branch lines as an instance. He, however, thought that the Kisenganj section could be made a profitable line if malaria was eradicated in that part of the Terai which it served.

Aviation

Gwalior Flying-boat Base—Rs. 8 Lakhs Cost

Work at Madhosagar Lake, where the Empire air mail flying-boats will halt on the trans-India route, is being pushed on with all possible speed. Until permanent buildings and other equipment is completed, temporary arrangements have been made for the landing of aircraft.

The Madhosagar Lake is situated 11 miles to the south-west of Gwalior. This lake is formed by a masonry dam 4,400 feet long, having a base width of 60 feet and a top width of 10 feet. The maximum depth of water in the lake is 79 feet and the waterspread area at full tank level is over 7½ square miles. Even when the water is at its lowest, the waterspread area of the lake will be sufficient for seaplanes to alight and take off easily.

A landing pier is at present under construction. There will be a special jetty for landing passengers and mails and motor launches for communication between the seaplanes and shore will be provided. A temporary anchorage, made of a cement concrete block weighing over a ton, has been laid for the seaplanes till permanent moorings are fixed. The flying-boats will alight about two furlongs from the shore.

Wireless Communication

Imperial Airways have installed a portable wireless set for the present, but very soon after the construction of the buildings a powerful transmitting and receiving wireless set will be provided. A meteorological observatory has already been established to take necessary observations regarding upper air conditions, wind velocity and directions, etc. A beacon-light will be installed on the historic fort in the distance, which will serve both the aerodrome and the flying-boat station.

The seadrome will be linked up with the general trunk telephone system, while an electric line is being laid out from the Motijhil power station to Madhosagar. The existing road from Gwalior to Madhosagar will be straightened, widened and laid with concrete. The total estimated cost of the seaplane base and the approach road to it will aggregate Rs. 8 lakhs. The estimated cost of the whole constructional works at the base is Rs. 5 lakhs. The Tata air service, which is now in operation, will link the capital of India with the trans-Continental seaplane service.

His Highness the Maharaja Scindia is taking a keen interest in the project.

Aerodrome for Coimbatore

In view of the commercial and industrial importance of Coimbatore, the South Indian Chamber of Commerce have decided to support the municipality in making Coimbatore one of the landing stations in the proposed development of air routes in South India.

Calcutta-Bombay Air Link

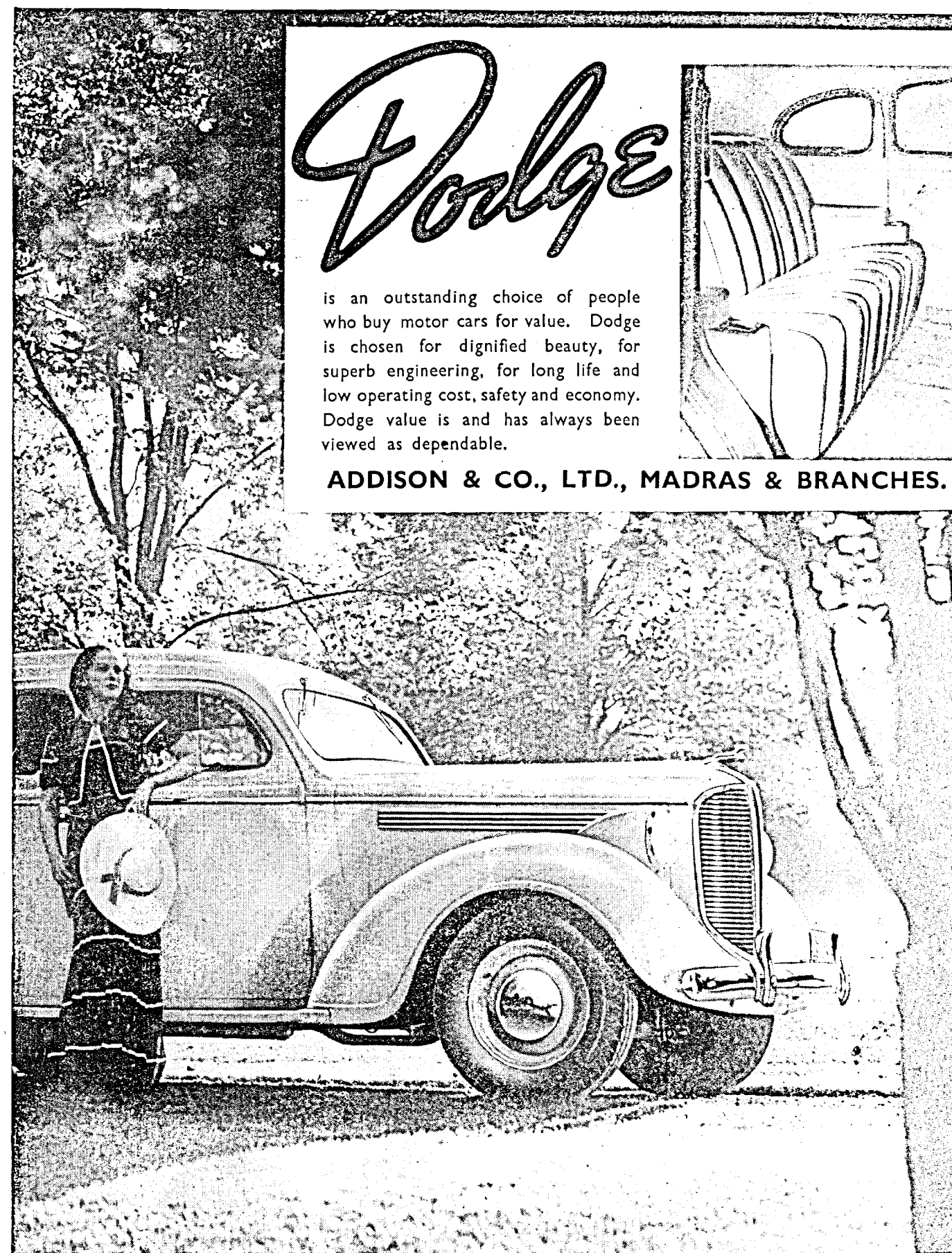
The nightly air service between Bombay and Calcutta, which the commercial community has been demanding of late, is regarded as one capable of achievement at a not too distant date. The scheme of Messrs. Tata Sons for a regular service every night between these two cities has been under consideration for some time and recent discussions appear to have given it a promising turn. The fact that the Empire air mail service will be inaugurated in February, shortening the distance between Karachi and Calcutta, has encouraged the idea of establishing the next important air link in India. Tatas have put forward revised proposals which will receive the most favourable consideration. The service will be for both mails and passengers but the scheme cannot be put into operation until certain essential conditions are satisfied: for instance, the extent of the subsidy which the Postal Department can allot from their limited budget for the carriage of mails between Bombay and Calcutta. Discussions on these and other relevant points are said to be proceeding satisfactorily.

Standing Committee for Roads

The Committee at its recent meeting approved the following grants for Provincial Development schemes: Madras, Rs. 53 lakhs; Bombay, Rs. 56,50,000; Bengal, Rs. 47 lakhs; Punjab, Rs. 14 lakhs; Bihar, Rs. 39 lakhs; and Orissa, Rs. 15 lakhs. They also granted Rs. 3 lakhs to be spent on the Sambalpur-Jamda section of the Calcutta-Bombay Trunk Road.

The Government of Madras have recently submitted a seven-year programme of road development consisting of 275 schemes at a cost of Rs. 78 lakhs. Two of the schemes have been approved, one costing Rs. 50,000 and the other regarding the Vizianagaram-Moduvalasa Road, costing Rs. 1 lakh. The Committee approved of the scheme to improve the Hubli-Gadag Road in Bombay, costing Rs. 1,57,000, and granted Rs. 2,25,000 for the construction of a road from Dhollera to Rahtalao.

The Bengal Government, it is understood, applied for an allocation from the Roads Fund towards the cost of the Howrah Bridge, on which the Committee could not reach an agreement. An estimate of Rs. 13,25,000 for the construction of an approach to the Howrah Bridge was submitted and the Committee sanctioned Rs. 6,75,000 from the Roads Fund. The proposal of



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the Bengal Government for the construction of the Kalihati-Tangli Road in Mymensingh, costing Rs. 10,70,000 was approved by the Committee.

The North-West Frontier Province submitted four schemes, involving an expenditure of Rs. 60,800. One of the schemes relates to the construction of a road from Gul Imam to Pezu in Dera Ismail Khan district, which is considered necessary to check raids by transborder tribesmen.

As regards Delhi, the Committee approved of a programme, costing Rs. 6,55,000. This year, they approved of a scheme costing Rs. 4,36,000, which absorbs Delhi's allocation until 1941.

Railway Report

The reports on the working of the State Railways for the year 1936-37 showing a surplus of Rs. 121 lakhs and the estimated surplus for 1937-38 of Rs. 283 lakhs, make very satisfactory reading.

These surpluses are due not only to the increased traffic carried but, what is equally satisfying, the economies and improvements in operation as recommended by the Pope and Wedgwood Committees.

Improvements include the intensification of services, the acceleration of goods trains and a closer contact of the Commercial Departments of the railways with commercial houses which will result in a better understanding of their transport requirements.

A statement showing the action taken by the Railway Department on some of the recommendations of the Railway Enquiry Committee's Report (Wedgwood Report) is also published, and it is satisfactory to note that Government in drafting the Motor Vehicles Bill, which comes up for consideration during the current session of the Assembly, do not seek to confer powers to fix rates of freight for goods, nor do they seek to extend the proposed system of regulation of public goods lorries to private lorries. This latter point is one in which this Association is particularly interested, as the Association does not wish the issue of permits for private lorries to be more than a formality, such as is the case when registering private motor cars.

Sir Frank Noyce, it will be remembered, gave an assurance to the Central Legislative Assembly that private lorries would not be subjected to any unnecessary control, and it is gratifying to note that the present Member of the Viceroy's Council in charge of Communications can give this same assurance, although the intentions of Government in this regard were at one time in doubt.

The Railway Report covers the construction of new extensions, the operation of bus services by railway companies and the experiments being carried out with rail cars.

The report also states that in regard to road and rail competition it is realized motor transport has come to stay, and that it can in certain circumstances offer to the travelling public facilities and amenities which the railways do not. They have, therefore, decided to make the experiment of offering road services complementary to the railway. A new road has recently been opened between the headquarter towns of Lyallpur and Jhang in the Punjab, the distance between these two towns by road and rail being 48 and 101 miles, respectively, and the time taken for the respective journeys approximately 2 and 4½ hours. The Provincial Government, it is understood, propose to limit the number of motor buses operating on this route and the railway has been given the option of taking up half of the permissible licences.

The initial outlay will be something under one lakh of rupees and the railway authorities consider that the undertaking constitutes a favourable opportunity to carry out an experiment of railways operating a road transport service.

State Bus Service in Travancore

Riding in a State transport bus over a three-mile route from the Trivandrum Railway Station to Kaudiar Palace, His Highness the Maharaja of Travancore, on the 20th February, inaugurated the Travancore State Transport Service, which will operate road transport between Trivandrum and Cape Comorin.

The Maharaja was accompanied by his mother and the Dewan, Sir C. P. Ramaswamy Ayyar, and was driven by the Superintendent of the State Transport Department, Mr. E. G. Salter. Thirty-three buses followed with 700 guests, specially invited for the inauguration ceremony. Large crowds lined the route.

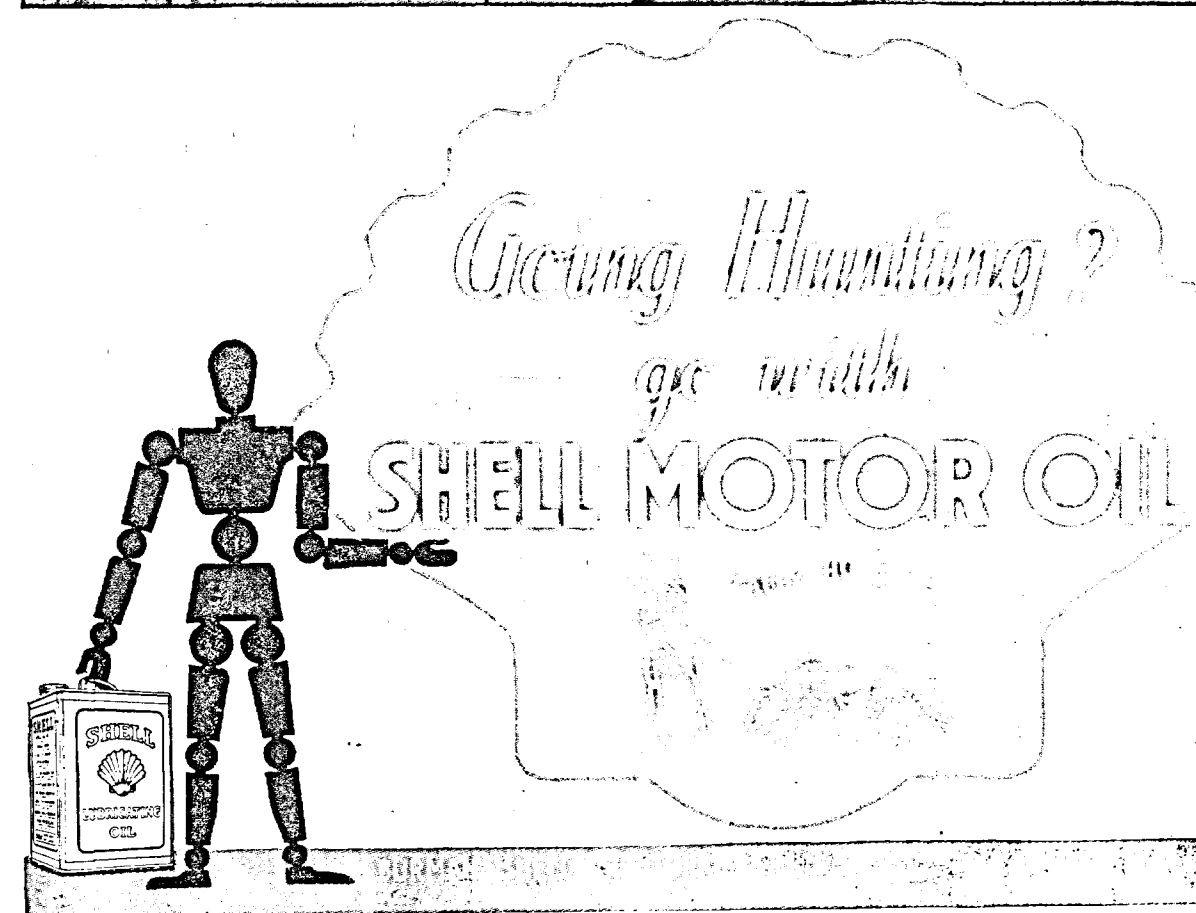
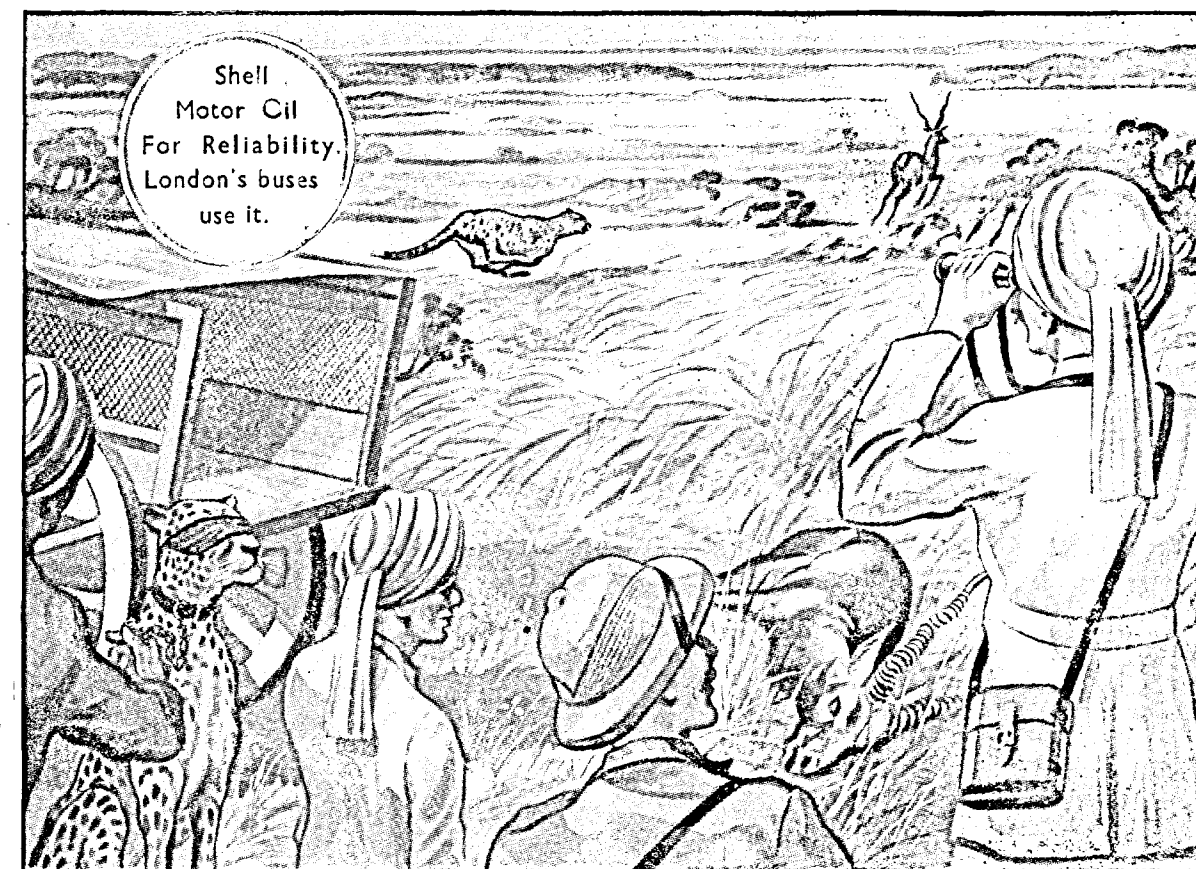
"The extension of railways in Travancore is not a practicable proposition on account of the geographical features of the State, and the great extent of hill, forest and backwater areas. The problem of the future, therefore, is one of wide extension of bus traffic on the road, conjointly with a forward policy as regards canals and the introduction therein of motor transport." Thus stated Sir C. P. Ramaswamy Ayyar, the Dewan, commenting on the inauguration of the service. The Dewan said that this policy could only be gradually perfected and implemented, but the ultimate object of the State should be to ensure that every locality was adequately connected by material communications—by air and water as well—so as to provide cheap passenger and goods transport.

It is understood that in conjunction with the operation of the bus service, the Department is introducing a parcels service, which is an innovation in the State. This service will provide facilities for the carriage of goods between all the important towns and villages *en route*, in which agencies have been appointed for unloading and despatch. The provision of a speedy and reliable inter-town parcels service will, it is confidently hoped, encourage and develop trade between one town and another and demonstrate the advantage of the State's undertaking.

Compensation to Former Operators

The bus service between Trivandrum and Cape Comorin, as well as the branch routes, was hitherto operated by the Pioneer Motor Service, Nagercoil, who in 1935 were the owners of a fleet of over 160 buses. In view of the vast capital invested by this service and the loss of business involved in the inauguration of the Government Transport Scheme, it is understood this service will be duly compensated.

In a representation submitted to the Dewan, the proprietor of the service traces the history of the development of his service from small beginnings and, after describing the struggle he had to face on account of bitter competition, states that it was only within the last nine months that a business arrangement was arrived at with his competitors—an arrangement which proved satisfactory. As the Government scheme has been launched at a time when his business, having turned the corner, is beginning to reap the fruits of his enterprise, the losses he has to suffer are considerable. The claim submitted by him to the Dewan amounts to Rs. 2.75 lakhs for the value of motor vehicles, machinery, stock, etc., and Rs. 4.18 lakhs for loss of business.



Road Loan for Calicut Municipality

It is understood that the Government of Madras will give a loan of Rs. 1,50,000 to the Calicut Municipal Council, to repair main roads in the municipality. The loan is to be repaid within 20 years with interest at $3\frac{1}{2}$ per cent.

Cochin Motor Transport Service

It is understood that the Cochin Government have under active consideration a proposal to start a motor transport service shortly to carry goods from Kollengode and Pollachi areas to Trichur, from where the goods can be taken to the Cochin Port by train. It is stated that the volume of groundnut trade from these areas ranges between 10,000 and 15,000 tons per year.

U. P. Motor Vehicles Rules

The United Provinces Government have appointed a Committee to inquire into the working of the U. P. Motor Vehicles Rules, 1935, and to make recommendations for their revision, where necessary.

It will be recalled that during the October session of the U. P. Council, a resolution was moved urging the appointment of a Committee to inquire into the working of the system of

motor transport in the Province, but it was withdrawn on Government's assurance that they were considering the question.

The Minister for Communications and Irrigation will be the Chairman of the Committee.

More Cars on British Roads

One-third of Them Five Years Old

The British road vehicles census for the final quarter of last year gives new information based on representative samples from four typical areas.

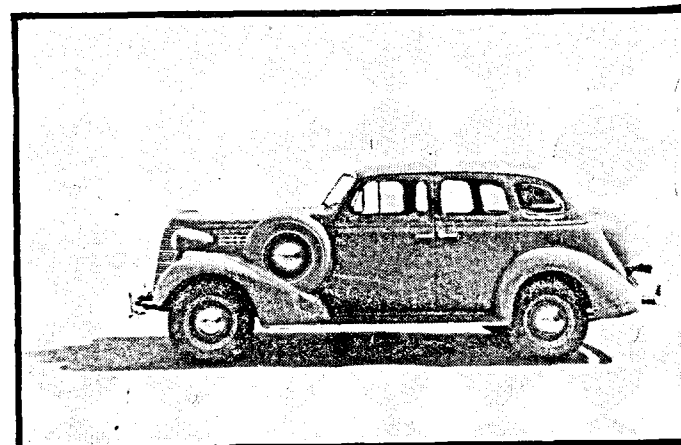
This information relates to the age of licensed vehicles, and the general indication is that about one-third of the vehicles in use were five years old or more.

The number of private cars licensed totalled 1,798,105, representing an increase of 103 per cent. over the figure for 1928, and comparing with 1,642,850 in the final quarter of 1936.

The most noticeable increase was in light cars of the 10 horse-power class. New registrations for the whole of 1937 numbered 485,269, an increase of 36,930 over 1936. There is now one motor vehicle for every 17 persons in Great Britain and one driving licence for every 12 persons.

1938 CHEVROLET

Designed for Beauty,
Comfort and Safety



The 1938 Chevrolet Master Deluxe Sport Sedan

SOMEONE has said that innovation and improvement are at the very roots of business stimulation, so the advent of the 1938 Chevrolet will arouse the keenest interest among motorists in this country, as it has done year after year. New beauty, performance, safety, economy, comfort and other factors have all received their full share of attention in designing the new Chevrolet cars for 1938.

Outwardly, the most noticeable change in the new Chevrolet is its styling, which is especially evident at the front end. The top of the bonnet sweeps forward from the cowl in a graceful curve, to cap the almost vertical flat-topped radiator and grille. The latter consists of chromium-plated horizontal bars, flowing back from the centre line of the grille to blend into the radiator shell. Accentuating these lines, every fifth bar is of double width, pin-striped down the centre with vermilion enamel. The new Chevrolet emblem, in cream letters on blue, embossed in a die-cast windshield, is centred at the top. The radiator grille which is made in two sections is a distinct improvement from the standpoint of economy and ease of servicing.

The all-steel safety bodies incorporate several refinements and the principal gains are in interior space, a two-inch increase assuring greater comfort for the rear seat occupants. The driver's seat is adjustable over several inches' range, and it rises

and tilts ahead slightly when in the forwardmost position, an arrangement which drivers of small stature will appreciate since it gives them greater visibility over the bonnet of the car. The instrument panel has been made more attractive and its various dials more legible.

Chevrolet's tried six-cylinder valve-in-head engine is the same in fundamental design but numerous refinements have been incorporated this year which ensure an all-round superior performance. They include an entirely new electrical system, with higher capacity heavy duty generator and voltage regulator. The 1938 Chevrolet like previous models has such proved and noteworthy features as knee-action springing, all-weather ventilation, hydraulic brakes, shock-proof steering, and an all-steel body. The luggage space in the trunk models has been considerably increased for convenience and utility.

The 1938 Chevrolet cars are on view at all Chevrolet dealers' showrooms.

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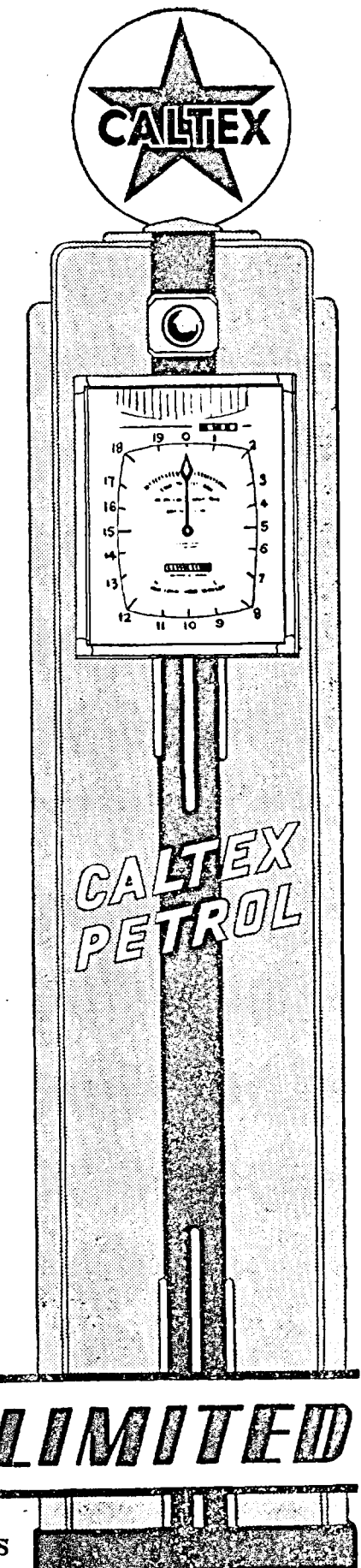
*POWER—ECONOMY are only two of the benefits you get from Caltex Petrol. This new motoring necessity will arrive shortly in Madras.

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CALTEX INDIA LIMITED

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THE FORD "TEN"

New Edition of Popular Model

(Road Test Report by "The Times of India.")

THE new 10 h.p. Ford saloon which was the subject of this week's road test was found to embody several changes in bodywork when compared with its predecessor, but in its fundamental characteristics it proved similar to last year's model, having the same sturdy chassis and engine and possessing the same brisk performance.

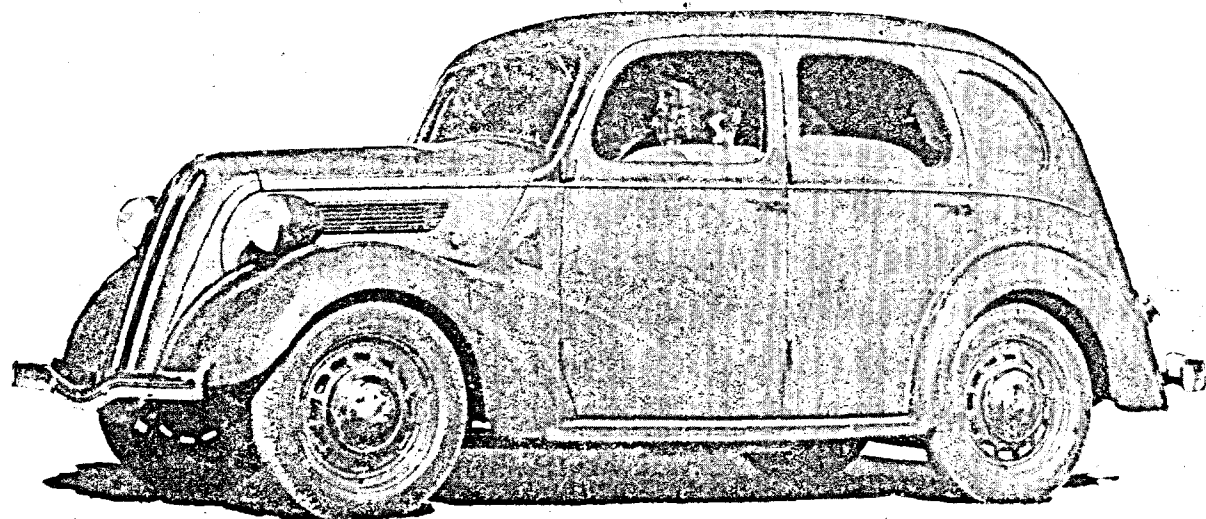
Redesigned Body

The changes in the bodywork affect both its appearance and its size. The radiator shell is rounded with three wide "slots" to the grille behind, an unusual treatment, rather reminiscent of Brooklands; and the entire frontal appearance of the car is neat, there being neither parking lights nor horns to complicate the design. From the side and from behind too,

on plated runners, they were found to be easy to adjust and have the advantage of being high enough to allow one to stow small parcels, etc., on the carpet below them.

Completely Equipped

A survey of the equipment of this moderately priced saloon showed it to be equipped with everything that is necessary for both driver's and passenger's convenience. Twin wind-screen wipers are fitted at the top of the windscreen, which may be opened by a single winder in the centre of the dashboard. The dashboard has been redesigned, with a glove compartment (with lid) on its left and a smart instrument panel on its right (immediately in front of the driver) carrying a clock and ashtray in addition to the speedometer and gauges. The ignition and



The 1938 Ford Ten should prove very popular with the owner-driver.

neatness characterizes this new model's lines; the new design of the wheels, the moulded "speedline" down the side of the body from the front wing, the slight curve downwards of the waistline and the large window area can best be appreciated from a glance at the illustration with this report. It was rather a surprise to find a fabric roof panel in this model, the rest of the body being steel.

Better Luggage Space

The luggage arrangements are sensibly planned, the spare wheel now fitting into a locker of its own, below the luggage compartment. The lid of this compartment is now so arranged that it forms, when open, a carrier for baggage too bulky to go inside the boot. The supporting straps, however, would prevent a trunk or wide box being carried—some device which would hold the platform level, without obstructing its surface in any way, would be an improvement here.

As in last year's model, good leg-room and elbowroom are provided for four, whilst in the new model the headroom seemed greater than before. The floors are level (except for the transmission tunnel) so that getting in and out is easier. The front compartment's floor is clear of levers, the gear lever socket being far forward and the handbrake being mounted below the dashboard, on the driver's right. The front seats have been redesigned and proved very comfortable. Mounted

light switch, and starter and choke controls, are located in the centre of the dashboard. The wheel hub carries the horn button and direction indicator switch. Other equipment includes a rear window blind operated from the driver's seat, roof light, armrests at the sides of the rear seat, and well fitted carpets, the finishing touch to a serviceable interior. The windscreen is of safety glass.

Lively Acceleration

As already noted, this test showed that the new Ford "Ten" retains the chief characteristic of its predecessor, namely brisk performance. Although the car given for test was brand new and consequently both stiff and a little noisy, very creditable acceleration was achieved through the gears. In top, this model's useful range proved to begin from about 18 m.p.h. It was taken up to slightly over 50 m.p.h., above which speed the newness of the car made it unwise to go, although there was still power in reserve. A pleasant speed at which to drive was between 35 and 40 m.p.h.; one then had plenty of power available for acceleration to overtake if necessary, while the car travelled steadily and fairly quietly. Its climbing capabilities in top will no doubt improve with careful running-in; in second, it should be able to surmount the steepest gradient with a full load.

(Continued on page 90)

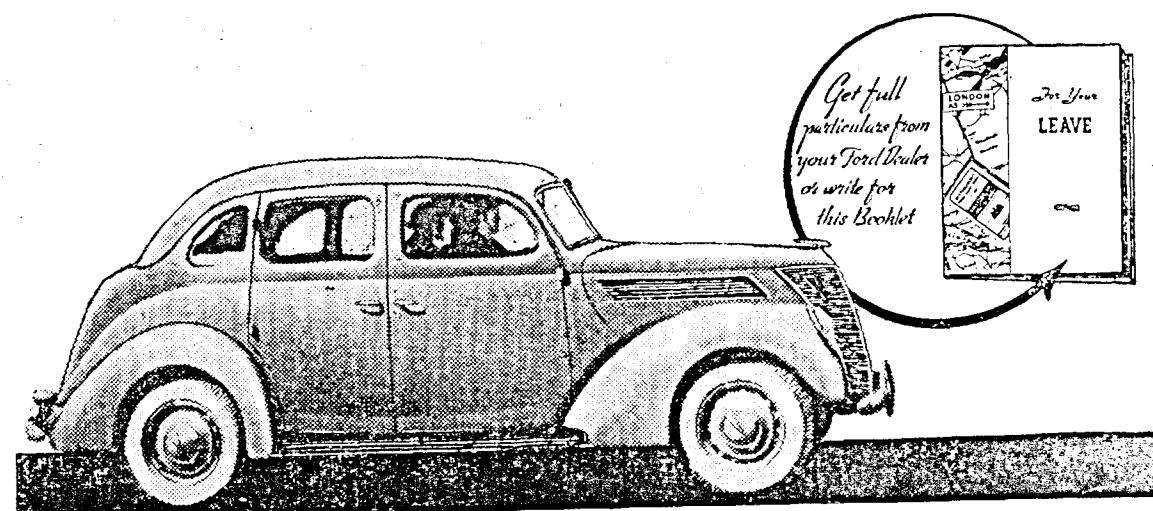
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FORD MOTOR COMPANY OF INDIA, LTD.
BOMBAY. CALCUTTA. MADRAS COLOMBO

THE 1938 OLDSMOBILE

VERY pleasing are the lines of the Six Cylinder Four-Door Touring Sedan OLDSMOBILE of the 1938 series of which a photograph is reproduced on this page.

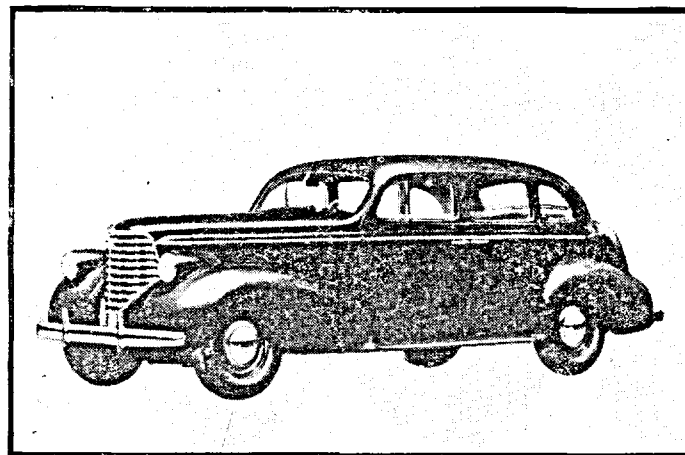
A striking feature of the body-work is the radiator grille which is designed to give that protection from injury to the radiator core that is so essential on Indian roads; where the danger of bumping into unattended cattle is ever present. The streamlining of the body is clean and efficient while the continuation of the body moulding forward along the sides of the bonnet is calculated to materially reduce the accumulation of dust on the windscreen.

The interior fittings of the body as well as its solid leather upholstery give an appearance of complete comfort for passengers and driver alike. The arrangements for ventilation of both body and engine chamber are ample and render the Oldsmobile eminently suitable for the climatic conditions met with in Southern India.

The clean lay-out of the engine and its components under the bonnet render them all easily accessible for either examination or adjustment. The housing of a new elongated type of electric battery under the bonnet where it is very handy and away from damage by mud, dust and stones from the road, is a very pleasing feature of the engine lay-out, and shows that General Motors have realised the importance of the battery to good engine performance and the comfort of passengers. It is passing strange that this important point has so long been overlooked in motor car design.

A novel feature of the dashboard of the 1938 Oldsmobile is the positioning of the instrument panel close up to and behind the steering wheel, where the instruments can easily be read through the steering wheel by a mere downward glance of the eye. This adds materially to the safety factor since it is dangerous for the driver to take his eyes off the road for any lengthy period, such as is frequently necessary to clearly read the old type, distributed instrument board. A new type of steering wheel, with only one sturdy cross-bar attached to the circumference by two semicircular yokes, renders obstruction to the driver's view of the instruments practically nil, and in addition permits of a welcome change of position for the driver's hands during a lengthy trip. Further, the location of all the controls close up to the steering wheel renders their manipulation by the driver a matter of ease and does not necessitate his taking his eyes off the road to find and reach them.

Designed to carry five persons, the Oldsmobile can be used quite comfortably by six persons, including the driver, owing to a new type of hand-brake which is positioned to the right of the driving seat, close up under the dash, thus leaving the floor space clearer than was formerly the case. In the model under review a conventional type of gear lever was fitted but



1938 Oldsmobile Six Cylinder 4-Door Touring Sedan with built-in trunk

this is so shaped as to be clear of interference by a second passenger beside the driver.

The springing of the 1938 Oldsmobile is of the normal modern style, the front wheels having springs of the independent, knee-action, type which ensures maximum riding comfort and absence of rolling and pitching on bad roads. The rear springs of the semi-elliptical type are sturdy and enclosed in leather gaiter to exclude road dirt and water.

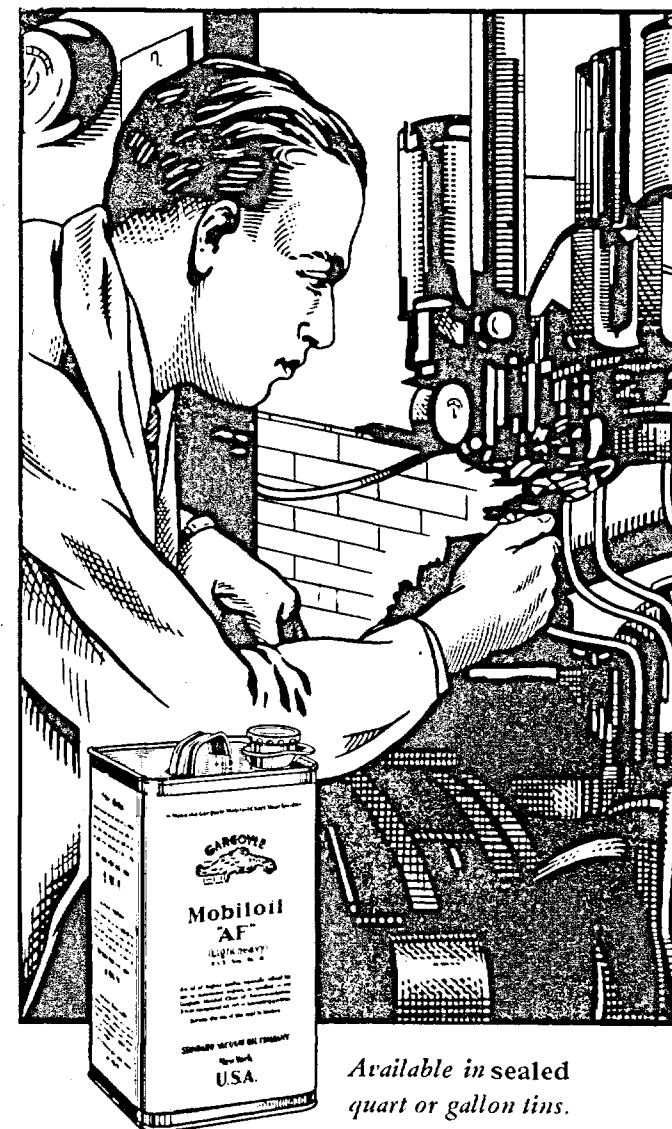
By the courtesy of Messrs. Byramshaw & Co. of Bangalore, we were able to carry out a comprehensive road trial over country roads of typical South Indian nature, with plenty of short climbs and road-dams to be negotiated. The car, when in movement, proved to be up to the expectations engendered by its appearance. The engine starts easily, the customary choke and spark retarding buttons having been replaced by automatically operated controls; acceleration was wonderfully good and smooth and frequent gear changing was found absolutely unnecessary. On a rise of about 1 in 20 the car shot away from 5 m.p.h. to 30 m.p.h. without any change of gear or any sign of knocking. In traffic the car was a pleasure to drive. A slight pressure on the accelerator pedal and one immediately got away from whatever had necessitated slowing down. Steering was light and the car easy to handle. Braking was smooth and positive and rear seat passengers were not shot from their seats on to the back of the front seat every time the brakes were applied. However, had this been the case they would have found a welcome buffer at the top of the front seat where the springing and padding of the seat back has been continued over the top of the frame so as to provide for this contingency.

The "V" shaped wind-screen is very well raked and gives a full, unobstructed view of the road ahead; although the side pillars, which connect the dome roof with the scuttle and form the front door supports, create a somewhat unwelcome blind spot in their direction. Double wind screen wipers are fitted at the bottom of the screen along which the wipers lay, well out of sight when not in use.

Taken all round the 1938 Oldsmobile is a worthy member of General Motors' range of cars and certainly seems to be admirably suited to South Indian climate and road conditions. One or two minor points were noted as deserving consideration by "FISHER", the well-known builders of the Oldsmobile and

(Continued on page 95)

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THE 1938 PONTIAC

THE good opinion of the Pontiac, formed when first becoming acquainted with it in 1929, is fully endorsed by the 1938 model, which has recently come into the South Indian Market, as the result of a trial run which we were fortunate to have quite recently.

The 1938 Pontiac (or Silver Streak) series of sixes and eights comprises a range of eight models in each class, although, for the present only one model is available i.e., the 38.26, six Cylinder Four-Door Touring Sedan, of which an impressive illustration appears with this article.

The other models, which can be obtained in India on Special Order only, comprise, in both six cylinder and eight cylinder types, Two-Door Sedans, and Touring Sedans, Four-Door Sedans, also Convertible Phaetons and Sedans; all to accommodate five passengers; for four passengers there are the Sports Coupe and Cabriolet, while a two-passenger Standard Coupe completes the range.

The only difference between the Sedan and Touring Sedan lies in the provision of a capacious, built-in, rear luggage compartment in the Touring Models.

The following remarks apply particularly to the model now available with dealers in South India, i.e., the 5-passenger Four-Door Touring Sedan, with built-in trunk or luggage compartment, in the bottom shelf of which the spare (5th) wheel and tools are carried.

This model (vide illustration) appears to be particularly suited for touring in Southern India. The body is spacious and provides ample room for three passengers, with freedom for elbows and legs, in the rear compartment; while the front seat, although designed for only one passenger beside the driver, is wide enough to accommodate a second passenger, if required, without seriously interfering with manipulation of the Controls, only one of which—the gear lever—obstructs the floor space—a new type of brake lever being positioned on the right of the driver, just below the dash. Incidentally, at an extra cost, a gear shift lever can be fitted which is pivoted horizontally on the steering column just below the steering wheel, thus leaving the floor of the front compartment as clear of obstruction as is the rear compartment floor.

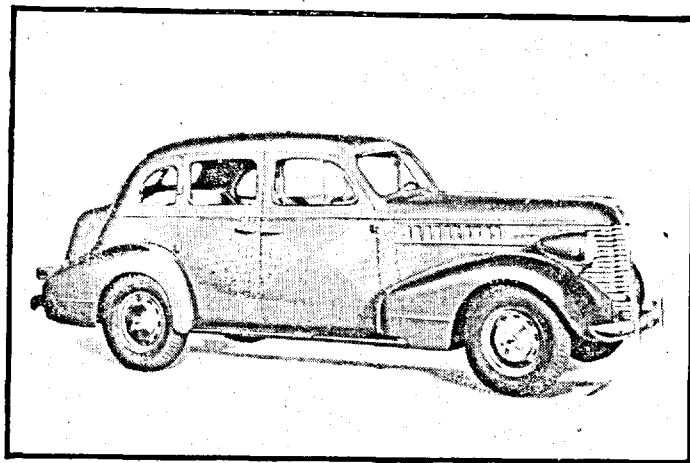
Ventilation of the body is amply provided for, while inconvenient draughts are entirely eliminated by means of swivelling windows in the front doors and rear quarter lights.

A new feature in the upholstery is the continuance of the front seat cushioning above the framework at the back, so as to provide a soft cushion on the top and top rear surfaces as well as in front—a comfort for front seat passenger and driver and a safety measure for rear seat passengers who may be thrown forward should the brakes be applied suddenly in an emergency.

The fascia board is of a novel and pleasing design quite easily readable; while necessary dashboard controls are counter-sunk and provided with semicircular finger pieces which tone nicely with the panel.

The front seat is in one piece and is easily adjusted to suit the leg length of the driver by a slight movement of the right hand on a small side lever.

The lay out of the engine and its components in a spacious chamber below the bonnet is neat and everything is easily accessible. The positioning of a new type battery in the engine chamber where it is easily accessible for inspection and away from road dirt and water splashes is certainly a great improve-



1938 Pontiac Six Cylinder 4-Door Touring Sedan with built-in trunk

ment on the old method of tucking it away out of sight where it was frequently forgotten until it failed to function and was continually collecting mud and dust.

On the road the car performed in a manner that was worthy of its appearance. Steering was exceptionally light and manipulation of the controls possible with a minimum of exertion or movement. Braking was exceedingly good and smooth, and acceleration all that could be desired. It was not found necessary to change gear throughout a run of about 40 miles over winding country roads with a fair amount of traffic about and quite a number of short steep hills and Irish bridges to negotiate.

The springing of the car proved entirely satisfactory and there was an entire absence of "pitching" over bumpy roads. The car held the road well and it was possible to take corners and bends at normal cruising speed. Incidentally, the front wheels springs are the independent, knee-action type.

Petrol consumption on the run of about 40 miles worked out to something above 20 m.p.g.; quite a good result considering the nature of the route followed.

The general lines of the car are very pleasing to the eye, as will be seen from the accompanying photograph, and its performance was in every way equal to its looks.

As is natural when undertaking the trial of a new car, one inevitably looks for the bad points, and it is equally natural that one should find a few. In the case of the Pontiac now under review, the only bad points were really only minor ones:—*firstly*, the only door on which a removable key has to be used by the driver when locking up the car for safety when parking is the one opposite to that which he normally uses; this, probably, is due to the car being originally designed for left hand drive and only converted to right hand drive for places where the rule of the road is "Keep to the left." But why not alter the door lock also and avoid the necessity for walking round the car to complete locking up? *Secondly*, the arm rest on the driver's door was not found very useful owing to the door handle preventing free use of the right hand on the steering wheel when resting the arm. Apart from these two points, which the average motorist may think negligible, the Pontiac six, Four-Door Touring Sedan strikes one as a typical General Motors' production, well up to that firm's excellent standard, and in every way suited to Indian climatic and road conditions.

The distributors of the Pontiac in Southern India are Messrs. Simpson & Co. Ltd., Madras, Stanes Motors (S.I.) Ltd., Coimbatore, T. V. Sundram Iyengar & Sons Ltd., Madras, and in Bangalore, R. Patel & Co., by whose courtesy we were enabled to examine the 1938 Pontiac and study its road performance.

THIS MOTORING

THIS film is much more than an official and authorised pictorial account of the great work performed by the Automobile Association during the thirty vivid years that it has been in existence; it is an historic record of the evolution of motoring almost from its inception until to-day.

Motoring is the greatest thing that has happened to advance the development of rural Britain since the Roman invaders built their first road. It has restored prosperity to the great coaching highways, which were rendered almost derelict by the advent of railways. It has linked up isolated hamlets and beauty-spots by a net-work of smooth dustless roads. It has stimulated commerce; redoubled our National Security against invasion; broadened the minds of our citizens and has brought health and happiness into millions of lives.

It is difficult for the present generation to realise the almost stagnant conditions under which their grand-parents lived. It is true that the railways made the towns accessible but, in the rural districts, people still lived within almost Elizabethan limits. And a journey of fifty miles was regarded as a great adventure, only to be undertaken after prolonged preparation.

It was in the last years of Queen Victoria's reign that this motoring first startled English country life out of its usual calm. The roads were rich in dust and even a few passing cars churned it up over all and sundry, and all and sundry naturally cursed both driver and machine.

It is interesting to note that the country folk, who were to benefit more than any other class by the coming of the motor, were prominent among its most hostile opponents. The country magistrates were, for the most part, hard hunting, horse-loving, old squires and they determined to do all in their power to crush out this motoring in its infancy.

The Motor Car Act of 1903, made it illegal for any motorist to travel at more than twenty miles an hour, no matter how straight and clear the road, and the police were warmly encouraged to lay "speed traps" to catch the unwary driver.

So great did this menace become and so heavy the fines that, in 1905, a small number of motoring pioneers banded themselves together to fight for fair play—and the Automobile Association was born.

In that same year Sir (then Mr.) Stenson Cooke was engaged as the A.A.'s first Secretary, a post he has held ever since and still enjoys. And now, thirty years later, he has been persuaded to appear on the Screen, to give his own account of his stewardship. The A.A.'s first task was to fight and beat the police-trappers, which it did most successfully by engaging London news-boys on bicycles to patrol the London-Brighton Road and warn motorists of a trap ahead. Soon the Portsmouth Road was patrolled in like manner—and then yet more roads.

The police, baffled but as yet unbeaten, arrested an A.A. scout on the very grave charge of Perjury and the fate of the newly formed Association hung in the balance. It risked every penny it possessed and more to bring about the lad's acquittal and, from that moment, the success of the Automobile Association was assured.

Starting with a membership of only ninety and with less than a hundred pounds in the bank, the A.A. has steadily developed into the present gigantic organization, boasting well over half a million members, with headquarters in London and branch

offices in most cities of importance. Nevertheless, the war between the police and the A.A. proved to be a long drawn out campaign. They were still trapping long after the news-boy scouts had given place to smartly uninformed A.A. Patrols.

By then the number of motorists had increased so rapidly that the A.A. was forced to distinguish between members and non-members and, for this purpose, the famous A.A. Car Badge was invented.

In 1910 the Motor Union joined the A.A., bringing the membership up to 28,000—an enormous figure in those early days of "This Motoring." The amalgamation was marked by adding the wings of the Motor Union to the already famous A.A. Badge. Lord Lonsdale became the first President of the Association and, from that moment, every sportsman knew that "This Motoring" had come to stay.

But the organised opposition of the police and the horse-loving squires still remained a drag on the wheels.

In the very early days, the A.A. erected a sort of barber's pole outside the shops of its repairer-agents. A wooden ball, working up and down the pole, conveyed a secret message to all passing members. When the ball was at the top of the pole, it meant (officially): "A.A. Member, stop here. I may have a message for you."

What it *really* meant was: "Look out! They are trapping up the road!" Then the police started to lay double-traps, close together, hoping against hope, that the A.A. Patrol would warn the motorist against the second of the two traps, and that they would be able to catch both driver and Patrol in the first trap. That would have meant that the A.A. Patrol would have been an accessory *after* the member had put himself inside the law by travelling at over the legal speed-limit.

To circumvent this, the A.A. sent out circulars to every member, warning them that, if a Patrol did *not* salute, they were to stop and ask him the reason why.

If they did stop and ask the reason, they did so of their own accord, and so the A.A. Patrol was able to give due warning of the trap ahead, without committing any breach of the law, even if the driver and the A.A. Patrol were already in another unsuspected trap.

In short, the Salute meant that everything was all right but the Non-Salute meant: "Danger ahead".

But today the A.A. Patrol works in the open and is regarded, by police and member alike, as a guardian of the road—the open road—the broad highway that leads everywhere; even to the furthestmost corners of the earth.

No longer hampered by persecution, or by want of funds, the A.A. set out to put many long cherished plans into execution. Among the first of these was the road-side telephone box, to which every member has a key, so that he or she can keep in touch with home or help. Starting in a small way, this A.A. Telephone Service has steadily expanded to such an extent that, to-day, any member known to be travelling in a certain direction—no matter how long the route may be—can be intercepted from Fanum House, London, or from any Fanum House Branch Office, in an almost incredibly short time.

For example, a father was on his way by car to Southampton to catch a boat, when an accident to his daughter necessitated

his immediate return. The girl gave the number and a description of her father's car to an A.A. Patrol, who promptly rang up Fanum House.

The A.A. at once sent out an S.O.S. warning all Patrols on the route to Southampton. And every patrol was on the alert. Before the father's car had travelled many more miles, he was duly informed of his daughter's mishap and of the name of the cottage hospital to which she had been taken.

No matter at what hour of the day or night it may be, any member can get into telephonic communication with the A.A., for an all-night staff is ready and on the alert to render every assistance.

As early as 1910, when the A.A. was only four years old, it gave the whole world a lesson in transport of troops, by conveying a Battalion of His Majesty's Guards from London to Hastings, in cars owned by members. One thousand and fifty officers and men, complete with machine guns, ammunition, cooking utensils and stretchers! In those days the very idea of England being invaded was regarded as a fantastic impossibility by all except those military experts who foresaw the coming of the Great War.

But when it came it overwhelmed all Europe, and the A.A.!

The membership was just reaching six figures—one hundred thousand—but four years of social and commercial disorganisation, world-wide destruction, and wholesale slaughter, reduced it to a mere thirty-seven thousand! Peace came again. The A.A. was still in existence—but only just!

To economise meant cutting down road service. To spend and expand meant bankruptcy, unless the A.A. could get enough new members to foot the bill. It decided to spend, to expand and to attract them!

The Great War had made the A.A. keenly alive to the importance of First Aid. By attending evening classes, the Patrols soon earned their Certificates, extra pay, and the right to wear the new cross-belt and First-Aid pouch. To-day they are trained and ready to deal with any and every emergency.

Having looked after its members' safety, the A.A. then began to look after their comfort. For example, it was the very first to introduce Road-side Filling Stations to the British Motoring public. It demonstrated that petrol pumps were feasible!

One or two famous petrol companies kicked against the innovation. They wanted motorists to keep to the old-fashioned way, and buy their petrol in tins. But the A.A. was right, and to-day, drivers can fill up with their favourite brand from a petrol pump every few miles along the main roads.

The A.A. were also the first to label a town or village with its name. To-day over thirty thousand of these A.A. Signs tell its members where they are. And, between these towns and villages, countless other A.A. Road Signs serve as timely reminders of the road conditions ahead. One of the principal A.A. departments is kept working at full pressure, not only in putting up signs, but in keeping those already erected so bright and clean that they cannot fail to catch the driver's eye.

Then came the systematic inspection of Hotels, Coaching Houses and wayside Inns. This motoring was rapidly bringing back the prosperity of the good old days to the roads. Such as were approved were entitled to put up an A.A. Sign, and

the name, address, telephone numbers, conditions of accommodation and scale of charges were all duly noted in the Annual Handbook, which is supplied to every member.

The A.A. has never lost sight of the fact, however, that its greatest duty is not to the member with whom all is going well, but to the one who has come up against some unexpected trouble upon some lonely road. To this end, the majority of Patrols are mounted on motorcycles with side-cars, fitted with all that is needed to meet the situation that may have arisen.

Young drivers are frequently absent-minded about their petrol, until they find themselves out of "juice." As the copy-book says: "Experience is a hard school . . ." It was a much harder school before the A.A. Road-Service was there to come to the rescue!

A puncture is an accident that can happen to anyone; so is some obscure engine trouble; a lady may remember her vanity-bag but forget her road-map. In all these little troubles the A.A. Patrol can put matters right. These are only the minor mishaps of the road.

In the major mishaps, such as a collision the presence of an A.A. Patrol may supply a member with an expert witness, whose evidence may save a costly law-suit, or help to win it. In any case, every member is entitled to Free Legal Advice from the A.A.'s solicitors.

The A.A. Road Service is only possible because of the efficiency behind the scenes of an expert office staff, working with the most up-to-date machinery and methods.

Just think what the sending out of nearly six hundred thousand urgent and important circulars means! The A.A. has envelope machines, each capable of addressing forty thousand of these, without the loss of a single country post!

Yet another service—the Routes Department—detailed maps giving not only the shortest and best road to a member's destination, but, also, indicating places and objects of interest on the way!

No matter how far off the beaten track the member may wish to travel—whether it be across three counties or three continents—the A. A. Touring Department will supply routes showing every stopping place, every cross-road, every facility!

Thanks to the A.A.'s co-operation with the International Touring Alliance, customs and licensing formalities have been reduced to a minimum.

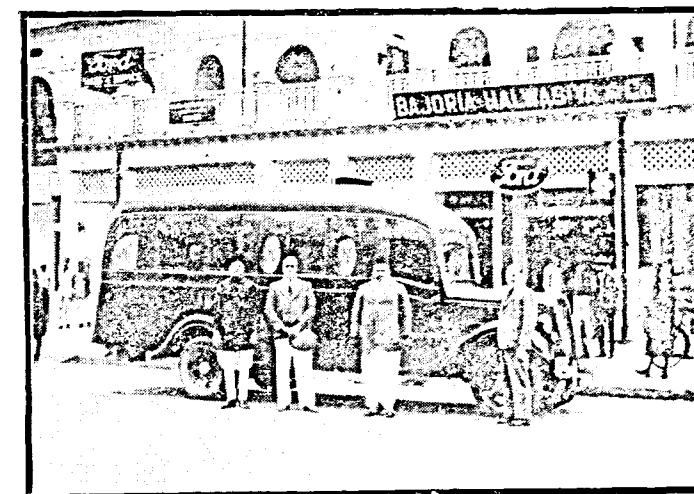
This motoring is no longer an insular pastime. The English Channel is not a barrier any more; the world is the motorist's oyster, which the A.A. has opened for him, and he can travel as far afield as he likes, without the slightest car-trouble to himself; for there is no longer any need for him to deposit a packet of money at every frontier.

With the progress of time, the motor engine has found new ways along which to travel—Air-ways. And where the motor engine is found, the A.A. will also be found—even on Aerodromes—helping members on their way, to the most far-flung out-posts of the Empire.

But to realise how fully the power and influence of the A.A. is ever expanding and making itself felt throughout the whole world *You Must See And Hear Sir Stenson Cooke Tell You The Whole Romantic Story In His Own Words!*

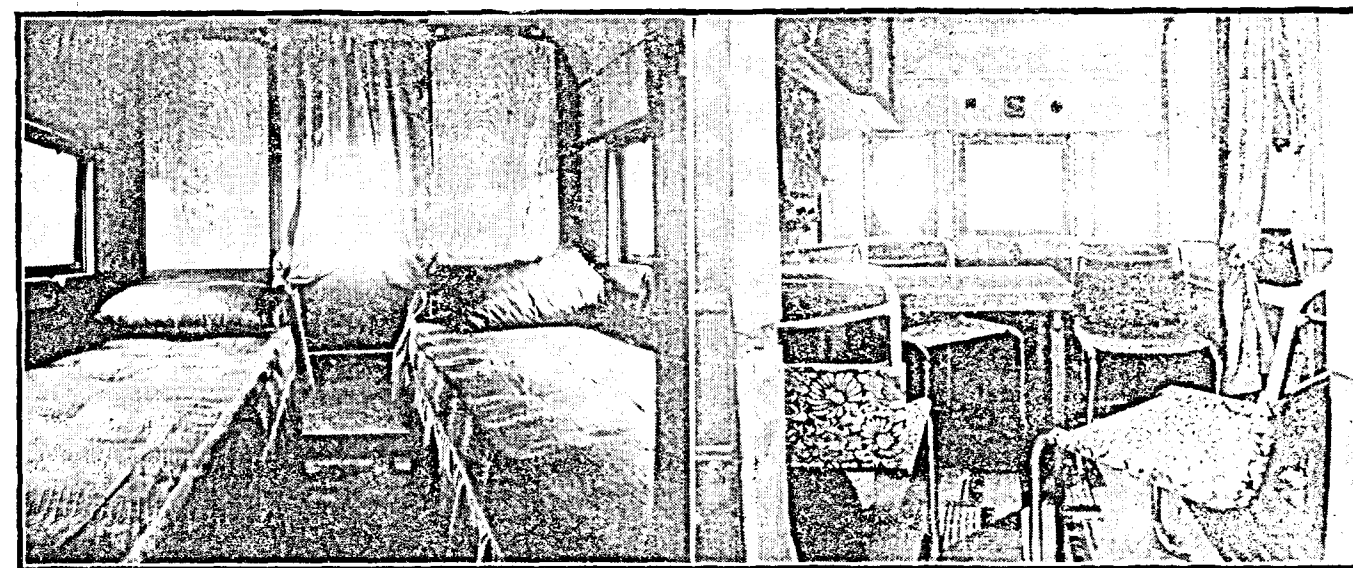
LUXURY ON WHEELS

Ford Caravan for Nagod



A WONDERFULLY fitted Luxury Caravan, equipped with every modern convenience and splendidly upholstered, left Lucknow recently for Nagod in Central India. This

"Palace on Wheels", built for His Highness the Maharaja of Nagod, is on a one and a half ton Ford V-8 Chassis supplied by Messrs. Bajoria Halwasiya & Co., Ford Dealers of Lucknow.



Pictures show exterior and interior views of this luxurious palace on wheels. It has a shower bath with an overhead tank, a sleeping room with two spring beds, wardrobes and lavatory, and venetian windows and lace curtains. The third section in the caravan is a sitting room equipped with radio, electric clock, chromium-plated chairs and a card table. Treated inside with teak, celotex and rubber flooring, the caravan is the last word in luxury travelling.

No detail has been omitted in making the caravan a self-contained unit. It has its own generating plant which has enabled the caravan to be fitted with a number of electric fans and lights.

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

INDIA AND THE BRITISH MOTOR INDUSTRY

IN the face of constant rumours of slumps and depression it is encouraging to know that one great industry at least can report continued progress.

The Motor Industry of the United Kingdom in spite of wars, difficulties of international trade, heavy taxation and restrictive legislation has fought its way forward year by year, and has to-day become recognised as one of the premier industries of the Nation.

1937 saw new records established for production, home sales, and export.

Production:—The year marked the sixth successive year when the British Motor Industry increased its production. 389,633 Private Cars were manufactured and 118,116 Commercial vehicles, making a total of 507,749 as against 461,445 for the previous twelve months. The figures for the production of Private Cars nearly doubled those of 1933.

The Industry is today responsible for the direct employment of no less than 234,000 work people as well as 900,000 others who are employed in allied trades dependent entirely upon the manufacture of Motor Vehicles.

Also, if all those employed directly and indirectly in the manufacture of the raw materials are included, it can be said that the Motor Industry with all its ramifications is the greatest employer of labour in the whole of the United Kingdom.

Export Trade:—Great Britain exported no less than 77,916 Cars during the year as against 59,999 in 1936, or, expressing it in money value, an increase of £1,635,137. This is particularly gratifying as it has been accomplished without subsidies or Government aid in any form.

The Indian Market:—The Imports of Cars and Trucks into India during the years 1936 and 1937 are given in the following Table:—

CARS.

	Twelve months, 1st January to 31st December.	
	1936	1937
From United Kingdom	6,069	6,981
„ United States of America	4,026	4,601
„ Canada	1,093	1,844
„ Other Countries	1,104	2,610
TOTAL	12,292	16,036

(Continued from page 82)

Directly it had warmed up the Ford "Ten" proved easy to handle. The steering was firm at all speeds, notably shock-proof on bad surfaces, and light. The pedal controls are comfortably placed. The clutch, now spring cushioned, proved smooth in action. The brakes, of the Ford mechanical type, were tested on both smooth and rough gritty surfaces, stopping the car smoothly and rapidly. One had to depress the pedal for some distance before the brakes started to grip.

"As the illustration shows, the body pillars of the new Ford Ten" are fairly narrow, so that the driver is not hampered by a wide "blind spot" when approaching a right hand intersection or curve.

Transverse Springs

The suspension of this model is, as before, of the Ford transverse type. It proved satisfactory over bad roads, this model being less subject to pitching and rolling than is usual with cars of this type. Its stability, and the smoothness of its ride

COMMERCIAL VEHICLES.

	Twelve months, 1st January to 31st December.	
	1936	1937
From United Kingdom	1,119	2,333
„ United States of America	6,314	7,821
„ Canada	1,353	2,425
„ Other Countries	199	467
TOTAL	8,985	13,046

Note:—Imports into Burma, up to 31st March 1937 only are included in the above figures.

It will be seen that the United Kingdom not only retained but increased its lead as the principal supplier of Cars to the Indian market. In both years the United Kingdom exported over 50% more Cars to India than did any other country.

The figures given include both assembled and unassembled units.

As regards Commercial Vehicles, the large increase in Imports from the United Kingdom was a notable feature of the year's trade, the figure for 1937 being more than double that of 1936. It is evident that Commercial Vehicle users in India are giving more consideration to quality and long life—characteristics of chassis built in the United Kingdom—when selecting new vehicles.

The general success of British Motor Cars and Trucks is due to many factors, among which the most important are probably their economy combined with extreme reliability. No other country manufactures such a wide range of models to satisfy the varied tastes of motorists throughout the world and to meet every commercial need. Although many models are produced in large numbers and are priced low to meet foreign competition, there is ample evidence to show that the high quality of craftsmanship which has always been associated with products of Great Britain is still being insisted upon in the producing factories.

on "rippled" surfaces, must be attributed not only to the springs (which are soft and flexible, being freed from duties other than suspension by the use of torque tube and radius rod drive), but also to the low centre of gravity due to the double drop frame, the long springbase (the springs being mounted outside the wheelbase), and to the location of rear seat passengers forward of the axle. Hydraulic shock absorbers are fitted.

The design and performance of the Ford "Ten" is of a standard that should give all-round satisfaction to the motorist in search of a moderately priced, roomy, sensibly equipped "four" with brisk acceleration and a good turn of speed. The specification of this car are extremely thorough—in the 4-cyl. engine several refinements making for better performance are incorporated, in the body equipment one finds all one needs for comfort, and in finish both body and engine have every indication of being able to withstand plenty of hard service. Designed for the owner-driver (who will appreciate the accessibility of the engine and of the battery and toolbox below the bonnet), the new Ford Ten should prove even more successful than its popular predecessor.

THE SECRETARY'S REPORT ON HIS VISIT TO BOMBAY

The Secretary, Mr. G. W. Owen, visited the W.I.A.A. at Bombay between the 7th and 15th of last month. On arrival, he called on Mr. H. E. Omerod, the President of that Association, who assured him of the closest co-operation and assistance during his visit. This promise was carried out in full by Mr. Sykes, the Secretary and all the members of the staff who took great pains to explain every detail of the inner workings of the various departments.

This visit will prove of very great advantage to this Association, and will be of the greatest assistance in bringing about a closer working between the two Associations.

Much useful knowledge was gained of the general working of their office, especially in regard to Foreign Touring Documents. Considerable information had been obtained through lengthy correspondence in the past, but far more has been obtained during this visit, and much time saved.

Mr. Owen also met Mr. Genge, the Editor of their excellent magazine "Motoring in India", and Miss Virginia, who very kindly gave him the cartoon of Sir Stenson Cooke which appears in this issue.

He met Mr. Trollip, the Honorary Joint General Secretary of the Safety First Association, who very kindly arranged a

lecture-demonstration to a class of about 200 pupils from one of the schools.

On the 10th instant he had the exceptional privilege of meeting Sir Stenson Cooke, the General Secretary of the Automobile Association of Great Britain, who passed through Bombay on the P. & O.'s s.s. STRATHMORE, and was entertained by the President and Secretary of the W.I.A.A. during the few hours he was able to spend ashore. Sir Stenson was en route for Ceylon and Australia, and is taking his first holiday for many years. An outline of Sir Stenson Cooke's life appeared in last month's issue of this journal.

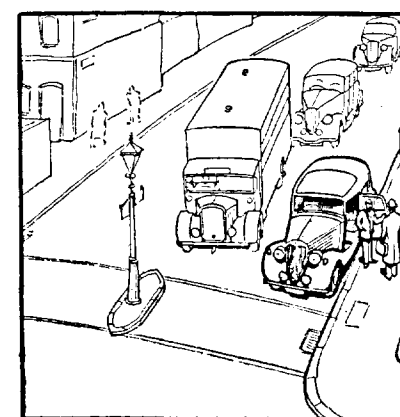
It was of course known that Sir Stenson would be calling at Bombay on this date, and the Secretary's visit was so arranged. It had been hoped that Sir Stenson would spend a week in India, when it was intended to hold a Secretaries' Conference in Delhi. This would have been a wonderful opportunity, but unfortunately it had to be cancelled owing to the sudden illness of Sir Stenson's daughter. However, on inquiry it was learnt with pleasure, that she was well on the way to recovery, and Sir Stenson appeared to be in the best of spirits.

To have met the famous General Secretary of the A.A. was a splendid opportunity, and should prove an invaluable contact with regard to our future relations.

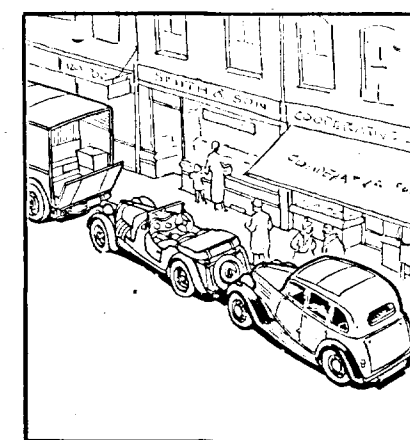
MISTAKES SOME PEOPLE MAKE

It is Human to Err, But Why Through Thoughtlessness?

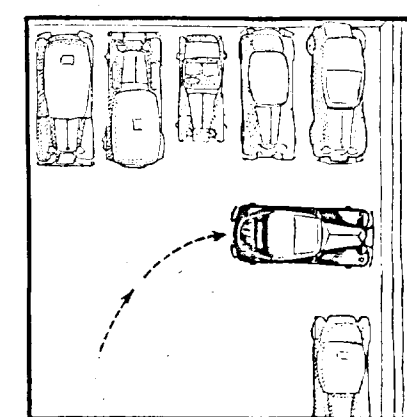
(With full acknowledgement to & by courtesy of "The Autocar")



Never stop near a crossing or refuge. This kind of thing is frequently done in spite of the obvious inconvenience to other traffic.



The saloon, by parking close behind the open car, has made things awkward for the owner of the latter if he wants to move.



An easy and selfish way to park, but quite a lot of people may be inconvenienced when they wish to leave.

TO INDIA BY CAR

A Seven Weeks' Trip

AN overland journey from London to India has recently been completed by four motorists, who took seven weeks on the trip and carried it out at a cost of approximately £50 each.

The travellers were four Indian Civil Service officers, three of them British and one Indian, who, appointed to their posts last year, decided to reach their destination by car.

A Ford V-8 was used, and bad roads, particularly in the Near East, provided practically the only difficulties. Two shovels and wire netting were carried, and helped to extricate them from most stretches of loose sand or mud. Very bad roads were also encountered in Iraq. The journey finished at Srinagar.

NOTES FROM LONDON

We publish in this issue of "The South India Motor Owner" the first of a series of Notes from London by the well-known English motoring journalist, Brian P. W. Twist. Mr. Twist's notes are specially written each month for "Motoring in India" (The Western India Automobile Association's periodical) to the editor of which we are indebted for permission to use Mr. Twist's notes. It is to be noted that the Editor of "Motoring in India" holds all rights in Mr. Twist's work for the whole of India, Burma and Ceylon.

MOTORISTS all the world over, and particularly those of the Home Country, who are most nearly concerned, are eagerly awaiting the publication of the report on London Traffic conditions, and the means recommended to solve the problems involved. This has been prepared, as mentioned in the last issue of *Motoring in India*, by Sir Charles Bressey and Sir Edwin Lutyens, and is reputed to run into several hundred thousand words. The report is at the time of writing under consideration by the Minister of Transport, who, it is thought, will lay the proposals contained before the various borough and municipal councils before issuing any public statement.

It is a situation of dramatic importance, scarcely equalled for centuries. Not since the Great Fire of London in the year 1666, when Nell Gwynn had only recently sold her immortal oranges, and good King Charles II was on the throne, has an ordered plan for the rebuilding of a great city been laid before the Government.

Dr. Christopher Wren, however, had only the square mile of the City of London to consider. Sir Charles Bressey and Sir Edwin Lutyens have had 1821 square miles in their minds, and the need to look ahead into the future perhaps for another two or three centuries.

Cities of the future irresistibly bring to mind H. G. Wells and his romances. In the latest of these "The Shape of Things to Come," the rebirth of civilisation came only after a holocaust of wars, pestilence, and barbarism which effectively swept the earth clear for the builders of the twenty-first century. Beside the universal destruction pictured by Wells, the Great Fire of London was but a child's bonfire.

One sincerely hopes that no such cataclysm will be necessary before a new London arises. Yet it is well known that the resources of science have tended to produce more and more frightful engines of destruction, and science has been likened to a Frankenstein, in the end to destroy both itself and its creators.

Gloomy thought! It cannot be denied that science, and in particular, the growth of mechanical transport, has brought about a pretty problem for the twentieth century. Readers in India can only imagine the chaotic traffic congestion of modern London, and every year it grows perceptibly worse. Already many regard it as practically impossible to take a car on a shopping expedition to the West End. Actually in the year 1938 it is still possible, but if all motorists took advantage of the fact, their fears would be fully realised. There is no doubt at all that in five years' time, allowing only for the normal increase in the manufacture and use of motor vehicles, London, with no curative measures taken, would find its traffic absolutely at a standstill.

The advocates of overhead roads, and those who favour underground tunnels, have already begun to anticipate the report of the town-planners. The pendulum swings from one side to the other. Certainly overhead roads, elevated perhaps 500 ft. on mighty pilons above the houses, as suggested in a

recent issue of a technical journal, would be more pleasant to drive along.

There are many even now, afflicted by that form of nerves known as claustrophobia, who will not travel by the Underground railways. It is unpleasant to visualise burrowing like some rabbit in one's car deep into the bowels of the earth. Any projected tunnels would have to be deep down, certainly, to avoid interference with the existing network of the tube railways, possibly as deep as three hundred feet below the surface.

The air-conditioning of such tunnels would be a difficult problem, for, as is well-known, the electric trains, which give off no fumes, fit so closely in their tubes that they drive the air along with them. Cars, which give off poisonous carbon monoxide gas from their exhausts, could not fit the tunnels in this manner.

A third method, which so far as found little favour among the prophets, would be to blast ruthlessly through the existing city, and thus provide wide through-ways on the good earth itself. The difficulties here are not so much technical as personal, for enormous individual hardship would be created. However, to leave surmises, one can only await the architects' report, details of which it is hoped to give in the next issue.

Through-ways of some kind, crossing London from East to West and from North to South, and perhaps diagonally as well, are certainly needed. But people from all over England frequently make a deliberate point of directing their journeys through London, and of stopping at least one night in the capital. In the old days millions lived without ever visiting the great city, but with the facilities of modern transport the opportunity is taken as frequently as possible. Thus through-ways would only partially solve the traffic problem, and their greatest value would be for those who already live near London, and for those in a hurry to complete a long journey.

Adequate parking places, whether underground, over-ground, or on the ground, must therefore have their place in the new scheme. A report already issued on this matter does not seem very encouraging, especially since already one of the main difficulties in London, apart from getting along in a car, is to know what to do with it when one alights.

It is suggested that no further parking grounds should be laid out if there are reasonable facilities for garaging in the vicinity; that no park be arranged unless it is "urgently required"; that two hours should be the maximum wait in any one parking place (as is usual at the present time); and that a motorist should not be allowed to return to the same parking place within one hour of leaving.

This last proposal, if carried into effect, will be a blow to office workers who steal out every two hours and surreptitiously move their car once round the square before re-parking! Yet after all, what else can they do? The fault is not theirs, but with the system. An argument that they should not use

their cars to come up to London at all is merely an indictment against modern times, and modern methods of transport. When a magistrate once expressed this opinion, he said that people were too "lazy" to use the public transport services. One wondered if he had ever attempted to board a bus or an underground train in the rush hours, before advocating that fresh burdens should be imposed upon these means of transport!

• If garages were sufficiently numerous, and were laid out—as in certain cities abroad, such as Chicago—on the vertical system, where vast numbers of cars can be garaged without a hand being laid on them, by means of lifts and mechanical "creepers", one might allow that there were "reasonable facilities". This, however, is not the case in present-day London. There is only one big garage near Piccadilly Circus, in the heart of theatre-land, and those arriving for a theatre at night are more than likely to find it crammed to overflowing.

Apart from London and its problems, the country is waiting for some pronouncement of opinion by the Ministry of Transport about special motor roads. Mr. Burgin has recently paid a "private" visit to Germany to see the *autobahnen* for himself. This is all to the good, and the Minister is said to have returned "deeply impressed", but with a conviction strengthened that what can be done in Germany, with its vast areas of virgin forest, and its scattered population, is not so easy in England.

With this opinion all motorists and interested parties agree, but they expect a solution. A difficulty which always arises when new roads are being struck is the partition of land. A farmer naturally objects to being cut off from his fields. A suggestion mentioned by an official of the A. A. is that, where possible, motor ways should follow the lines of a railway, where little further partition would be necessitated. Ironically, this would be easier in Germany than in England, for in the former country the State Railways are themselves the controlling company interested in the construction of the *autobahnen*.

Mr. Burgin may well cry, with Hamlet,

"The time is out of joint: O cursed spite,

That ever I was born to set it right".

Pressure may be brought to bear upon the harassed Minister by the issue of the report of the delegation which officially visited the German road system. This delegation was composed of no fewer than 224 people, and was made up of representatives of the R. A. C., the A. A., the British Road Federation, and Members of Parliament.

Their report is unanimous, in itself a remarkable occurrence, and stresses first that there is urgent need for the existing road system to be improved, so as to possess features for the increased safety of present and future traffic. They recommend that there is need for "certain special highways constructed and designed for exclusive use by motor vehicles." They hold that such roads are feasible, and that they would offer advantages in improved facilities for communication, economy of vehicles operation, speed of construction, and reduction of national expenditure.

This last point is important, for it is estimated in Germany that 35 per cent. of the sums spent for motorway construction would otherwise have been paid out in unemployment relief, and that a further 24 to 30 per cent. of the money returns to the Treasury through additional tax revenues. Thus the State has only to supply 35 to 40 per cent. of the costs, more than if the *autobahnen* were not built at all.

The delegation's report goes on to say that such works, laid down on definite standards, and kept away from centres of population, present the best means of conserving the amenities of the countryside, which is another blow to those who have said that motorways would spoil the beauties of England. It is held that motorways would improve traffic conditions on existing highways, and would reduce the number of accidents. Finally, the report recommends a national basis for combining the development of existing roads together with the motorways.

So powerful a recommendation from such a well-constituted body can scarcely be neglected. It is difficult to find any cohesion about the Ministry's present road plans, however, and in Gloucestershire the local authorities are actually alleging incompetence in work carried out to the Ministry's specification on the main Gloucester-Cheltenham road. They say that much time and money is being spent on careful banking of bends that ought to be straightened out, and they ask that they should be consulted before the Ministry goes further. The work is being carried out under the Trunk Roads Bill, which came into force last April 1st, and gave the Ministry of Transport power over 4,500 miles of main roads.

Several costly by-pass roads are also announced, which would be hailed with approbation if there were to be no special motorways, but which might prove unnecessary if the main bulk of traffic passed along a special through road. For instance, after a controversy lasting several years, the route for the new Staines by-pass has been announced. This will be 4½ miles in length, and will have dual carriage-ways and cycle tracks. It will begin just before the end of the Staines extension of the Great West Road, at East Bedford, will pass through West Bedford, skirting the Staines reservoir, and then, passing round the north of the town, turns south by a new bridge over the Thames, to join up with the Egham by-pass. It is estimated that the cost will be £400,000, the whole of which will come out of the Road Fund.

Then a by-pass round Stamford, on the Great North Road, is announced, which will fill a long-felt want owing to the narrow streets of that picturesque town. This will be 5 miles in length, beginning 2 miles south of Stamford, and rejoining the Great North Road on the other side of the village of Great Casterton. But if motorways are in the offing, surely one of the most important will be an artery to the North, relieving much of the traffic which now congests towns on the Great North Road.

Another by-pass, of a somewhat different kind, is to be constructed to cut out the famous Porlock Hill in Somerset. Porlock lost a great many of its terrors when its red, earth surface, so familiar to early and, indeed, postwar motorists, was covered with good, firm tarmac. However, it still needs a resolute attack, and woe betide the nervous driver who misses an unfamiliar change down to bottom gear! Many drivers use their lowest gear so little that when real need arises they are flummoxed.

The new road is to be cut round Porlock village, at the foot of the hill, on the sea side. It will be about 3½ miles in length, starting near the village of Allerford, on the Minehead-Porlock road, and joining the toll-road above West Porlock. The interesting feature is that it is to be built with graded hairpin corners, like an Alpine road, at a cost of £174,000, and it will be the first road of this type in England. Cynics will say it is a sign of the times, for English motorists have always tackled steep gradients (or to use the good old phrase, "taken their

fences straight") without resorting to the circumlocutions found necessary on the Continent even for quite a simple hill. Continental drivers are indeed sometimes put to rout entirely if they happen to come across a straight, steep gradient.

The notoriety of the Podymore cross-roads cases, against motorists who failed to pull up at a "Halt at Major Road Ahead" sign, has died down, but the R.A.C. has recently issued a recommendation that where "Halt" signs are considered essential, they should be placed in such a position that a driver coming in from a side-road should have a clear 80 yds. visibility over a derestricted main road, and 20 yds. over a road with a 30 m.p.h. limit in force, with his car 15 ft. from the carriage-way of the main road.

The R.A.C., however, is against the "Halt" sign in principle, on the ground that, unlike other signs, such as "Steep Hill" or "Dangerous Cross-Roads," it does not indicate the nature of the danger ahead. Other signs leave a driver to adjust his policy to the circumstances, but the "Halt" sign removes the use of discrimination and judgment.

By way of celebrating the 150th anniversary of the first white settlement in Australia, a Motor Traffic (Amendment) Bill has been brought in New South Wales enacting not only 30 m.p.h. in built-up areas, but 50 m.p.h. outside towns, unless the driver can prove his speed was not dangerous. This seems strange to British motorists, for in England it is becoming recognised that the speed limit, while not entirely ineffective, has had less effect on accidents than the late Minister of Transport, Mr. Hore-Belisha, anticipated.

There has been talk in the House of Lords, notably by that zealous champion of pedestrians, Viscount Cecil, of fixing devices to cars to prevent their exceeding the statutory speed. Action in this matter is unlikely in England, but the new Australian bill empowers magistrates to order "governors" to be fitted to the cars of offending motorists, but "only if the governors are found to be effective."

Three years ago H. H. the Maharajah of Mysore ordered a standard Hillman "20/70" long wheel-base limousine. He found his car so much to his liking, especially as regards performance, roominess, and the comfort of the rear seats, that recently he placed an unusual order with the manufacture in England, to produce for him so far as possible an exact replica of the 1935 model, which now is out of the catalogue.

The car has now been completed, and is already on its way to India to take the place of its predecessor in the Maharajah's big fleet of motor vehicles. One of the latest Hillman seven-seater chassis was specially adapted for the purpose, and the body was built by Thrupp and Maberley to the 1935 designs. The car is finished in peacock blue, with upholstery to match.

In Southern India the Government of Travancore State have purchased sixty Commer diesel-engined chassis to inaugurate a completely re-organised and state-owned passenger transport service. The chassis were shipped to India in unassembled form, and a number have already been assembled and fitted with locally built bodies. These vehicles will operate on the 60-mile route between Trivandrum and Cape Comorin, as a preliminary to a more general scheme throughout the state. The chassis are fitted with Perkins Lynx diesel engines, with a view to economical running, for fuel oil costs only one-third the price of petrol in Travancore.

Mr. E. G. Salter, Superintendent of State Transport in Travancore, who is supervising the assembly of the chassis at a plant specially set up at the Trivandrum Customs House, is an official of the London Passenger Transport Board. His services have been loaned to the Travancore Government especially to develop the new scheme. A successful experiment of a similar nature has already been carried out in Hyderabad.

The Pedestrians' Association has urged that a rule should be made forbidding motorists to use their horns when approaching a pedestrian crossing, except in case of emergency. Their ground is that motorists approach a crossing blowing fiercely, and thus frighten pedestrians from attempting to cross. Pedestrians, however, have the right of way at an uncontrolled crossing, and have only to exercise that right if they choose, whether a car driver blows his horn or not.

Motorists have always felt that the value of pedestrian crossings would be vastly increased if pedestrians were compelled to use them. In many foreign countries this rule is actually in force, and the writer has himself been ordered back to the pavement in Berlin for crossing at the wrong place. This rather bears out the idea that motorists have one thought when in a car, and another when themselves acting as pedestrians.

The Pedestrians' Association, which has considerable political influence, if only because it speaks its views clearly and in no uncertain manner, is opposed to the idea of making the use of crossings compulsory. However, few would deny that in England the crossings are not used to the extent that they should be. Even where guard rails are set up, as at the crowded Hammersmith-Broadway, pedestrians as often as not climb over or through them.

The trouble is that it is against human nature to walk some distance down a street to a crossing, and then all the way back again on the other side of the road. On the other hand, if pedestrian crossings were so close together that no one would have to go out of his way to use them, and if traffic had to pull up for each one of them, it would be almost impossible to get along at all.

Against the compulsory use of crossings, the Association urges that in this case the flow of pedestrians crossing at fixed points would frequently be practically continuous. It is already true that certain crossings in London a motorist would remain rooted to the spot all day if he kept to the strict letter of the law, and gave precedence to all pedestrians crossing or about to cross. The provision of bridges or subways at busy points would appear to be the only reasonable solution, but some rule would have to be made about their use, for at present excellent subways, as a Parliament Square, Westminster, or Piccadilly Circus, are neglected.

It will be remembered that up to the last minute before the Earls Court Motor Show, it was believed that the famous Nine had at last been dropped from the Riley range, after ten years' popularity. On the eve of the Show, however, a low-priced Riley Victor saloon was introduced, with either the 9 h.p. or the 1½-litre engine. Up to the present this model has only been supplied with the overdrive transmission, appearing on Riley cars for the first time this year, but it is now announced that a pre-selector gearbox can be fitted to the Victor model, with the 1½-litre engine, at a slight extra cost.

British cars were well represented at the recent Amsterdam Show. Exhibits were shown of Austin, Hillman (the transparent "Ghost" Minx, with glass body to show the construction, attracted much attention), Morris, M. G., Vauxhall (showing the new "frameless" Ten), Standard, Wolseley, S.S., and Bentley cars.

On February 18th, the huge Berlin Motor Show will start. After the London exhibition, this is regarded as the greatest of the International shows, and it is always full of great Technical interest. It is hoped to include details in the next issue.

The sporting world has been thrown into gloom by the terrible accident on the Darmstadt-Frankfurt *autobahn*, when Berndt Rosemeyer, one of the most famous drivers in the world, was killed while attempting records at over 260 m.p.h. with his streamlined Auto-Union racing car.

Rosemeyer was trying to regain the flying start mile and kilometre records from Caracciola, who earlier in the day had set up some amazing new figures with his Mercedes-Benz. For the kilometre Caracciola averaged the stupendous speed of 268.71 m.p.h., and for the mile 268.49 m.p.h. In one direction his speed over the kilometre was no less than 271.31 m.p.h. The Mercedes-Benz had an engine of only 5.6-litres, and the records rank in the International Class for cars up to 8-litres.

It is stated that, even so, the gear ratio was found to be too low, and that with a higher gear, to enable full use to be made of the power output, even greater speeds would have been attained by the Mercedes.

The records beat Rosemeyer's figures, set up in the same stretch of road a few months ago, when the Auto-Union reached over 253 m.p.h., a speed regarded at the time as almost unbeatable. It must again be emphasised that the *autobahn* on which Caracciola has now attained over 270 m.p.h. is quite an ordinary road for motor traffic, and is less than 30 ft. wide.

At these colossal speeds the limit is being reached even for the *autobahnen*, and, as previously reported, a special wide stretch of road is being constructed near Leipzig for record purposes. It was a treacherous gust of wind which brought about the disaster to Rosemeyer. His car left the track and hurtled over the heads of the spectators. Rosemeyer was killed outright, and his death is a serious blow to motor sport. The Auto-Union team in particular has been hard hit, for only last July Ernst von Delius, their second string, was killed in the German Grand Prix at the Nürburg Ring. Müller and Hasse, their other drivers, are still only in the cadet stage, and it seems likely that the veteran Hans Stuck will have to be recalled.

(Continued from page 84)

many other car bodies. One is the placing of the final door-lock on the left front door, which is the door very rarely used by a driver where Right Hand Drive is the rule. Why not have the right front door for the final lock-up and thus save the driver a walk round to the dangerous "traffic" side of the car in order to complete locking up? A second grouse relates to the locking up of the cubby hole (or parcel compartment) in the dash. Here is the handy place for maps, reference books, route itineraries, etc., when on tour. But a key is required to operate the lock whenever access to the cubby hole is desired. A positive lock is certainly necessary for safety when the car is unattended, but why not a simple spring clip to retain the door in the closed position while actually on the road? Small points these, and they in no manner detract from the appearance or

Rosemeyer was only 29 years of age. He was the son of a garage proprietor, and had been accustomed to cars since the age of 9. After a spell of motor-cycle racing he joined the Auto-Union team in 1934, and first sprang into fame at the Eifelrennen of 1935, when he lost to the famous Caracciola by only 1 4/5 sec. In the following year, 1936, he carried all before him, and became European Champion, with victories in the Eifelrennen, German Grand Prix, Coppa Acerbo, Swiss Grand Prix, and Italian Grand Prix. Last year he won the Eifelrennen, the Vanderbilt Cup in America, the Italian Grand Prix, and the Donington Grand Prix, in England. This was his last big victory, and British spectators will always remember his driving. Later in the year, at the Frankfurt record week, he put up amazing figures, averaging 138.68 m.p.h. for the mile with a standing start, and 117.24 m.p.h. for the kilometre. With a flying start, his speeds were 253.708 m.p.h. over the mile, and 252.487 m.p.h. over the kilometre. These last records are those recently beaten by Caracciola. A great driver has passed over.

Major A. T. G. Gardner, the British driver, is to receive the support of Viscount Nuffield in the preparation of an 1100 c.c. M. G. for record purposes. It has always been understood that Viscount Nuffield has been more or less against racing, and this is the first occasion upon which he has expressed active interest. British motorists have long hoped that he would lend the aid of his enormous financial resources to build racing cars to uphold the national prestige, and if Major Gardner's car, which is expected to reach 170 m.p.h., is successful, it is hoped that Viscount Nuffield's interest will continue for bigger things.

In South Africa, Earl Howe has scored a most popular victory in the Grosvenor Grand Prix, driving his 1½-litre E.R.A. He averaged 75 m.p.h. for 203½ miles, and beat the Italian Maseratis on level terms. Taruffi was second, and Villorosi third, while fourth came another British driver, W. G. Everitt, all with Maseratis. Raymond Mays was doing well with his E. R. A., but the car caught fire after 11 laps. The blaze was quickly extinguished, but some of the liquid from the extinguishers was blown by the wind into Mays' face. He had to receive medical attention.

Like the other South African races, the event was run on a handicap basis, Earl Howe and the 1½-litre Maseratis being on the scratch mark. There is some dissatisfaction at the way the handicaps have been arranged, however, for in most cases the small cars have received too great an advantage, and Lord Howe, amongst other well-known drivers, has expressed the opinion that scratch races would be better.

performance of the car; but what aids toward greater driving comfort.

Incidentally, the petrol consumption of the 1938 Oldsmobile during our trial trip was calculated to be in the neighbourhood of 21 m.p.g., quite a satisfactory figure for a "six" having in view the terrain traversed and the road conditions met en route.

It may be added that, while the Six Cylinder, 4-Door Touring Sedan is the only Oldsmobile model at present available for sale from stock in Southern India, there is a wide range of models which can be obtained by special order. This range, which covers both the six and the eight cylinder types, includes Two-Door and Four-Door Sedans and Touring Sedans—all accommodating five passengers—and a Coupe designed for only two passengers.

The distributors of Oldsmobile cars in Southern India are Messrs. Byramshaw & Co. Ltd. and United Motors (Coimbatore) Ltd.

RATES OF TAX

In October last this Association approached the Coorg Government with a request that the amount of tax on Motor Vehicle and the minimum period for visiting motorists be reduced.

All motorists will welcome the reduction to the level of Madras short term licences as notified in the Coorg Gazette dated March 15th 1938 as follows :—

Classes of Vehicles	Tax for vehicles fitted with pneumatic tyres.				Tax for other vehicles.			
	For a period not exceeding 7 days.		For a period exceeding, but not exceeding 30 days.		For a period not exceeding 7 days.		For a period exceeding 7 days, but not exceeding 30 days.	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
	Rs.	A.	Rs.	A.	Rs.	A.	Rs.	A.
1. Motor cycles (including motor scooters and cycles with attachment for propelling the same by mechanical power) not exceeding 8 cwt. in weight, unladen.								
(a) Bicycles	1	4	3	12	1	12	5	0
(b) Do. if used for drawing a trailer or side-car..	1	12	5	0	2	4	6	4
(c) Tricycles	1	12	5	0	2	4	6	4
2. Motor vehicles not exceeding 5 cwt. in weight unladen adapted and used for invalids	1	4	3	12	1	12	5	0
3. Other motor vehicles not being motor vehicles used in the course of trade and industry or materials (including tricycles weighing more than 8 cwt. unladen) or plying for hire and used for the transport of passengers and agricultural produce—								
(a) Weighing not more than 15 cwt. unladen ..	3	0	8	12	4	4	12	8
(b) Weighing more than 15 cwt. but not more than 30 cwt., unladen	4	4	12	8	6	0	18	12
(c) Weighing more than 30 cwt. but not more than 45 cwt., unladen	5	8	16	4	8	8	25	0
(d) Weighing more than 45 cwt. but not more than 60 cwt. unladen	6	12	20	0	10	0	30	0
(e) Weighing more than 60 cwt. unladen ..	8	8	25	0	12	8	37	8
(f) Additional tax payable in respect of such vehicles used for drawing trailers—								
(i) For each trailer not exceeding one ton in weight, unladen	1	12	5	0	2	8	7	8
(ii) For each trailer exceeding one ton in weight, unladen	3	8	10	0	5	0	15	0

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

The temporary licence should be purchased in advance on an application to the District Superintendent of Police Coorg, Mercara, or to a licensing officer. Full particulars should be given in the application of the name and address of the registered owner, the registered number, unladen weight and description of the vehicle, the type of tyres—whether pneumatic or not and the period for which and the date from which the licence is required. If it is not possible for an applicant to purchase the licence in advance he will be required to produce a postal money order receipt showing that the prescribed tax has been remitted to a licensing authority.

No refund of the tax paid for these short term licences will be allowed in any circumstances.
These licences will be issued from 15-4-1938.

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.	Humber Cars BANGALORE—Automobiles Ltd. MADRAS (& Branches)—Simpson & Co., Ltd.
Austin Cars COIMBATORE (& Branches)—Stanes Motors (S.I.) Ltd.	Mercedes Benz Cars and Diesel Trucks MADRAS—Heller & Co.
Bedford Trucks COIMBATORE—United Motors (Coimbatore) Ltd. MADRAS—Byramshaw & Co., Ltd	M. G. Cars MADRAS (& Branches)—Addison & Co., Ltd.
Buick Cars COIMBATORE (& Branches)—Stanes Motors (S.I.) Ltd.* MADRAS—Byramshaw & Co., Ltd. MADURA (& Branches)—T. V. Sundram Iyengar & Sons Ltd.	Morris Cars MADRAS (& Branches)—Addison & Co., Ltd.
Cadillac Cars MADRAS—Byramshaw & Co., Ltd.	Oldsmobile Cars COIMBATORE—United Motors (Coimbatore) Ltd. 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.	Oldsmobile Trucks MADRAS (& Branches)—Simpson & Co., Ltd.
Chrysler Cars MADRAS (& Branches)—Addison & Co., Ltd.	Opel Cars COIMBATORE—United Motors (Coimbatore) Ltd. MADRAS—Byramshaw & Co., Ltd. MADURA (& Branches)—T. V. Sundram Iyengar & Sons Ltd.
Commer Trucks BANGALORE—Automobiles Ltd. MADRAS (& Branches)—Simpson & Co., Ltd.	Plymouth Cars MADRAS (& Branches)—Addison & Co., Ltd.
De Soto 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.
DKW Motor Cycles MADRAS—Byramshaw & Co., Ltd.	Skoda Cars MADRAS—India Automobiles.
Dodge Cars and Trucks MADRAS (& Branches)—Addison & Co., Ltd.	Standard Cars MADRAS—Union Co.
Ford Cars and Trucks MADRAS—Gordon Woodroffe (Motors) Ltd.	Triumph Motor Cycles MADRAS (& Branches)—Addison & Co., Ltd.
Hillman Cars BANGALORE—Automobiles Ltd. MADRAS (& Branches)—Simpson & 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.

MADRAS FLYING CLUB NOTES

NOT a drop of rain in February and no matter for surprise, but nevertheless here and there the grassy expanse contrived by some miracle to maintain its green colour. No watery relief can be expected till June.

Mr. Deshpande who started learning to fly on 30th January completed his "A" licence course on 18th February and departed on his ways. Mr. Lippincott also qualified for his "A" licence during the month but stayed in Madras. Cross country flying was done solely by Mr. Aserappa who flew to Cuddapah and back, then to Colombo and back and lastly a triangular flight with landings at Cuddapah and Bangalore.

The month was notable in that a beginning was made in night flying instruction and a fresh beginning in blind flying instruction, several amateur pilots treating themselves to a taste of the latter novelty. Mr. Law did some night flying for the first time and went solo. Mr. Sundaram also did the three night landings required for the renewal of his "B" licence.

FLYING TIME FOR FEBRUARY 1938.

	H.M.
Dual instruction to members under training ..	27-20
Advanced dual to A, A-1 & B pilots ..	7-45
Solo flights by members under training ..	7-25
Solo flights by A, A-1 & B pilots ..	20-50
Pilot with passengers (A, A-1 & B pilots) ..	34-15
Joy rides ..	4-45
Cross country flights by the club instructor ..	..
Test flights ..	1- 0
Total Hrs. ..	103-20

CROSS COUNTRY FLIGHTS DURING THE MONTH OF FEBRUARY 1938.

Date	Machine	Pilot	Passenger	Journey	Time
1-2-38	VT-ABH	Mr. Aserappa.	Nil.	Madras-Cuddapah	2-10
"	"	"	"	Cuddapah-Madras	1-45
12-2-38	VT-ABH	Mr. Aserappa.	with passenger.	Madras-Trichy	2-15
"	"	"	"	Trichy-Colombo	4-10
15-2-38	"	"	"	Colombo-Trichy	4-10
"	"	"	"	Trichy-Madras	2-15
26-2-38	"	"	"	Madras-Cuddapah	1-50
"	"	"	"	Cuddapah-Bangalore	1-45
"	"	"	"	Bangalore-Madras	2-45

INDIAN NATIONAL AIRWAYS

The fourth annual general meeting of Indian National Airways Limited was held at New Delhi on the 18th November to consider the directors' report and the company's accounts for the year ended 30th June 1937.

During the four-and-a-half years the company has been operating, its aircraft have flown more than 1,610,000 kilometres (1,000,000 miles) and carried over 8,000 passengers. The present activities of the company include the operation of a mail service twice a week between Lahore and Karachi, and

The following members took dual instruction during the month:—

<i>Europeans.—</i>	
Mrs. Triou	Advanced dual.
Mr. P. Triou	"
Mr. G. S. Kearney	"
Mr. Leuchs	"
Mr. R. N. Rowson	"
Mr. Grubb	"
Capt. Elkington	"
Mr. Lippincott	Dual.
Mr. Alsac	"

<i>Indians.—</i>	
Mr. T. M. Duraiswami.	Advanced dual
Mr. Sundararajan	"
Mr. A. S. Ratnam	"
Mr. V. Sundaram	"
Mr. Deshpande	Dual.
Mr. A. S. Moses	"
<i>Ceylonese.—</i>	
Mr. H. Aserappa	Advanced dual.
Mr. Fernando	Dual.

Pupils qualified for "A" licence during the month.
Mr. Deshpande.
Mr. Lippincott.

the maintenance and operation of Government aircraft and of charter organizations at Delhi and Lahore, as well as the maintenance of various private aircraft. The company continues to act as principal agents in India for Imperial Airways and Indian Trans-Continental Airways, and to supervise the six aerodromes on the Empire land aircraft route between Karachi and Rangoon. On the Lahore/Karachi service 208 flights were completed out of the 209 scheduled giving a percentage regularity of 99.5; mail and freight ton-miles amounted to 9,865.6 and

ten passengers were carried although the service normally caters only for mail and freight. The service will be increased shortly to five services weekly to cope with the expected increase of traffic resulting from the increased Empire mail service which will be operating four times weekly between London and India (to be increased to five times later). The company is also considering various extensions, when circumstances permit, such as a service from Lahore to the North-West Frontier Province, and possibly into Kashmir, from Lahore to Delhi, and from Lahore to Kalka during the summer months.

In the year under review there were 65 charter flights and 102 pleasure flights; 609 passengers were carried and 100,091 kilometres (62,195 miles) flown. At the moment the company is carrying out an important charter with the Avro Ten aircraft of the Government of India in the southern Shan States on behalf of the British Air Ministry. The contract for the maintenance and operation of this aircraft has nearly ex-

pired and the company expect that it will be renewed. In addition to providing a traffic staff at the six aerodromes on the Empire land aircraft service mentioned above, arrangements are now being made for the company to provide staff at the flying boat bases which will mean doing work at Karachi, Allahabad and Calcutta for both flying boat and land aircraft bases, and at the flying boat bases at Udaipur and Gwalior. Akyab will be converted from a land aircraft station to a flying boat base and also remains under the company's control. The expansion of Indian Trans-Continental Airways to cope with the increased mails on the Trans-India service will mean that fresh capital will be required and the Board of Indian National Airways are reported to be considering the means by which the company may participate in this expansion. At present 25 per cent. of the capital of India Trans-Continental Airways is held by Indian National Airways. (By courtesy "Shell Aviation News.")

OVER THE ROOF OF THE WORLD

By WULF-DIETER GRAF ZU CASTELL-RUDENHAUSEN,
a Captain of the Deutsche Lufthansa

AFTER a flight occupying 31 hours, two aircraft of the Deutsche Lufthansa arrived at Kabul in Afghanistan from Germany, at 17.00 hours (Kabul time) on the 11th September. The whole distance from Berlin to Kabul of 6,300 kilometres (3,900 miles) was covered in almost a continuous flight, intermediate landings at Athens and Baghdad having been made only for the purpose of picking up fuel. A Junkers Ju. 52, D-ANOY, with Freiherr von Gablenz, Herr Untucht, and Herr Kirchhoff on board, was already a week overdue at Kabul from China, and it was essential to begin a search with the least possible delay. Kabul had been selected as a base for the flights, although almost 1,000 kilometres (620 miles) had to be flown before the mountains where the main search was to be made were reached. This meant that at least 2,000 kilometres (1,240 miles) had to be covered without an intermediate landing. To this had to be added the time necessary for searching the mountain passes of the Hindu Kush, the Karakorum, and the Pamirs. The search party had, therefore, to allow for flights of ten or twelve hours to be made. Under the most favourable conditions, given the absence of head-winds, correct navigation, and the best fuel consumption, the full load of 4,000 litres (880 gallons) of fuel would be sufficient for the purpose.

Kabul aerodrome is at an altitude of 1,800 metres (5,900 feet); it has a length of 600 metres (1,970 feet), short for heavily-laden machines. The take-off was, therefore, normally made at daybreak or while it was still dark, to take advantage of the cool air. The conditions under which flights had to be made were new to us all. The maps were inaccurate because the district was unexplored; only little was known of the atmospheric conditions, and of the mountains to be negotiated—the highest in the world. Mountains of over 8,000 metres (26,250 feet) in height with passes of about 5 kilometres (3 miles) in length lay before us. We therefore had first of all to gather all the experience available to minimize the possibility of failure. All superfluous parts had been removed from the aircraft to save as much weight as possible; parachutes, food, sleeping bags, blankets, and medical supplies were taken on board so that they could be dropped if the search were successful. Emergency rations and water for the crew

were carried and finally the fuel was put on board. This sounds simple but it must be remembered that Kabul is several days by motorcar from the nearest railway station and lies in the middle of a desolate mountain district served by bad roads. It was a wonder that the fuel supply was so perfect considering that several thousand litres had to be brought up in a few days. Under the prevailing conditions this was a fine achievement on the part of the Burmah-Shell Company. The fuel was carried on lorries in 9-litre tins, which were emptied direct into the fuel tanks of the aircraft, and it took two-and-a-half hours for 4,000 litres (880 gallons) to be put on board in this way, a surprisingly short time considering the amount of work involved.

On the evening of the 12th the two aircraft were ready to take off and I was to leave the next morning on the first flight. At 5 o'clock in the afternoon the sun disappeared behind the 5,000 metre (16,400 feet) mountains in the west. The days are usually hot but at this time it was distinctly cool. A yellowish-blue mist hung over the strange and remarkable countryside. Above us was a deep blue and cloudless sky and in the southeast a few heavy cumulus clouds hung far away behind the furthest peaks. What would the morning bring? We walked across the aerodrome for the last time to familiarize ourselves with its condition and to select the most favourable direction for the take-off run.

At 4 o'clock on the 13th September when it was still dark we arrived at the aerodrome. An Afghan soldier on duty guarding the machines shone his pocket torch on us; others with fixed bayonets were keeping themselves warm by stamping their feet vehemently. There was a beautifully clear sky overhead, but to the east and northeast—the direction of our flight—there were almost continuous flashes of lightning. With each flash we observed to our consternation huge rolling rain clouds in the distance. Should we take-off or not? If we decided not to start, another whole day would be lost; on the other hand, if we started and had to return after an hour because of the thunderstorm we should be forced to sacrifice part of our valuable load of fuel as it would mean taking too great a risk to attempt to land at such an altitude with a heavy load. Anxiety regarding the fate of the missing people and the realiza-

tion that enough valuable time had already been lost, led us to decide to begin the flight. With the leader of the expedition, Herr Walter, the first pilot, Heil, the mechanic, Hettich, and the radio operator, Wittrock, we took off at 05.15 hours. Heil was at the controls while I attempted to work out our course from the map. After 20 minutes' flying we reached the first mountain range, the Afghan Hindu Kush which is 6,000 metres (19,700 feet) high with peaks reaching to 7,000 metres (23,000 feet) and was first seen as a silhouette against the early morning sky. We turned into the Anjuman Valley and flew northeast at a height of 4,000 metres (13,100 feet) between two mountain ranges rising on either side to 6,000 metres. We were constantly expecting to reach the end of the valley as silhouettes of the mountain ranges came into view, running at right-angles to the valley for it was still too dark to follow clearly the course of the river which wound continually in and out of the mountains. Great care had to be taken not to be misled by these mountains and fly into the valleys; such a mistake might easily have proved disastrous for they were so narrow that turning back would have been impossible. Day-light increased rapidly—day breaks more quickly there than in Europe—and suddenly gigantic pyramids of snow, the 7,000 metre (23,000 feet) peaks of the Hindu Kush, lay around us glistening in the sunlight. The impression was overwhelming. No written description or photograph could convey the grandeur of the scene. At the end of an hour we crossed the Anjuman Pass at an altitude of nearly 5,000 metres (16,400 feet). In the meantime the clouds had increased considerably; our valley was still clear, but they clung to the mountains to the right and left of us. The pass leading to the Wakhan Valley was already in cloud, but according to my map there was another route and

this I determined to find. I reached the other valley through a maze of rocky peaks. Now and again the snow-clad summits of an 8,000 metre (26,250 feet) giant could be seen rising above the clouds and I attempted to impress on my mind the shapes of the most prominent peaks so that they would serve as landmarks for the return journey. The increasing cloud no longer allowed a clear view and made flying difficult. The aircraft would not climb above 5,000 metres with the load on board and we were forced to fly along the lower edge of broken cloud. For two hours more we continued to fly between the mightiest glaciers in the world, endless snowfields, and boulder-covered slopes; then suddenly it all came to an end. Immediately in front of the Wakhan Pass was a cloud bank and we had to turn back. It was quite time for us to begin the return journey, for the higher the sun rises and the warmer the air becomes, the lower the clouds descend into the valleys. As we approached the 5,000 metres pass which we had to cross to reach the Anjuman Valley, there was only a small opening between the clouds through which we could fly. With such bad visibility great caution was necessary to avoid a fatal turn; we landed at Kabul about midday. We were in Kabul for three weeks and during this time nine flights were made by three machines. I was the only one to meet with cloudless weather on one of my flights into the Tarim Basin.

The search, as is well-known now, was without success; Herr von Gablenz had made a forced landing in Kothan and our task, which was confined to searching the mountain passes, fortunately produced no results. No one was happier than we were when on the 24th September D-ANOY appeared above Kabul unannounced and our comrades landed safe and sound.

(By courtesy "Shell Aviation News.")

BOMBAY FLYING CLUB NOTES

Activities for the Month of February 1938

THE Bombay Flying Club put in 129.15 hours for the month of February, 1938.

Cross Country Flights:—Cross country flights were carried out to:—Himatnagar, Bhavnagar, Bhopal and Haripura.

Issues and Renewals of Licences:—Messrs. V. N. Modak and G. A. Smith obtained their "A" Licences, and the following renewed their "A" Licences:—Messrs. R. E. Popper, P. Stone, M. D. Mistry and P. C. Ramachandran.

Competitions:—A message dropping competition was held on the 13th of February, 1938. Pilots were required to fly across the Aerodrome at a height of two hundred feet, and to

drop a message on a spot indicated by ground strips which were placed in front of the Club enclosure. The winner of the Competition was Mr. N. T. Chiene, who dropped his message nearest to the centre of the ground strips. A speed judging competition was held the same evening, and the winner was awarded a free joyride.

The contests were described by a commentator from the microphone, so that non-flying members were made fully aware of the progress of the competitions.

Visitors:—The Club was pleased to welcome Captain B. S. Leete, Technical Officer, the Directorate of Civil Aviation, on the 15th instant.

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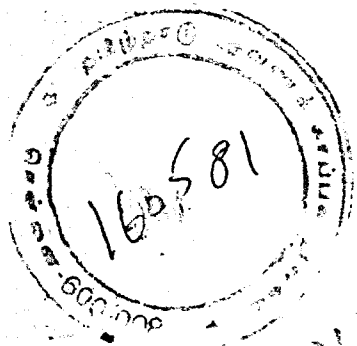
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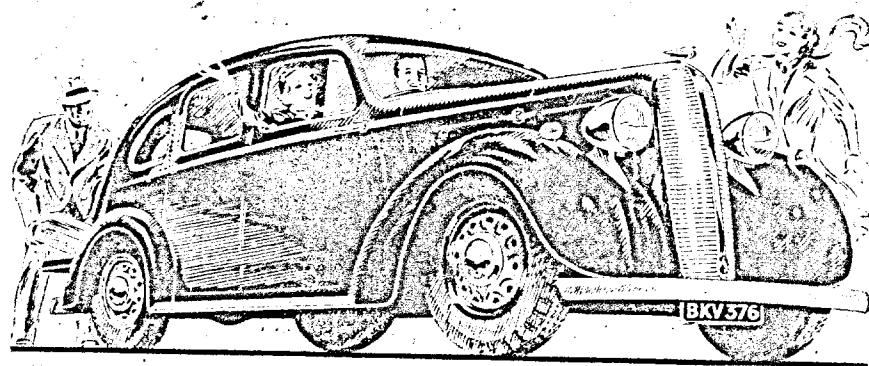
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