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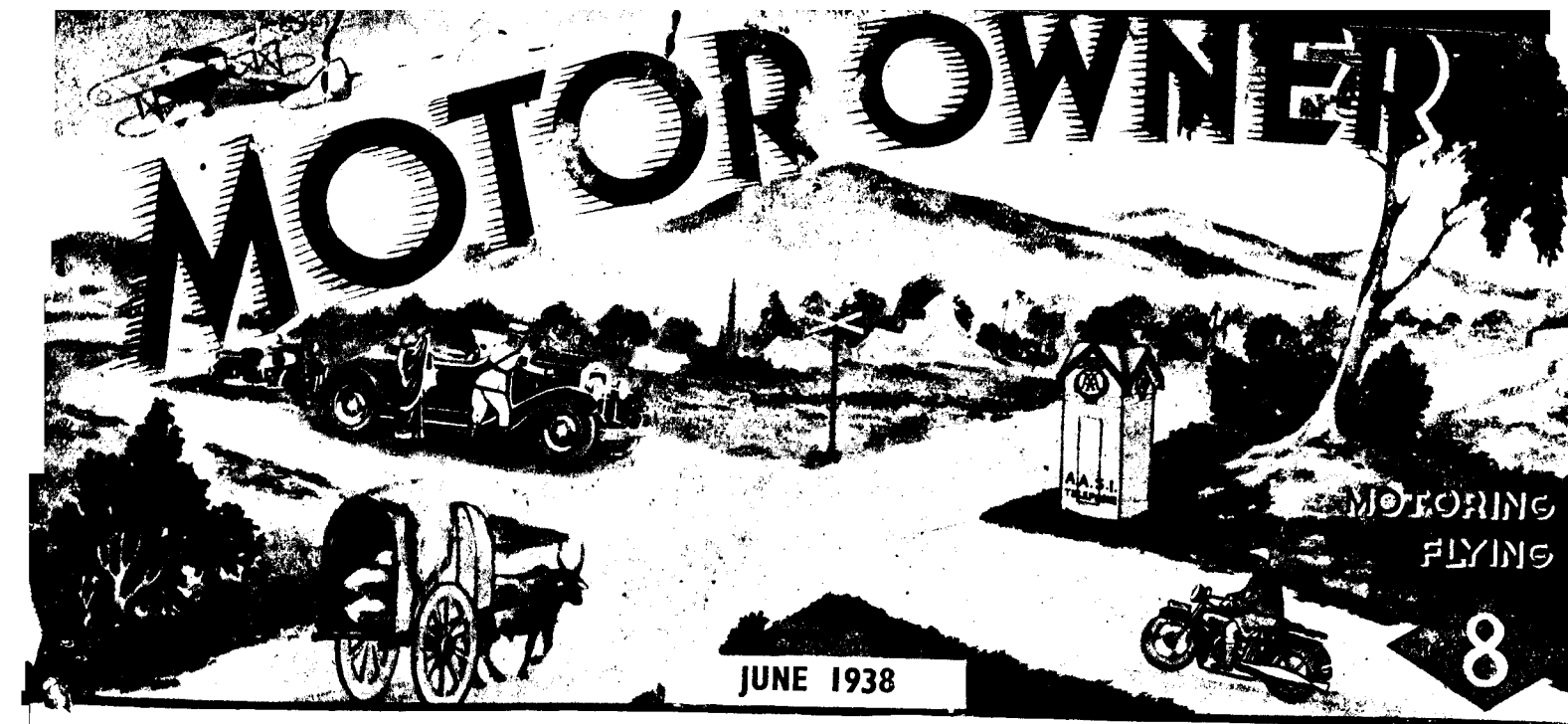
South India Motor Owner.

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NO. 4 to 6

April to June - 1938

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 Official Organ of THE AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA



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[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

It was announced in last month's magazine that the Great Eastern Trunk Road, otherwise known as the Poonamallee High Road will be closed to traffic, west of the junction with McNicol's Road as far as the 12th milestone, from 10th of April; and that, therefore, traffic to Poonamallee would be diverted via Kodambakkam road, or Mount Road and St. Thomas' Mount.

Motorists are strongly advised not to take the Kodambakkam road as the surface is in a very bad state, and it is dangerous to proceed at more than 5 miles per hour, except in portions where traffic is now using the grass verge on either side.

Motorists are, therefore, strongly advised to take the longer route via St. Thomas' Mount which they will find very much quicker.

To leave Yercaud for any place other than those which are very near

- One must take one of the 4 roads out of Salem, viz.,
1. To the East. Road to Cuddalore and Vridhachellam.
 2. To the South. Road to Namakkal and Trichinopoly.
 3. To the South West. Road to Calicut and Nilgiris.
 4. To the North West. Road to Omalur, Krishnagiri, Bangalore.

Common to all these route is descent of the Ghat and the road as far as Hestampatti Cross roads.

Trip round by Nagari

Extremely inadvisable.

A member writes "Before I got to Nagari, I got stuck in two rivers, from one of which near Tirumalpur Station about 9 miles South Arkonam, it took 10 men and two bulls for half an hour to extricate the car."

Pulicat

At the request of certain members in Madras, the road to Pulicat, which is situated on the coast, 43 miles north of Madras, was surveyed by a Road Patrol.

He reports that Pulicat is a very attractive place, with pleasant amenities for fishing, shooting, swimming and picnics. But unfortunately the last 19 miles is almost unmotorable.

From Basin Bridge as far as Panjetti, he reports the road surface to be good from Panjetti to Ponneri, a distance of 5 miles to be bad, from Ponneri 10 miles to Tiruppalavanam to be very bad; and from Tiruppalavanam to Pulicat, 4¾ miles, no road at all, but merely a very rough cart-track. About 1½ miles from Pulicat there is a causeway situated on a dangerous turning and unsigned, which is now dry, but in the monsoon, water is said to rise about 5 feet.

Between Tiruppalavanam and Pulicat, the cart-track passes through the bed of a lake and then through 2 streams, one of which contains 1½' of water.

Pulicat is on the Eastern side of the Buckingham Canal, and may be reached by ferry. At Pulicat there is a private choultry, a church, a police-station and a post-office.

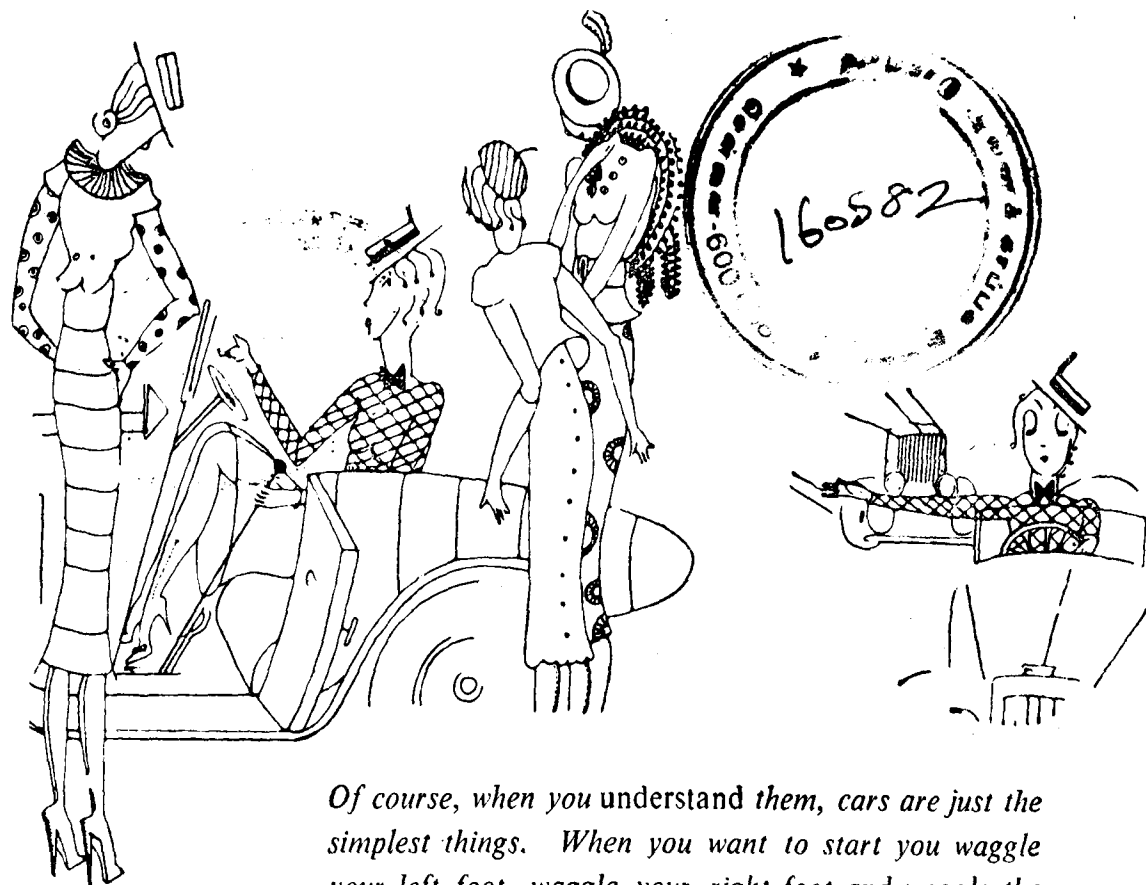
Coramandel

is situated on the North side of the back-water, and may be approached by a ferry from Pulicat.

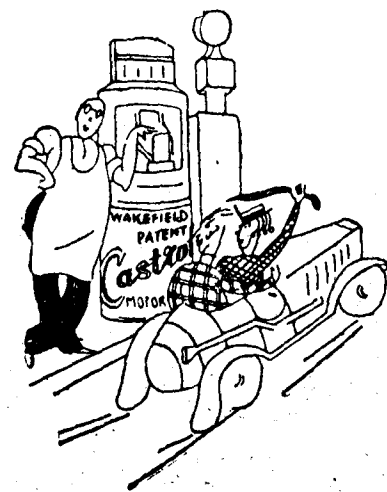
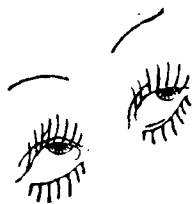
Road Signs.

Owing to the level crossing gates between Dobspet and Tumkur being situated in the middle of a dangerous curve, it was considered that the signs were too close, and did not give sufficient warning to motorists.

The attention of the Executive Engineer was drawn to the fact, and after inspecting the place, he has now had the caution board removed from milestone 6/31 to 7/31, on the side nearest Dobspet village.



Of course, when you understand them, cars are just the simplest things. When you want to start you waggle your left foot, waggle your right foot and waggle the long handle with the knob on it. When you want to stop you signal with your hand. When the thing won't work, you open the bonnet and wait for someone to come along. Then you do this with your eyes. But the man says that I must be kind to the engine and always use Patent Castrol, and then the thing won't not work. So you see, cars aren't nearly as mysterious as people think.



Mysore Toll-Gates

Three complaints have been received this month regarding the frontier toll-gates in Mysore. The first two are of the toll-gates at Harihar and the one on the Bangalore/Kurnool road where members were made to pay Rs. 18 for a half-yearly licence when a Rs. 3 licence for 7 days would have been sufficient. The third is of the toll-gate at Nangli on the Madras/Bangalore road, where a member was treated as a criminal and put through a gruelling inspection by a Mohamedan toll gate official.

His petrol was measured, luggage opened, valises turned out, cushions of the car removed, tool box emptied out—in fact no part of the car was left unsearched. He asked the official if he was a customs' officer, to which he replied in the negative, but said that his orders were such and he had to carry them out. When the member protested at the inordinate delay, he was told that he could, if he wished, turn round and go back to Madras.

This sort of treatment will deter visitors to the Mysore State. The great majority of visitors to the Nilgiris who used to travel through Mysore and Bangalore and spent a day or two in each place, now avoid that road on account of having to pay tolls in addition to the Mysore licences.

These official hold-ups which savour of the treatment one might expect in Russia, would be most alarming to ladies travelling alone, and might even lead to a serious fracas if some impatient motorist were delayed so long unnecessarily.

Activities of the A.A.S.I. during the 6 months ending 31-12-37

In addition to the analysis of office work and increased membership, figures which were published in last month's magazine—the following activities may also be of interest to members.

During the period under review 5 cars have been cleared for members, or members of affiliated Associations arriving at the ports of Madras, Negapatam, Dhanushkodi or Cochin. 3 cars have been shipped, and 1 car entrained.

Free Legal Advice

More than 11 members have been assisted by our Legal Department. Some of the most important cases being as follows:—

- 1. 2 on Insurance Disputes.
- 2. 5 on accidents.
- 3. 4 Miscellaneous (Motor Vehicles Rules).

Road Patrols

More than 336 motorists have been assisted for minor roadside breakdowns in Madras and the mofussil by our road patrols during the six months and 3,290 miles of road have been patrolled by a motorcycle Scout for the purpose of surveying routes and obtaining information for the Touring Department.

Car Park Attendants

Three attendants have been on duty daily in Madras and have assisted in the parking arrangements, and minding members' cars and their contents at Cinemas and other functions which include the following:

- Government House.
- The Guindy Race Course—every meeting—where a special park has been arranged for A.A. members.

- Connemara Hotel.
- Museum Theatre.
- Central Station.
- Victoria Public Hall.
- The Meet of Fox-hounds.
- California Society Dinner.
- St. Andrew's Church.
- St. George's Cathedral.
- Rotary Club.
- Toc H.
- Cinderella Dances, and a number of private parties, weddings etc.

Reminder Service

A large number of members have availed themselves of this service, and reminders have been sent out ten days in advance of the dates required for renewal of driving licences, gun and game licences, newspaper notices, birthdays, etc.

Madras Short Term Licences

Another Tangle

A member No. 269 writes: "On March 12th, at 7-0 p.m. my four year old daughter seriously fractured and dislocated her elbow joint, the break was so serious that it was necessary for me to borrow the car belonging to the Chief Medical Officer of this district, and to proceed to Ooty to a Nursing Home there. I left Munnar, Travancore, at 10-0 a.m. Sunday 13th without a licence, and owing to the fact that the Post Office was closed on Saturday night and Sunday morning, could not take the necessary application. At Udamalpet, the nearest British India Treasury, I made enquiries but was informed that being Sunday, I would be unable to get the necessary short term licence. I proceeded to

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.

Ooty, arriving late on Sunday, and on Monday after the first operation to my daughter, I applied at the Ooty Collector's Office for a short period licence, but this was refused.

I duly notified the Ooty Police at the Police Station that I had not a licence, but that I would procure one on my way back on Wednesday, the 16th. This, I was told, was in order.

On Wednesday morning (16th) an Inspector examined the car and spoke to me at Ooty Railway Station, and said it would be all right getting the short period licence on my return that day, at Udamalpet, and served me with a taxation notice, asking me to send the licence to the District Superintendent of Police, Nilgiris, when I received it.

I procured the short-term licence on my return to Travancore paying Rs. 4/4. The licence was sent the day after issue, from my address to the District Superintendent of Police, Nilgiris, with the taxation notice.

I have today received a letter demanding a further Rs. 10 for default on my not complying with the regulations, from the District Superintendent of Police, Nilgiris, and I shall be very much obliged for your advice in the matter.

I was only out of Travancore for three days, on an urgent, unpremeditated run to Ooty and back; and having to start on a Sunday had no chance of procuring the licence required. The licence for which I paid Rs. 4/4 was not used in any way, and

unfortunately I mentioned that as I was a member of the Nilgiri Malabar Bn. A. F. (I) and my car MN. 2284 was fully subsidised by the corps, I was entitled, in the Madras Presidency, to free registration. I was not at all sure if the same applied to Coorg. This upset the staff in the Treasury. There were agitated consultations, papers were looked through and books consulted. The general opinion seemed to be that I was entitled to a free licence in Coorg but the trouble was, the files of the Gazette kept in the Treasury were not complete nor could the G.O. giving the list of subsidised cars be found. After spending well over an hour at this pleasant game, while my wife and a friend sat in the car in the boiling sun, I was, as may be imagined, absolutely fed up and begged to be allowed to pay the tax and be done with it, but this seemed to horrify everybody. Just when I was getting desperate the D.S.P. passed the window of the Treasury on the way to his office, so it was suggested that I should consult him. I gladly availed myself of this suggestion, and was shown into his office. He was most polite and obliging but unfortunately he did not seem to know any more than the Treasury Officials. I suggested that I was quite willing to pay the tax which could be refunded later, if it was deemed I was entitled to a free licence. He, however, would not agree to this, but said he would look it up and if he found I was not entitled to a free licence he would write to me. I gave him my full name and address, showed him my Registration Certificate with the latest entry for renewal for

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was purchased on the instructions of the Inspector at Ooty Railway Station.

I have written to the District Superintendent of Police asking if I can or am entitled to receive a refund of the Rs. 4/4 if I must pay the Rs. 10 monthly tax, which they now demand, and informing him that I am putting the whole facts of the case to you."

The Trials of a Visiting Motorist to Coorg

Member No. 421 writes:

"At the end of September 1937, I passed through Coorg in my car spending 2 nights in that province. At the frontier near Verajapet, I was stopped by the police and had to fill in a form giving my name, address, number of my car etc., and I was told that I was to pay the Coorg motor tax to any treasury within 7 days.

Before going 5 miles, I was stopped at least twice again by the police and the form I had filled in at the frontier, a duplicate of which had been handed to me, was examined. I stopped the first night at the Siddapore T.B. By 7 a.m. the next morning there was a police constable waiting outside to examine my form again. By this time I began to wonder if I was a dangerous criminal or not, certainly it appeared as if I were regarded as one by the police. The following day I went on to Mercara and it was the same thing, every policeman I passed stopped me to see if I had paid the tax. I went to the Treasury in Mercara for the purpose of paying this tax but

that quarter licence which clearly stated that I was entitled to free licence, my car being subsidised and quoting the number of the G.O. No. 1663 of 26-4-1937. He noted all these particulars and said he would write to me if necessary. I did not hear from him so presumed that he had satisfied himself that I was entitled to a free licence.

Nearly 6 months after, about the 10th of March 1938, I was served with a summons to appear before the Sub-Magistrate, Verajapet, on the 18th March 1938 to answer to a charge under the Motor Vehicles Act, Section 7. No mention was made on the summons as to which Motor Act was referred to or the nature, time or place of the offence. In the printed form of the summons the words "in person or by pleader" appeared but "by pleader" had been struck out.

I consulted my pleader and his opinion was that I would have to attend in person and there was nothing to be gained by writing to the Magistrate. I guessed that the trouble was due to non-payment of tax but looking up Section 7 of the Motor Vehicles Act, I found this referred to allowing anybody else, to use your licence.

I live 18 miles out of Ootacamund so I had to do about 180 miles down to Verajapet to answer the summons. This is the busy season of the year so it was at very considerable inconvenience to myself and loss to my employers that I was forced to be away from my work for 3 days. On arriving at Verajapet my pleader, whom I had taken down with me, discovered that the charge was under the Coorg Motor Vehicles Act which

differs from the Madras Act. When the case was called, I filed a statement setting out in detail that I had interviewed the District Superintendent of Police and the Treasury Staff in Mercara and I also produced a copy of G. O. No. 1663 dated 26-4-37, together with a certificate from the Adjutant, Nilgiri Malabar Bn. A.F. (I) to show that I was entitled to a free licence. The Magistrate, after reading my statement very kindly informed me that a one anna stamp would have saved me the trouble of going down. I do not know the law but can hardly credit that I would have been in order in ignoring the summons. After some discussion with the prosecuting Inspector of Police, I was informed that the case would be referred to the D.S.P. for withdrawal and that in all probability I would hear nothing further about it. I replied, I hoped I would hear considerably more as I intended taking the matter up through the Automobile Association. I was forced, through somebody's stupidity, to travel over 360 miles in the heat, waste 3 days and spend possibly Rs. 150 to Rs. 200. Is it necessary for all travellers through Coorg to be treated as criminals, to be stopped every few miles by every point constable, to have a constable waiting on their door steps if they stop the night and then to run the risk of being run in for an offence they never committed? Tolls were abolished, I understand, to avoid the necessity of stopping Motor cars every few miles, but it seems to me that now the case of the visiting motorist is much worse than it used to be, he is now stopped every few hundred yards through towns or villages, he has to find a treasury to pay his tax and, judging from my experience, he is lucky if he can get his licence in under an hour. Another thing I may mention is that in Coorg every town seems to have two names, even Mercara is not known to the ordinary Villager or, unfortunately, to the police constable, by that name. I suggested to the constable who kept guard over me at the Siddapore Travellers' Bungalow that it would be convenient for me to pay my tax to the Treasury in Mercara. He had never heard of such a place, seemed to think I must be a suspicious character who was trying to evade paying the tax and certainly looked as if he would like to arrest me at once, but was not quite sure how to go about it. Fortunately I had a friend travelling with me who had been in Coorg before, he realized what the trouble was and called the place Mudikerri and the constable was at once appeased.

I will be glad to know if the Association can take up this case with the Coorg Authorities so as to avoid risks of any such troubles for other Motorists through the Province. I will also be glad to know if I can take any legal action against the Coorg Authorities to recover any part of my expenses. I am also referring this matter to the United Planters Association of Southern India, who, I trust, will be able to do something to make a visit to Coorg safe and more pleasant for the Motorists but I feel that the Automobile Association of Southern India should be able to help their members in a case like this."

Branch Offices

Secretary's visit to Madura and Trivandrum.

The Secretary paid a visit to both these places by train, with a view to opening Branch Offices in Madura and Trivandrum.

Madura was reached by train on the morning of Friday, 25th March, and the following gentlemen were called on:—Mr. Rajam (T. V. Sundaram Iyengar and Sons), Dr. Ramasubramanian, Mr. Rajamayyer (Additional District Magistrate) and Mr. Koman (Session Judge), Mr. Westlake (The Collector)

and the District Superintendent of Police were unfortunately away.

There were three small rooms to let on the main road all of which were visited. The most suitable as an office is situated opposite Messrs. Sundaram Iyengar and Sons' Offices. The room measures 9' x 18' and is in the centre of the main street. It has been rented as a garage. The landlord was out of town, but Mr. Rajam has promised to see him and to find out what extra rent he would ask if the necessary alterations were made to the entrance. At present one large door exists which is covered with zinc sheets. It could be so altered that only one third could open as a door, and the remainder be panelled with wood on the lower half and with glass in the upper half.

Trivandrum was reached on Saturday, and the following gentlemen were called on:—Messrs. Chidambaram (Private Secretary to the Dewan), Abraham (Advocate), Eapen (Manager of the Quilon and Travancore Bank), the Hon'ble C. P. Skrine (British Resident).

On the following day, Sir C. P. Ramaswami Iyer, Dewan of Travancore (by appointment), Messrs. Chandresakharam (Vice Chancellor of the Travancore University), W. Irving (Manager of the State Guests Department) and Miss Watts, (Superintendent of the State Guests Department).

The acquaintance of the following gentlemen was also made:—

Messrs. Salter (Superintendent of the Government Transport Department), Denniston (Messrs. Stanes & Co.), Lopez (Traffic Inspector), and Mr. A. K. Tampi.

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M.V. "Derbyshire"	27 May	S.S. "Oxfordshire"	13 Oct.
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M.V. "Worcestershire"	22 July	M.V. "Derbyshire"	8 Dec.

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MADRAS

Mr. Tampi generously offered to act as Honorary District Representative in Trivandrum, and to generally supervise the work at the office when a branch there is established. He is very enthusiastic, and promises to recruit a large number of new members.

The Chief Secretary to Government was seen, but the Commissioner of Police, though called on several occasions, was out on each occasion.

The Private Secretary to H. H. the Maharaja, Mr. N. Krishnamurthi was called upon but he regretted the Maharaja was particularly busy and an appointment could not be arranged. He promised, however, that on a subsequent visit he would arrange an interview if three days' notice were given.

There were no shops or offices to let on the main road, but the landlords of three most suitable rooms which are situated at the junction of the Quilon and Nagercoil roads opposite the Mascot Hotel, and in the centre of the town were called upon. Two were permanently let to satisfactory tenants, and they were not prepared to make any change. The third, however, was willing to give notice to the existing tenant. The room is very similar to that in Madura, and required the same alterations to the existing entrance. The landlord has given notice to the tenant, and will write in a few days with regard to rent and cost of alterations. The site is ideal, being at the junction of the two main roads.

Clean Driving Licences

In October last this Association addressed the Home Department, Government of Madras, with a view to introducing a rule by which a clean driving licence could be issued to motorists after the expiry of a period of 3 years from the last endorsement.

It was considered that the introduction of such a rule would be an incentive to many drivers who have been unfortunate enough to be convicted, to drive with considerably more care thereafter, in the hope that by doing so, a clean licence might be obtained after the expiry of the period.

Our letter was forwarded to the Government of India in November. In March 1938, Sir Thomas Stewart, Member for Communications, Government of India, introduced the Motor Vehicle Bill in the Central Assembly, which includes comprehensive provisions to check offences under the Motor Vehicles Act.

The offences themselves are grouped under two categories—those for which disqualification should be obligatory, and those for which disqualification should be left to the discretion of the Court.

In order to secure uniformity in respect of the issue of a clean driving licence, after three years clean driving, it is proposed that the schedule specifying offences, convictions in respect of which licences are to be endorsed shall be divided into two parts.

Part A will contain more serious offences, endorsements in respect of which will be expunged after a three year period of clean driving.

Compulsory 3rd Party Insurance by Motorists

Sir Thomas Stewart also introduced a clause in the new bill for the compulsory insurance against third party risks. The proposal has received widespread support. Sir Thomas made it clear that compulsory insurance was not to be made obligatory until after 5 years had elapsed, after the commencement of the new Act.

Office Routine

134 itineraries covering 30,812 miles were issued during the month.

780 letters, 720 telephone calls and 640 personal calls were received, and 1481 letters were despatched and 1340 letters were delivered by peons.

Madras Road Patrol and Car Park Attendants

In addition to Cinemas the car park attendants were present at the following places during the month:—

The Connemara Hotel	On 8 occasions.
The Rotary Club	„ 4 occasions.
Willingdon Club	„ 1 occasion.
A.A.S.I.	„ 2 occasions.
Guindy Government House	„ 1 occasion.
The Cathedral	„ 2 occasions.
St. Andrew's Church	„ 1 occasion.
The Museum Theatre	„ 4 occasions.
Guindy Race Course	„ 1 occasion.
The South Indian Chamber of Commerce	„ 1 occasion.

The Road Patrol assisted in the parking arrangements at all the above places, and gave help to minor road-side breakdowns in the following instances:

Mechanical	.. ..	14
Tyre trouble	.. ..	8
Lack of Petrol	.. ..	5
		—
		27
		—

2 of which were cars belonging to W.I.A.A. members.
1 to an A. A. C. member.
2 to A.A.S.I. members.
4 to A.A. London members and
18 to non-members.

Three new members were enrolled by the Road Patrol.

Mysore Motor Vehicles Tax Rules—Part I

The following amendment has been made in Clause (VI). Add the following as note 2:—

Note 2.—A certificate of weighment will also be issued by the Inspector-General of Police in Mysore in respect of the unladen weight of a motor vehicle after weighment at the Weighbridge installed at this office and such certificate shall also be considered as satisfactory proof of the unladen weight of the vehicle. A fee of Rs. 10 will be charged for each weighment.

All new cars and motor buses and lorries whether for private use or for hire are weighed free of cost on payment of initial registration fees. In cases in which parties desire their vehicles to be weighed to ascertain the actual unladen weight of their vehicles, be it a car, cab, bus or lorry, a fee of Rs. 10 for each weighment is charged.

Free Shooting of Tigers

In Honnali Taluk, Shimoga District, Mysore State

The area within a radius of five miles round about Sowlanga village, Balaguthi Holbi, Honnali Taluk, Shimoga District, and the area within a radius of five miles round about Hodigere and Yaragattihalli villages in Chennagiri and Santhebennur Hoblies respectively in the Chennagiri Taluk, are thrown open for free shooting of tigers for a period of three months.

Sir Stenson Cooke's Itinerary

Arrangements made for visitor.

After visiting India and Australia, Sir Stenson Cooke, General Secretary of the Automobile Association, Great Britain, arrived in New Zealand on March 7.

Business and private arrangements made for him in Auckland city and province by the A. A. Auckland embraced A.A. functions such as dinners, and private receptions, a motor run, a call on the mayor of Auckland, and visits to Tauranga, Gisborne, Rotorua, Taupo, Wairakei, Tongariro, and Rotoiti.

On March 11, after lunch at Wairoa, the journey was made to Napier, where Sir Stenson was the guest of the A.A. Hawke's Bay at the home of the President, Mr. J. H. Edmundson.

The following details have been supplied for the completion of the itinerary:—

Thursday, March 17: Guest of A.A. Manawatu at Palmerston North.

Friday, March 18: Lunch and guest of A.A. Wairarapa; meet executive of A.A. Wellington, at Wellington.

Saturday, March 19: Guest of Mr. E. A. Batt, chairman, A.A. executive, at Wellington Racing Club's meeting; guest of A.A. Wellington at dinner; cabaret party.

Sunday, March 20: Left open for such entertainment as may be acceptable; broadcast from 2YA.

Monday, March 21: Civic and official appointments as arranged by A.A. Wellington; cocktail party; sail for Lyttelton, 7-45 p.m.

Tuesday, March 22: Arrive Lyttelton; representatives of A.A. Canterbury will meet steamer at Lyttelton and motor to Christchurch via Summit Road and Dyers Pass; morning free; call at office of A.A. Canterbury; lunch at Rotary Club; trip round city and environs; guest of A.A. Canterbury at dinner.

Wednesday, March 23: Leave for Hanmer accompanied by representatives of A.A. Canterbury; at Hanmer meet Dr. S. A. Gibbs and others from Nelson and Blenheim.

Thursday, March 24: At Christchurch, arrangements in hands of A.A. Canterbury.

Friday, March 25: Lunch and guest of A.A. South Canterbury at Timaru; if possible meet representatives of A.A. Otago when passing through Oamaru; evening free.

Saturday, March 26: Meet members of executive at A.A. Otago office; guest of Otago at social evening with dancing.

Sunday, March 27: At Timaru; evening free.

Monday, March 28: At Christchurch; afternoon free; leave for Lyttelton.

Tuesday, March 29: Arrive Wellington 7-30 a.m.; leave for New Plymouth 9 a.m., lunch and guest of A.A. Wangannui; evening in New Plymouth free.

Wednesday, March 30: Arrangements in hands of A.A. Taranaki.

Thursday, March 31: Lunch at Mokau or al-fresco; evening free at Waikato; inspect glow-worm cave.

Friday, April 1: Lunch at Hamilton: prior to lunch meet A.A. Hamilton committee; social evening with A.A. Auckland Council.

Saturday, April 2: Morning free at Auckland; meet A.A. members and wives at afternoon tea at Waiatarua.

Sunday, April 3: Free day.

Monday, April 4: Lunch at Rotary Club; leave for Los Angeles, 5 p.m.

Sir Stenson is to be accompanied by Mr. G. W. Hutchison, Secretary of the A.A. Auckland.

Civil & Military Station, Bangalore

NOTICE. No. 1556/38, dated 6th April, 1938.

In order to provide for the grant of short-term licences for 30 days for motor cars and motor cycles in the Station the Municipal Commission at their special meeting held on the 31st March 1938, approved of the following amendments to Schedule 'C' and to Section 1-A of Bye-law No. 3, Chapter II—Assessment and Collection—Tax on Vehicles and Animals:—

(1) Add the following in Schedule 'C' attached to Bye-law No. 3, Chapter II, before the item "Motor Lorries":—

"30 DAYS' LICENCE."

"A short-term licence for 30 days starting from the date of possession or of arrival in the Station may be granted for a car or a motor cycle with or without side-car at the following rates if such vehicles are kept in the Station for more than 6 days from the date of possession or of arrival in the Station, no refund being permissible in respect of this licence.

For every Motor Car 15 cwt. and over	Rs. 7 8 0
Do. do. under 15 cwt.	" 4 0 0
Do. do. Cycle	" 2 0 0
Do. do. with side-car	" 2 8 0

(2) Add the following as proviso (3) in Schedule 'C' of Bye-law No. 3, Chapter II:—

"(3) that if any person who has paid the tax for a motor car or motor cycle with or without side-car for a quarter ceases to possess any such vehicle within 30 days from the date of its possession or of arrival in the Station, he may be granted a refund after deducting the tax payable for 30 days."

(3) Add the following as proviso 2 of Section 1-A, of Bye-law No. 3, Chapter II:—

"provided also that in the case of a motor car or motor cycle with or without side-car kept in the Station for more than 6 days but not exceeding 30 days from the date of its possession or of arrival in the Station a short term licence of 30 days may be obtained."

2. Objections and suggestions should reach the President, Municipal Commission, on or before the 9th May, 1938.

C. F. V. WILLIAMS,
President, M.C.

COMMENTS.

(1) A 30-day period is essential and will help, in a way, to ease the present boycott of the Station.

(2) Rates: These are exactly half the quarterly ones, and in this respect, follow the Mysore and Madras rules, though cheaper rates would have encouraged visitors to the Station.

(3) Refunds:—A corollary of the introduction of a 30-days licence, is the refund which will now be possible for quarterly licences.

(4) The taxing of cars from date of possession (purchase) if kept beyond 6 days follows the general practice, e.g., in Bombay, one may, once every year, run 30 days free, but if 30 days are exceeded, one pays for the previous 30 days.

Motorists and Pedestrians

A question of driving negligence

A judgement of considerable importance to motorists and pedestrians was delivered by the Hon. Mr. Justice Cruer of the Nagpur High Court a few days ago.

The facts of the case briefly were:—

Mr. M. B. Ronghe, a journalist and landlord of Amraoti, was driving his car with Mr. N. G. Deo, Advocate, on the morning of Dec. 26 last. Ashraf Ali was walking along the extreme left of the untarred portion of the road. He suddenly dived across the road, unheeding the sound of Mr. Ronghe's horn. Mr. Ronghe swerved to the right and would have avoided collision but for the walking stick which Ashraf Ali was carrying under his arm, and which came in contact with the left mudguard. He was in consequence knocked down and injured. He was promptly hurried to the hospital by Mr. Ronghe and a report was made to the police station about the accident.

Both the trial and the appellate courts held Mr. Ronghe guilty of negligence in driving his car. The Sessions Judge, Amraoti, referred the case to the High Court on the ground that the conviction was illegal and should be set aside.

Mr. N. G. Deo, Advocate, who had figured as a defence witness in this case argued the revision with the permission of His Lordship.

"Motorists and pedestrians" argued the counsel, "owe a duty to each other—they are relative and reciprocal. Here is a pedestrian, who does not "look before and after" and crosses the road heedless of automobile traffic. My client is a normal driver and expects normal behaviour from the pedestrians. Owing to the rashness and negligence of a pedestrian Mr. Ronghe found himself in a predicament in which he had to make up his mind in a fraction of a second. He had two courses before him—either to attempt to stop his car dead, failing which to kill the man outright, or to swerve and if possible avoid a collision. Mr. Ronghe adopted the latter course and very nearly succeeded. The lower court have held that he should have stopped. Even then at the worst he was guilty of an error of judgement. But error of judgement is not legal negligence."

Proceeding, the counsel cited a Privy Council case reported in 461 C. 319 which lays down "if a man is suddenly put in an extremely difficult position and a wrong order is given by him it ought not, in the circumstances, to be attributed to him as a thing done with such want of nerve and skill as to amount to negligence. If in a sudden emergency a man does something which he might, as he knew the circumstances, reasonably think proper he is not to be held guilty of negligence, because, upon review of the facts, it can be seen that the course he adopted is not the best."

His Lordship held that "the accident was due to the pedestrian himself who suddenly moved out into the road way" without looking where he was going. The driver had to make a quick decision how best to avoid collision with him and should not be held guilty of negligence even if more skilful or slightly different action on his part might have been more successful."

His Lordship accepted the principle laid down by the Privy Council case and set aside the conviction and sentence.

Hony. Secretary's Report—Bangalore Branch

General

Callers at this office averaged three a day from the middle of February, and this number is keeping up. I suppose the weather must be blamed for the fact that quite a number called between 5-30 and 7-30 p.m., that is to say, after tennis.

I had to make greater demands on the Secretary for itineraries to replace my depleted, and limited stocks; but in only one or two cases was it not possible to issue the required "route" on the spot, which seemed to surprise some members.

A few arrived from Bombay with routes up to Bangalore where, they stated, they were instructed to apply for further routes in South India, and received them, a few being worked out in M/S from maps. One member of a "sister" A.A.—business and not pleasure-bent, much appreciated being saved about 100 miles on a single journey southwards.

Maps

2 maps of the Madras Presidency, 1"=20 miles, of the special A.A.S.I. pattern; as also 4 car badges were supplied to members in March.

Members may note that I keep stocks of these.

Correspondence.

Letters issued were:—

To the Secretary	.. .. .	72
Others—Outstation	.. .. .	2
Local	.. .. .	54

Total 128

There is an increase of 10 over February, mainly to local members. Receipts were slightly less. These figures do not take into account copies of letters sent to second parties, or of routine receipts, pay-in slips to Banks, etc.

Members may have noted that for some months type has taken the place of M/S letters.

New Members

The Secretary's report will show these.

Road Scouts

One was present throughout the month. The change over from a bicycle to a M/cycle increased his usefulness tremendously. His new uniform, and hot weather pattern shirt-jacket with smart facings have been well spoken of. A separate report of his work has been submitted.

Traffic matters in the C. & M. Station.

The one-way traffic in front of the Russell Market has, for some time, ceased; I evidently missed seeing any notice of this. It worked well in the immediate front of the market where the road is very wide, but the entry from the top end was by a narrow street just wide enough for two rickshaws to pass, and this bottle-neck was made more difficult because of the Tea-shops with their eternal music on very noisy gramophones and the crowds of listeners who stood all over the road dead to everything except the music and tea.

The painting of the electric standards and other posts on the roadways is proceeding slowly. I think it was a pity not to have included the colour "white", that is to say, black, white

and yellow bands. Black and yellow make for good visibility by day; in fact black lettering on a yellow background takes pride of place after exhaustive tests by the advertisers and other eminent associations and authorities in England. But on posts the bands are side by side, and many stand in semi-darkness under trees, in which case, white does show up by night, just as the white furlong stones can be picked up from the road sides from a furlong distance.

While speaking of visible signs: members may have noted that in front of this office are two examples of the best colouring of signs by daylight. They are (1) the A.A.S.I. sign—black on yellow, and (2) my private name-board—green on white. It may be noted that red on white, blue on white, and white on blue are numbered respectively 3, 4 and 5 in the order of visibility. Red on yellow, though not quite last is pretty bad, and has led to the "Poster Artists macims" that—"Red upon yellow cannot be seen, but black upon yellow fairly bellow" (with acknowledgements to the "Autocar" of 19-2-38).

By the way, quite a lot of people have asked me the exact reason why the A.A.S.I. has painted these posts; some thought they indicated just where cars should park, etc., etc. I made suitable replies though I could not in truth hold the A.A.S.I. entirely free of some responsibility for their being painted. I doubt whether our Secretary expected quite such a cheap advertisement.

Bangalore Station Short Term Licences.

At its last meeting, the Municipality passed a law to bring in a 30-day licence in order to help motorists who acquire a car, or bring one in from other States, etc., in the last month of a quarter, or for a short stay. It is being published for objections, if any; the Secretary, A.A.S.I. has a copy.

The C. & M. S. Days of Grace for Licences for Cars, Cycles and Dogs up to the 1st of May every Year.

In the S.I.M.O. for November '37, page 369, I mentioned the risk of going to hear the Band in Cubbon Park (or, as a matter of fact, to the public library just outside the C. & M. S. boundary) during April until one had renewed one's licence, as the Mysore State seemed to recognise no days of grace. In previous years, I had never heard of a check up of licences in that State just outside the Station limits, but this year, it has been done, I mean to say, early in April when, of course, it takes some considerable time for some 2,000 cars to obtain new licences, even presuming that 100 can be coped with each day.

It is not possible to obtain a licence for the new year before the 1st April, so that one must, it seems, remain inside this little island, a virtual prisoner, until the scramble for one's licence is successful, and this may take weeks. For example, at the time of writing this on the 20th April, so great was the rush for licences, that the Scout was detained for two hours to obtain two licences for a member (one a station licence, and a Madras one).

The reciprocity Rules make no mention of this matter nor of Mysore cars entering the Station before obtaining a new Mysore licence. The Mysore licensing office issues in advance for their half-yearly ones, e.g.—from 27th December for half year commencing 1st July. My personal experience makes me doubt whether all licences can be issued by the 1st July or not.

The office does not appear capable of much increase, Sunday, April 1st; whereas, in the C. & M. S. the staff is much

augmented and the whole show moved to the spacious and airy Mayo Hall, which will accommodate hundreds in comfort, until the rush of work is over, i.e. weeks after the 1st April.

Driving Licences in the C. & M. S. and their Renewal.

Many members do not know that renewal of these up to 7 days of grace after the date carries *no penalty*; Authority:—C. & M. S. Bangalore Municipal office Notification dated 16th December 1930. A copy of this will be found pasted into page 10 of the Bangalore (C. & M. S.) Motor Vehicles Rules 1927. These are obtainable from the Municipal office for 1 anna 6 pies per copy. Every motorist should have a copy.

Committee Member's Visit.

I much regret having omitted, by an oversight, to mention in my notes in the Journal for March, a visit paid to this Branch office by a member of the Committee during February. It was a disappointment to miss seeing this Gentleman again, when I called at his Hotel.

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

Hony. Secretary,

Bangalore.

Bangalore Scout's Report

General Duties.

On the same lines as in previous months; viz., 8 hours a day, sometimes slightly exceeded, the normal hours being from 9 a.m. to 1 p.m., and from 5 p.m. to 9 p.m. Usually reporting to office at the commencement and end of each patrol. Mean-time, touch being kept by a planned programme. An increased influx of callers at the office took up a little more of his time there than usual. Patrol work was spread out fairly evenly in both the C. & M. Station, and the Bangalore City.

Special Duties.

12 licences (Mysore, Madras and Local) were obtained and delivered at Members' Houses or hotels; or to the office for despatch by post to out-stations, (these were exclusive of those obtained by the Hony. Secretary).

The Scout assisted in the parking arrangements, and attended to members' cars in the following places:—

Band at Cubbon Park on 4 occasions	
Bowring Institute on	4
St. Patrick's Cathedral Service	8
St. Mark's Church	3
Holy Trinity (Garrison) Church	4

Once at a member's private after-dinner dance, where were present the Hon'ble the Resident in Mysore, the Dewan of Mysore, the G.O.C. Madras District, the Yuvaraja of Mysore, Rajkumar and other Nobility of Mysore, etc. The Scout had full control of the special Parking arrangements and fire-fighting arrangements and extinguishers.

3 Members' cars were rendered help on the road; 2 for ignition faults and 1 self-starter trouble. These were got going in a few minutes and advice given as regards seeking more permanent attention from Garages.

3 new members were enrolled during the month of March.

Membership

53 New members were enrolled during the month of March 1938.

These new members were introduced by the following:—

7 by Mr. C. H. D. Leonard,
5 by Major A. W. Waters, M.B.E.
2 by Mr. H. H. Chapman, and
1 by Messrs. J. J. Rowe, R. Booth, H. Stocker, R. N. Rowson, T. R. Bushanam, B. J. Purohit, F. H. Scutt, B. S. Laurence, Bharat Insurance Co. Ltd., A. Rajakumar, P. Venkataramana Raju, U. R. Rao, S. V. Aiyar, Dr. W. F. Rule, D.D.S., Messrs. E. H. Stanes, H. W. Shelley, O. W. Horrocks, V. Duraiswamy, A. Westmorland Wood, K. Krishna Menon, D. J. Spencer and F. J. Chadwick.

The remaining 17 were enrolled by the Staff.

New Members

A Lawton, Esq.,
Binnington Gardens, Bangalore City.
L. H. McLaggan, Esq.,
Marikuppam, Mysore State.
A. A. Campbell, Esq.,
Bimlipatam, Vizagapatam.
R. E. Peters, Esq.,
C/o Messrs. Burmah-Shell Oil Storage and Distributing Co. Ltd., Madras.
W. Atkinson, Esq.,
High Forest Estate, Mudis P.O.
S. Rajagopal, Esq.,
Asst. Industrial Engineer, Rtd., Hensman Road, Theagaroyanagar P.O.
S. T. Abdul Shukoor & Co.,
22, Varasidhi Vinayagar Koil Street, Periamet, Madras.
Miss Phyllis E. Tollitt,
Lady Curzon Hospital, Bangalore.
Ernest Neuenhofer, Esq.,
1, Lavelle Road, Bangalore.
V. Narayana Chetty, Esq.,
53, Strotten Muthia Mudali Street, G. T., Madras.
Major L. P. Gernon, I.M.D., Retd.,
9, Magrath Road, Bangalore.
Capt. D. J. B. Barling,
Connemara Hotel, Madras.
W. J. M. Adams, Esq.,
C/o Best & Co., Ltd., Madras.
D. P. Gupta, Esq.,
Dalimia Cement Ltd.,
Bharat Buildings, Mount Road, Madras.
A. V. Srinivasan, Esq.,
1, Walker Town, Secunderabad.
M. K. Menon, Esq.,
Asst. District Superintendent of Police, Bezwada.
H. C. Webb, Esq.,
Fort St. George, Madras.
A. Narayana Sarma, Esq.,
3rd Judge, Small Cause Court, Madras.
R. S. Elumalai Chettiar, Esq.,
1/3, Varasidhi Vinayagar Koil Street, Periamet, Madras.
M. Bhashyam, Esq.,
12, Masilamoney Street, Theagaroyanagar Post, Madras.
Miss M. Horwood,
Methodist Mission, Guindy, Saidapet P.O.

A. H. Mackie, Esq.,
Redfields P.O., Coimbatore.
Lt.-Col. H. R. H. Greenfield,
2nd Bn. Argyll and Sutherland Highlanders,
Trimulgherry, Deccan.
Dr. H. S. Hensman, O.B.E.,
9, Kennett Lane, Egmore, Madras.
N. C. Burnett, Esq.,
The National Bank House, Cochin.
M. Rangayya, Esq.,
Ellore, W. Godaveri.
Rao Sahib C. N. Krishnaswamy Naidu,
Dy. Superintendent of Police (on leave to Courtallam),
Tinnevely District.
K. A. Krishnamachari, Esq.,
C/o Newton Co., 60, Nattu Pillaiar Koil Street, Madras.
Capt. Rowan Stack, R.E.,
Q. V. O. Madras Sappers and Miners, Bangalore.
J. D. Richardson, Esq.,
Ashley Estate, Peermade, S. India.
Dr. (Miss) H. M. Lazarus,
Government Victoria Hospital, Triplicane.
R. B. Budgett, Esq.,
C/o C. M. S., Bezwada.
T. Krishnamurthy, Esq.,
Robertsonpeta, Masulipatam.
Messrs. Krishnaswami and Jaganathan,
5, Sambasivan Street, Theagaroyanagar P.O., Madras.
A. M. Dent, Esq.,
M. & S. M. Railway, Perambur.
B. S. Narayanawami, Esq.,
Dy. Controller, Military Accounts, Poona.
Capt. W. P. Lappin, I.M.S.,
K. G. Hospital, Vizagapatam.
P. H. V. Iyer, Esq.,
Malabar Motors, Calicut.
Capt. J. Ford-Thompson,
Indian Military Hospital, Bangalore.
W. H. C. Harley, Esq.,
C/o Binny & Co. (Madras) Ltd., Armenian Street, Madras.
H. C. Ingle, Esq.,
British & Foreign Bible Society, P. T., Madras.
Capt. R. E. A. Jones,
Fort St. George, Madras.
*M. J. Holmes, Esq.,
Dy. Superintendent of Police, Kurnool.
Miss Hope Lucas,
Lady Curzon Hospital, Bangalore.
Dr. R. J. Dyson,
C. M. O., M. & S. M. Railway Co. Ltd., P. T., Madras.
P. K. Madhava Menon, Esq.,
Inspector of Excise, Cannanore.
J. L. Wood, Esq., I.C.S.,
Sub-Collector, Tellicherry.
C. K. Kunjipacki Koyi, Esq.,
Landlord, Pallacun Road, Tellicherry.
A. A. Row, Esq.,
Asst. Electrical Engineer, M. & S. M. Railway, Perambur.
D. Peacock, Esq.,
Ashton, Nungumbakkam High Road, Madras.
J. H. B. Andrew, Esq.,
C/o Asbestos Cement Ltd., 18, Second Line Beach, Madras.
E. F. Creeth, Esq.,
5, Ordnance Lines, P. T. Madras.
C. E. Berry, Esq.,
2, Resthouse Crescent, Bangalore.

SPECIAL KERB TO INCREASE ROAD SAFETY

AN interesting experiment has been made in England in the use of a special kerb designed to increase road safety. It is claimed that the kerb provides greater safety for night travel, automatically increases in efficiency as the weather deteriorates; and involves no increase in production costs.

Some of the most dangerous factors of road travel at night are:—

1. Seeing the road edge clearly defined, particularly in foggy and wet weather, or in the glare of approaching headlights.

2. Distinguishing anything such as a pedestrian or cyclist between the driver of a car and the road edge.

To overcome these factors, a special type of kerb has been constructed and experimented with, and the results are eminently satisfactory.

Facets are introduced into the kerb, which cancel the angle of incidence and reflection of the headlights of cars on to the kerb. That is, they give a direct reflection back to the eye of the driver. The facets have been arranged as the result of careful mathematical calculations, so that the most brilliant reflection is given. The kerb is self-cleansing, so that grit or mud does not impair its efficiency.

The method of construction does not impair its strength, the facets being protected and difficult to break, and each facet would have to be completely chipped off before the kerb would

become useless. Consequently it is unlikely to become inefficient by damage.

The manufacturing costs of these kerbs are identical with those of an ordinary concrete kerb, so that their use cannot be ruled out (as is often the case) on economical grounds. Consequently the kerbs can be laid continuously in the manner of ordinary kerbs.

Besides having all the advantages of the reflector type of kerb, it has the additional advantage that it gives a continuous white line at night, whereas the reflector type of kerb gives only an intermittent light. If this continuous line of light given by the faceted kerb is obstructed, it indicates something between the driver and the kerb. This is particularly useful against approaching headlights.

Further, the line of light when motoring on the correct side of the road is more brilliant than if motoring of the incorrect side of the road. Thus in foggy weather automatic indication of the correct side of the road is given.

Another most important factor is that in wet weather a normal concrete kerb becomes wet and dark and consequently difficult to see. Under these conditions the moisture on the facets of this special kerb increases their visibility. Therefore, the more inclement the weather and darker the road surface, the more visible is this road edge.

A clear and brilliant yet non-dazzling effect is obtained by this kerb, and although the type now described displays a white line of light, a red or any other colour could easily be obtained. Its value is its simplicity, ease of efficiency, and low initial cost.

MOTOR SHEDS ON NANDI HILLS

THE Government of Mysore have proposed to fix the following rates for the use of sheds for the parking of cars at the top of the Nandi Hills:—

	During the season per day			During the off season per day		
	Rs.	A.	P.	Rs.	A.	P.
1. Motor cars	1	0	0	0	8	0
2. Buses, taxis and lorries	2	0	0	1	0	0
3. Motor-cycles with or without side-car	0	8	0	0	4	0
4. Cycles	0	4	0	0	2	0

The rates seem reasonable for the casual visitor who stays from one to three days, without previous reservation. Over 3 days, which must be booked in advance, there should be a sliding scale. Bangaloreans often stay on the Hill from one to three weeks, and these will be deterred from using the sheds on top. Parties of young people will be encouraged to park cars at the Kuduthi sheds for 8 annas per day and save the Re. 1 toll too. The 4 miles walk up the "Bangalore End" side, is quite an easy matter, and can be cut down considerably by

stepping across the extremely easy gradient from that side instead of following all the zigzags. Quite elderly people have done it.

Even the casual visitor for a few hours or a day, and who has already paid the new toll of Re. 1 recently introduced about half-way between Bangalore and Nandi; as also another Re. 1 toll on Nandi, will consider whether a shady tree is not good enough. Rs. 3 is a good sum to pay for a few hours.

Even so, it may be said that it is cheaper than the old chairs. That may be, but once having tried the chairs, and seen the hills, visitors were slow to do so a second time, and this was, perhaps, the reason the price of rents had to be cut down.

It would encourage visitors if a sliding scale of rates were adopted somewhat on these lines:—

1 to 3 days: new rates now sanctioned.
4 to 10 " 75% of these rates.
over 10 " 50% of these rates (i.e., same rates as those at the foot of the hill). This would discourage the long stayer from dropping his passengers on top, then parking in a shed at the foot of the hill, and walking up again.

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

The New Motor Vehicles Bill

THE new Motor Vehicles Bill which is intended to consolidate and amend the law relating to motor vehicles in India was introduced in the Central Legislative Assembly on the 18th March and was referred to a Select Committee after one week's debate. The Select Committee, it is proposed, should meet some time in July—which will give all those interested ample time and opportunity to express their views in the meantime—and the Bill will then be considered by the Assembly at its Simla session.

Explaining the genesis of the Bill, the statement of objects and reasons says "A Bill was introduced in August 1936, to amend the Act of 1914 on certain points. It was, however, recognised then that a more comprehensive measure would have to follow. The legislature decided that the Bill should be circulated and this was done, but before fuller action could be taken on it, the reports of the Motor Vehicles Insurance Committee and of the Wedgwood Committee were received. Government decided that in the circumstances, it was preferable to drop the partial measure and to present a more comprehensive Bill. The present Bill incorporates the main recommendations of both these Committees, and is the outcome of consultations with Provincial Governments and the third Transport Advisory Council, which deliberated on it in December last."

An important chapter (Chapter IV) legislates specifically for the control of transport vehicles—i.e., vehicles carrying passengers for hire or reward, or goods whether for hire or reward or otherwise. Such vehicles are divided into four classes, namely

- Stage carriages, i.e., motor buses on regular or quasi-regular services;
- Contract carriages, i.e., taxis and other motor cars and buses used for special occasions;
- Private carriers (of goods) and
- Public carriers (of goods).

The general scheme is that the control of these separate classes of vehicles should be in the hands of transport authorities constituted for specified areas within the province and that for the purpose of co-ordination, hearing appeals, etc., there should also be constituted a transport authority for the province.

Another provision in the Bill is that compulsory third party insurance should be obligatory after a period of five years from the commencement of the Act, or earlier if the Provincial Governments so desire, while some of the other clauses provide for uniform distinguishing marks on vehicles, prevention of overloading, validity of registration certificates throughout India, etc. It is proposed that a registration certificate when once taken out should be valid in perpetuity throughout India and should remain as a history of the vehicle during the vehicle's life. Transport vehicles will have to be brought up periodically or as required for mechanical inspection. It is proposed to do this by attaching to the registration certificate, a certificate of fitness which will specify the date by which the vehicle is to be re-examined. One advantage of this is that inspection will take place as and when due and there will be no necessity for any disorganisation of passenger vehicles due to all vehicles being called for examination at a particular time.

D

To prevent overloading, the maximum permissible weight and the axle weights of transport vehicles (other than motor cabs) will be certified by manufacturers and specified in the registration certificates. To guard against the possibility of the certified weight being incorrectly specified, it is proposed that the legal weight of any axle should be governed by the size of pneumatic tyres attached to the wheels of that axle, in accordance with a schedule of permissible tyre loads included in the Bill.

Provincial Governments will have power to make rules for various purposes including the use of safety glass and speed governors.

Papers for the Fifth Indian Roads Congress

"For the Fifth Annual Session of the Indian Roads Congress which it is hoped will be held in about the third week of January 1939, members are invited to contribute papers on any subject connected with Highway Engineering," states a memorandum issued by the Secretary of the Congress. As it is desirable to circulate copies of Papers to members well in advance of the meeting, and as it takes a good deal of time to print the same, it is necessary that all the papers should reach the Secretary through the local Member of the Council by the end of June 1938.

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

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

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

(i) Papers should be typed on one side of good stout paper of foolscap size, double or treble spacing being used, and an ample margin should be left on the left-hand side.

(ii) The author's full name and designation should be given below the title of the paper.

(iii) As regards illustrations which fall into 2 classes:

- Line drawings,
- Half-tones,

line drawings should be made in *black Indian Ink on good quality white drawing paper or tracing cloth*. The size of drawings should be smallest possible compatible with legibility. Blue prints are of no use for reproduction, and black line prints are also unsatisfactory.

Half-tones are ordinary photographs and it is necessary to see that the prints are clear, slightly over-printed and glazed. Photographs which are dim or out of focus do not come out distinctly in reproduction and make a bad show. The size of photographs should be from quarter plate to full plate. Negatives should accompany where possible and will be returned when done with. Captions should be written on the back of prints in soft pencil.

(iv) Members contributing Papers on any actual bridge work carried out are requested to give *inter alia* the following details:—

- (1) A dimensioned cross section of the roadway;
- (2) The loadings on which the design is based;
- (3) The cost per square foot of the elevation area comprised by the road level and the bottom of the foundations; and
- (4) The ratio of the total cost of the substructure to the cost of those parts of the superstructure as are subject to variation with variations of span.

(v) Members are particularly requested to use the units of weight measure and cost standardised by the Congress (*vide* page 176 of Proceedings of the II Indian Roads Congress) and in papers describing road works to give the information required by the form of record drawn up by the Congress (*vide* pages 184-185 of the Proceedings of the II Indian Roads Congress).

(vi) Mathematical formulæ should be drawn carefully by hand and not set with the typewriter.

(vii) The use of abbreviations should be avoided.

For example, do not write 6'-2" $\times$ 3'-3" but write 6 feet 2 inches by 3 feet 3 inches. Instead of 225° C. write 225 degrees Centigrade, and so on.

(ix) Only those words and phrases which are to be printed in italics should be underlined.

Message from H. E. The Governor of Sind

His Excellency Sir Lancelot Graham, Governor of Sind, has sent the following message to the Sind Branch of the Association, which was read at the Annual Meeting of the Branch held on March 17th:—

"I welcome your report as evidence of another year of valuable work, and I fully recognise that so long as you flourish my Government will not be allowed to neglect the development of roads in Sind, even if it should entertain so suicidal a design. May I bring to your notice the experimental cement tracks at about mile 8 on the Hyderabad-Mirpurkhas road? This is not the place for prophecy, but I may be allowed to express a hope that much progress will be achieved through this style of road-making. Lastly, I may refer to the discovery—to me altogether unexpected—of a good, hard quality of road-metal in the Hyderabad District."

Railway Budget

"In the Railway Budget it is very gratifying to see that there was an actual surplus of 121 lakhs, against the original estimated deficit of 344 lakhs, and a revised estimated surplus of 15 lakhs for 1936. Similarly, we are glad to see that the revised estimate for 1937-38 provides for a surplus of 283 lakhs against the original estimate of 15 lakhs only," said Mr. G. H. Cooke, the retiring President of the Bombay Chamber of Commerce, speaking at the Annual General Meeting of the Chamber

held at Bombay on March 23rd. Mr. Cooke continued: "Gratifying as these figures are, they give much food for thought. The first consideration which occurs to me, when comparing these original and revised estimates, and actual results, is the rapidity with which the fortunes of Indian Railways can change in the trading and traffic conditions prevailing at the present time. This leads me to consider if the 800 crores of taxpayers' money, at present invested in Railways in India, is not a more speculative holding than it was in the past, and even more speculative than we are apt to regard it now, when we take into consideration that the earnings from this investment did not so much as cover the interest charges for six consecutive years, prior to 1936-37, let alone pay any surplus into general revenues. I mention this point because, as you know, the Government of India have the option of buying out private stockholders in certain Railways which are still partly or wholly owned by Companies. The question which needs consideration, therefore, is whether it will be wise for the Government of India to add to its investment of 800 crores in Railways, in trading conditions tending towards economic nationalism, and whilst railways have to face inevitably the growing competition from road and air traffic. To my mind the figures which are revealed in the Railway Budget raise the whole question of how far any Government is justified in investing the taxpayer's money in commercial ventures, be they railways or any other venture, for all commercial ventures are liable to become obsolete with the passing of a few generations, and, in the hands of a Government, likely to fetter the legitimate economic advancement of the country."

Calcutta Branch Annual Meeting

Presiding at the Annual Meeting of the Calcutta Branch of the Association held on March 11th, Mr. George Morgan, the Chairman of the Branch, referred to the obstacles peculiar to the province which faced road development in Bengal, such as the deltaic nature of the territory, with its attendant problems of inundation, the spanning of innumerable waterways and the lack of readily procurable material for the construction of substantial roads. All these factors tended to make road development unusually costly. If financial stringency therefore was to be advanced as the reason for the deplorable lack of progress with road development in Bengal during the last five or six years, the position as it was to-day might be understandable.

Reference to the Bengal budget revealed, however, that while considerable sums had been accruing for years from the subvention made by the Central Government from the provincial share of the petrol tax, comparatively little of this money had been spent and a sum approximately Rs. 50 lakhs lay idle in the exchequer, representing about four years' accumulation of contributions from the Road Fund.

This was hardly satisfactory and it was all the more a matter for concern that there was a probability that, under the terms of the Road Fund resolution of 1937, the Central Government might withhold or resume Bengal's annual subvention which now amounted to over Rs. 13 lakhs per year, unless and until accumulated funds were disposed of in the manner contemplated when the Road Fund was instituted.

Referring to the new Motor Vehicles Bill introduced in the Central Legislature, Mr. Morgan said that it would be the duty of the Association to scrutinise the Bill thoroughly to ensure that there was no encroachment on the rights of all forms of transport to operate under equitable conditions, and that there



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was no unwarranted interference with the legitimate development of modern forms of transport in the best interests of the public.

Madras Branch Annual Meeting

Various suggestions designed to develop roads and road transport were made by Mr. E. A. Watson, the Chairman of the Madras Branch of the Association, speaking at the Annual Meeting of the Branch held on March 8th, when the Hon'ble Mr. C. Rajagopalachariar, the Prime Minister of Madras, was present. The suggestions included (1) a reduction in the level of motor vehicle taxation in the Presidency in order to encourage the operation of motor vehicles; (2) an invitation to the Madras Government to press for a larger share of the petrol tax to be allotted for road development, than at present; (3) the raising of a road loan so that the very comprehensive system of roads proposed by Mr. Vipan in 1936 may be carried out in full before the conditions investigated and reported upon by him are altered by the rapid deterioration of the present road system, and finally, (4) a scheme whereby all users of the roads could be made to pay for such use in relation to the amount of use, the damage caused and the capacity to pay. Mr. Watson also referred to the Madras Traffic Control Act recently passed by the local legislature and said that as soon as the new Act comes into force, with its accompanying rules, Government will have one special and particular tangle to straighten out, namely, the closure of the Tinnevely-Tiruchendur and neighbouring roads to bus traffic.

Madras Traffic Control Bill

Motor transport in Madras is at last to be freed from the control of District Boards and Municipalities. A Bill passed by the Madras legislature early in March withdraws the powers of local bodies in the matter of framing by-laws for the regulation of traffic on public roads and abolishes the licence fees which District Boards and Municipal Councils are collecting at present from motor vehicles. To make good the loss of income which will be suffered by local bodies the Provincial Motor Vehicle taxation is to be enhanced to the extent necessary and contributions are to be made therefrom to the bodies concerned.

The establishment of a Traffic Board in each district is also provided for, whose duties will include the fixing of the number of vehicles allowed to ply on the different routes. There will, in addition, be a central Board for the whole province, subordinate to the Provincial Government, which will hear appeals from the orders of the District Traffic Boards and further lay down regulations for controlling motor traffic affecting more than one district. The composition of the Boards and the actual definition of their duties will be governed by rules to be framed under the Indian Motor Vehicles Act.

Under the Bill, lorries are to be taxed on the basis of their laden weight, and the distinction now made for taxation purposes between lorries plying for hire, those used for trade purposes and other lorries is to be obliterated.

Speaking on the Bill while under consideration in the local Legislative Assembly, Mr. G. L. Orchard, a member of the Madras Branch Committee of the Association, warmly congratulated the Government on the general principles embodied in the Bill and referred to the fact that the unified control which the Bill advocates had long been strongly and consistently urged by many local Associations interested in the subject. Mr. Orchard, however, regretted that motor transport was not

to have any substantial relief from the heavy burden of taxation and referred to the fact that when tolls formed the system of taxation, bullock carts contributed some Rs. 30 lakhs per annum to the revenues. It is unfair, he said, that motor transport should continue to subsidise the bullock-carts, which by reason of their construction and great numbers do substantial damage to the roads.

Road Design in India

Practical suggestions for road design which would increase the safe use of roads were made by Mr. H. E. Ormerod, speaking on "Road Architecture" at the lecture hall of the B. E. S. & T. Co., Ltd., Bombay, on March 17th. The purpose of the meeting was to "focus attention on the desirability, expressed in various quarters, of having road architects to assist engineers and public bodies in designing the roads so that they will be of maximum utility from every point of view, as opposed to a mere means of getting from place to place." Various lantern slides were shown illustrating roads in India and in Europe.

The Hon'ble Mr. N. Y. Nurie, Minister for Public Works, Bombay, who presided, said there was a time when old roads were quite good, but with the change in times and the faster means of transport, the question of roads has assumed very great importance. In solving road problems, various questions have to be considered, such as the dust nuisance, the danger to pedestrian lives and the congestion on roads. India is a poor country, but has to keep pace with modern developments. Roads have to be designed which will stand all sorts of modern transport and all the facilities must be obtained at a minimum cost.

Mr. Ormerod, in the course of his speech, said: "I make the suggestion that the Road Engineer who is engaged in constructing a road mainly on the basis of strength and durability, requires the assistance of an expert to help him in design and lay-out in much the same manner as a contractor constructing a building requires a design prepared by an architect." Mr. Ormerod added that road design has not kept pace with the motor car, in other words, the motor engineer has out-paced the road engineer. Motor vehicles have been improved to such an extent that they have become a popular means of transport and an important factor in the commercial life of the country, but roads are being made just as they used to be in the old days before fast traffic was introduced.

After projecting a number of slides on the screen to show that all ordinary danger points have been eliminated in the construction of the new German Motor roads, Mr. Ormerod suggested that the authorities in India should endeavour to lay a sample length introducing the various "safety first" features, which he described in detail. He added that if the suggestion was carried out, not only would valuable experience be gained, but data would be available regarding the cost of production, savings which could be effected by a particular design, etc., etc.

Nawab Ashan Yar Jung Bahadur of the Hyderabad Government said that in the construction of a road, one has to bear in mind the purpose of the road, the kind and extent of traffic it has to carry, and its future development. In order to keep pace with modern standards, the road engineer must study and make use of modern methods in consultation with special road architects.

This was followed by a general discussion, among those taking part in it being Rao Bahadur B. P. Jagtap, Executive Engineer,

(Continued on page 132).



THESE CARS MAKE NEWS

CHEVROLET DUAL RATIO SEDAN

This special version of the 1938 Chevrolet Six has a two-speed rear axle which gives the effect of two engines in one—one for POWER, the other for ECONOMY. The Chevrolet Dual Ratio Sedan will reduce your petrol bills by increasing your mileage 3.5 miles per gallon. There's a new source of saving for you in the Dual Ratio Sedan. See it at the showrooms.

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AGAIN IN 1937 MORE PEOPLE BOUGHT CHEVROLET THAN ANY OTHER AMERICAN CAR

"AT THE HOUSE OF THE HORSE"

A Private View of the Factory from which come the World-Famous Ariel Motorcycles

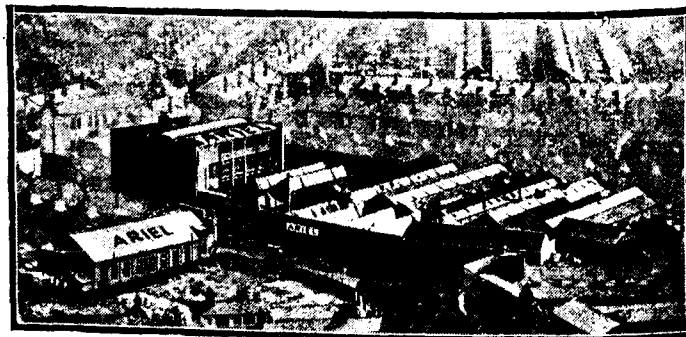
THE City of Birmingham has many claims to fame. For one thing, it is the industrial centre of England, and the word "centre" can be taken literally, for it is almost exactly, geographically, disposed in the very middle of that component of the United Kingdom. Secondly, there is probably no town in the world which manufactures a greater variety of goods. Birmingham residents can buy from their own townsfolk almost every imaginable article it is possible to produce by means of machinery. And, of course, this is a fact which is known the world over, for Birmingham products have for generations been finding their way into all corners of the globe. Small metal ware and imitation jewellery began it, and now the cleverness of Birmingham's craftsmen is directed to the making of a positively amazing range of goods, not by any means the least important of which are motorcycles.

One of the oldest companies in the city engaged upon this work is the Ariel concern, and machines bearing this famous transfer are daily being exported to places wherever there are roads on which they can be ridden—from the South Seas to Siberia, from California to China, there are Ariels giving good service to proud owners.

Many of these owners must sometimes wonder what sort of place it is that their machines come from. As we have already said, they emanate from England's industrial centre and therefore anyone might justifiably imagine that Selly Oak, the district of Birmingham in which the Ariel factory is situated, is a smoky, dirty, typical industrial neighbourhood. Nothing could be farther from the truth. On the other side of the road, facing the Ariel plant, are the clean, fresh gardens and green fields of the city's University, whilst only a short distance away lies the garden village of Bournville, famous for its cocoa and chocolate.

As regards the actual factory, compactness is the best description. Sometimes, in accounts of this sort, great stress is laid upon the spaciousness of the plant and the tremendous area covered by the buildings. In the case of Ariels, the visitor is first impressed by the cleverness with which all the different departments are so co-related and disposed in a minimum area as to make production flow freely and smoothly, without any unnecessary delays in the transporting of parts between one process and another.

There is a story behind this concentrated layout. Some years ago the Ariel company occupied a very much bigger building, not far away from the present site. At that time the company was making, in addition to motorcycles, pedal cycles and



THE HOUSE OF THE HORSE. An "Ariel" view of the factory from which come the famous Red Hunter, Square Four and De Luxe motorcycles

three-wheeled commercial carriers. Then came the industrial slump of 1931 and, like so many other British manufacturing concerns, Ariels had to re-trench. A bold decision was made, all other products except motorcycles were dropped, the old works abandoned and the whole plant was moved into its new and more convenient home. So cleverly was this done that at no time during the moving process was production ever held up. Piece by piece, the machinery was transferred in logical order and, step by step, the new departments were opened up coincident with the closing down of the old ones. No time could be wasted and what may sound like a lengthy process was actually accomplished in an amazingly short time. At one moment, it seemed, finished motorcycles were emerging from one door and then, before an eye could be blinked, they appeared from another, half-a-mile away.

Only one department stayed put, and that was the drop-forging shop. In this great bay the scene never altered and it is a scene which would have delighted a painter of contrasts, such as Rembrandt. A long, dark building, punctuated with splashes of brilliant light and lit by stars of flying orange-coloured metal; the "thump-thump" of the hammers as they drop methodically and relentlessly onto the dies, forming steel rod and bar into the rough forgings of steering-heads and lugs, is almost awe-inspiring.

The parts from the drop-forging shop are taken into the machine-rooms. Here the most up-to-date and amazingly accurate lathes and boring-machines turn out by the thousand each day the shining components which go into Ariel machines, connecting-rods, flywheels, frame parts and all the other dozens of essentials which the heavy hammers have forged from the supplies of raw material. The machine-shop is also busy with the castings, boring cylinder-barrels, grinding cylinder-heads, drilling, turning, reamering, broaching, screw-cutting, planing, milling, hobbing, punching and polishing—all the intricate and incredibly accurate processes which are necessary to make the multitudinous bits and pieces of a modern motorcycle conform to hair's-breadth limits and mate together into one smooth-running whole. In this department are to be found the craftsmen who are typical of Birmingham, engineers who work with the accuracy of watchmakers, men who divide an inch into ten thousand parts with greater ease than you or I could halve an orange!

The products of the machine-shop, when they have been subjected to exacting viewing tests and examinations, branch off into other departments where assembly takes place. For example, frame-lugs find their way into the frame-building shop. Here they are bolted up into jigs and the various types, gauges

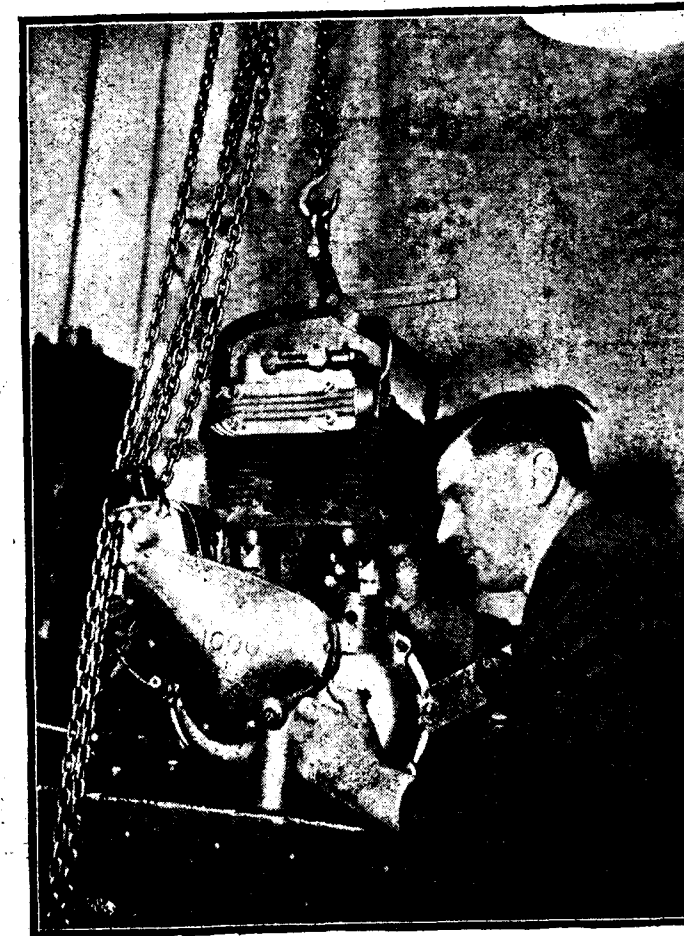
complete unit with every intervening stage, with the rapidity that comes from skilful organisation and co-ordination.

In other departments such processes as chromium-plating, fork-building, mudguard-making, and so forth are keeping pace and, in due course, all these components merge into the main assembly-shop, where engines and gearboxes go into the frames, wheels into the forks, tanks on their rests, handlebars in their headclips and where the thousand-and-one other fitting jobs are completed.

In the meantime, however, everything has been put through a thorough test. Engines, for example, have first been "run in". The primary stage in this process is to drive the unit for many hours by means of an electric motor. This ensures the free working of the bearings, gives a final smoothing to the piston and barrel and prepares for running in under power. In this case, the engines work for long periods in a forced draught of air and then each one is brake-tested against a Heenan & Froude dynamometer to make sure that it produces the correct horse power for its type.

When the complete machines finally come out of the assembly-shop, testers take them on the road to check over performance. Steering, brakes, acceleration, noise, gear-changing,

(Continued on page 133).



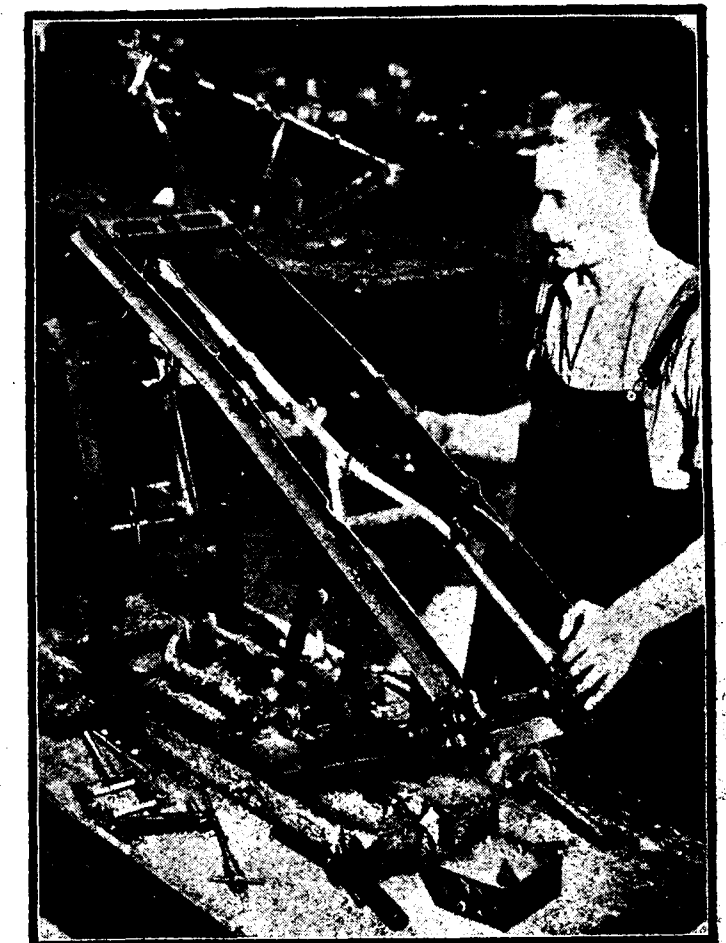
A stage in the assembly of an Ariel "Square Four" 1,000 c.c. unit—lowering the cylinder-block into position over the pistons.

and shapes of tubes are fitted in place and brazed to make the tubular cradle which is the backbone of the motorcycle.

It is interesting to note that, although the 1938 range of Ariel machines comprises eight distinctly different models, ranging from 250 c.c. to 1,000 c.c., the same frame serves for all of them. This is a tribute to Ariels' designer, for he has succeeded in overcoming all those complicated problems of stresses, weight-distribution, vibration and so forth, and has reduced production costs to a minimum by making this one type of frame light enough for a light-weight yet strong enough to stand up to one of the most powerful motorcycles yet built.

Others of those parts from the machine-shop go to the wheel-building rooms, the hubs and brake-drums for example, and here operators lace the spokes to the rims, forming from a tangled mass of short lengths of wire, with amazing speed, the symmetrical, amazingly strong, tangentially-spoked wheels, taut and true to micrometer limits. In the same department brake-linings are riveted to their shoes and the drums are completed as the wheels pass on into the hands of the men who slip on the tubes and covers with no more effort than it would take you to put on your gloves.

Close by the machine-shop is the engine-assembly bay. Here crankcases, mainshafts, connecting-rods, pistons, barrels, heads, valves, magnetos and carburettors are fed to rows of operatives in logical order, so that the never-ending stream of engines can be seen growing from one-half of a crankcase to a



A FRAME WITHIN A FRAME. The operator is building up in a jig one of the Ariel frames which are so cleverly designed that one pattern serves for the full range of eight different models, of capacities varying from 250 to 1,000 c.c.

MOTOR TRANSPORT IN SOUTH INDIA

LITERALLY IN ITS INFANCY

THE Annual General Meeting of the Indian Roads and Transport Development Association (Madras Branch) was held on March 8.

The Chairman, Mr. E. A. Watson, when presenting the Annual Report and Statement of Accounts made the following remarks:—

Gentlemen,

First of all let me extend a welcome to our guests. In particular we are pleased that our very busy Prime Minister has found time from his many duties and activities to honour us with his presence. We are really grateful for this proof of our Prime Minister's interest in our Association, and I hope that this visit will result in his continued personal interest, for I am sure we can prove to him that this Association is always anxious and willing to co-operate with Government in any measures that assist the development of roads and transport.

We are also glad to welcome the following:—

Mr. H. M. Hood, C.I.E., I.C.S., Secretary to Government, Home Department, Madras.

Mr. D. M. Reid, O.B.E., M.L.C., Chairman, Madras Chamber of Commerce.

Diwan Bahadur Govindoss Chathoorbhoojadoss, President, South Indian Chamber of Commerce.

Mr. G. H. Hodgson, Chairman, European Association.

Mr. F. G. Luker, President, Madras Trades Association.

Mr. F. Byramshaw, Vice-Chairman, Madras Motor Vehicles and Allied Merchants Association.

A copy of the notice convening this meeting and a copy of the Annual Report and Statement of Accounts have been sent to every member, and with your permission I will take them as read. Before proceeding to the adoption of the Annual Report and Statement of Accounts, I would like to make a few remarks concerning our activities during the past year and our hopes for the future. The year 1937 has been one of considerable activity in work of a development nature, and also one that has brought many trials and tribulations.

One of the outstanding events of the year was the publication of the Report of the Railway Enquiry Committee, usually called the Wedgwood Committee. The report was a very comprehensive and valuable one, and the sections on Road and Rail Co-ordination were of particular interest to this Association. I would like to take this opportunity of thanking the members of the Sub-Committee, Mr. Orchard, Mr. Ladden, Mr. Johnstone and Mr. Nuttall, who assisted in examining the report in detail and who prepared the recommendations of this Branch after a considerable amount of hard work.

At the beginning of the Wedgwood Committee's comments on the co-ordination of Road-Rail transport appears the following statement:—

"We consider that the country should enjoy the advantage of road transport development and that no restrictions should be imposed which would unfairly hamper it."

The Government of India are now actively engaged in the preparation of the long promised, and badly needed new Act to replace the present obsolete Indian Motor Vehicles Act 1914—I hope that they keep continually in mind the statement I have quoted, and will not impose excessive restrictions that will place road transport in an unfair position in relation to other forms of transport.

In my opinion the Wedgwood Committee Report suggested too many restrictions for motor lorries and it was biased—perhaps naturally so—in favour of Railways as far as motor lorries were concerned. Let me make it clear that we realise the importance of our railway communications and we realise—we are given no opportunity to forget—the fact that eighty crores of rupees of the tax-payers' money is invested in Railways. However, there is room for both Railways and Roads in the transport development of this country and there should be co-operation between the two. After all, there are approximately 1,30,000 motor vehicles on the roads of India, which represent an investment of at least 40 crores of rupees—which is tax-payers' money. The burden of taxation carried by road transport users is a heavy one. The Import Duty on motor vehicles is extremely high, particularly as it cannot be classed as a protective tariff. The Import Duties on motor vehicles parts, accessories, tyres and tubes are also very high and our petrol tax amounts to 10 annas per gallon—more than 50 per cent. of the average retail price. To make matters worse only two and a half annas of the petrol tax is allotted to roads. Such a profitable source of revenue surely needs encouragement and development.

Let me again quote a few more remarks from the Wedgwood Report in support of our view that the reasonable development of roads is necessary for the good of India.

"It is rightly claimed for road transport", states the Wedgwood Report, "that it is flexible, and that wherever suitable roads exist it gives convenient service from door to door. These inherent qualities make it particularly suitable for the development, step by step with the development of the highway system, of the large tracts of India which have not yet been provided with public transport facilities. In India, no less than in other countries, the omnibus can do much to transform life in the villages by bringing them into direct contact with the neighbouring towns and the Railways. The goods lorry, too, will render invaluable service, particularly to the agricultural community, in opening up new markets." As I have already said, we hope that Central Government when amending the present Indian Motor Vehicles Act will take a just and reasonable view of the needs and necessities of road transport in order that it may be encouraged to make the fullest contribution to the general economic welfare of the country. Let me stress that we are not in any manner whatsoever inimical to the interests of the Railways and we are definitely in favour of any regulation or control of motor transport that is reasonable and necessary to prevent its development on unsound lines. All we ask is fair treatment for all forms of transport.

I believe that Central Government could show a desire to co-operate with road transport in a more active manner than



has been done in the past. The Transport Advisory Council, which decides transport policies to a great extent, should include non-official representation and this suggestion has been made to them repeatedly by the Council of this Association. Prior to the last occasion when the Transport Advisory Council met in December 1937 to discuss amongst other things the all important question of the proposed new All-India Act, Central Government circulated the agenda of the Meeting without marking it "confidential". I stress the last words, because it has been confidential on all previous occasions. However, it was a last minute concession and there was not time to prepare adequate comments even if the relative papers had been circulated also. It was, therefore, impossible to submit any suggestions on the proposed All-India Act. Once again we asked for non-official representation on the Transport Advisory Council, but Central Government would not agree. We hope that Central Government can be persuaded to accept our recommendation, for we believe that this would be a valuable gesture of co-operation on their part.

So much for matters affecting the Central Government. Now let me turn to our Provincial situation.

During the year just passed we have been overwhelmed with Government Orders—Government were using their executive authority to the utmost. We had the famous "reason to believe" order, which was a crippling and, I might say, hasty attempt to overcome Government's complaint against lorry overloading. This order constituted the licensing officer as Prosecutor and Judge for any alleged offence against overloading and it resulted in a storm of protests and several demonstrations.

Thanks to the personal interest of our Prime Minister, this G.O. was modified after he had called a Conference for discussion with all interested.

Many other G.O.'s. were issued to try and overcome practical difficulties in the operation of our antiquated motor vehicles rules. Government, apparently, wishing to overcome these practical difficulties, were sending our executive orders, pending the promised revision of the All-India Act, for they realised the necessity of revising the Madras Motor Vehicles Rules but did not want to do so until they knew the proposals or tentative proposals of Central Government.

To help increase the confusion we also had a deluge of District Board notifications, refusing for various reasons to issue licences to lorries. Each one of these—even though at one time we were getting an average one a day—was protested by this Association on the grounds that the District Boards were exceeding their powers, and it was gratifying to find that our protests were justified when a G.O.—a welcome one this time—was issued in January of this year, which clearly defined the powers of the District Boards and pointed out to those concerned the errors of their ways.

Recent events have transpired which completely alter the situation, for only last week the Legislative Assembly passed the Madras Traffic Control Act. This is a step definitely in the right direction, for it centralises the control of road traffic into the hands of Government. It is encouraging to find that this control is to extend to *all road users*—pedestrians, carts, cyclists and motor vehicle operators. It does not essentially concern us whether this Act is politically correct or not in its centralising and not de-centralising powers. We cannot help but support the principle of an Act which will result in the removal of the control of motor transport from the hands of the numerous authorities that exist at present.

I have one doubt in particular about the operation of the new Act and that is whether the Police officials—who will, I understand, exercise the majority of the executive powers conferred under the rules—will be able to find time to handle the additional burden of work that is to be given to them.

Our Police officials are hard working and conscientious and they have no spare time on their hands at present. It would be very unfortunate if the smooth working of the proposed system were prejudiced because the executive officers are not able to give the control of traffic the full attention that it needs. Naturally, Government must have fully considered this question and are prepared to accept the responsibility.

However, the Act has passed the Legislative Assembly and therefore for the present all we need concern ourselves about is that our Association is prepared to support the principles of the Act and to give Government our full support and co-operation, providing that the administration of the rules under the Act is carried out in a just and reasonable manner, and providing that there is no favour shown to any one particular class of transport. I have every reason to believe that Government will give fair treatment to motor transport operators and I can assure them that we are ready and anxious at any time to assist with any advice and knowledge that we have available.

Motor transport is literally in its infancy in India. Like most children it is at times self-willed and cantankerous and like all children it needs sympathetic guidance. If that guidance is given it will grow and develop into a useful servant of the State, but if its spirit is broken through overharsh treatment, it will never develop but will always be a source of worry and anxiety.

Our thanks are due to Mr. Orchard for the manner in which he fought our hasty battle against some of the provisions of the Bill with which we did not agree. Mr. Orchard, ably assisted by Mr. Walker and our Honorary Secretary, spent a considerable amount of time and trouble in working out amendments which in spite of being presented in a very persuasive and logical manner were not accepted by the Assembly, but the presentation of which resulted in our views being aired in a very favourable manner.

As soon as the new Act comes into force with its accompanying rules, Government will have one special and particular tangle to straighten out and that is our old standby—"Tinnevely-Tiruchendur".

It is now eighteen months since we first started our discussions, arguments, interviews and protests on the closure of the Tinnevely-Tiruchendur and neighbouring roads to bus traffic. During that time proposals and counter-proposals have been made, but the main point of dispute remains unsolved; that is the closure of the route to a particular type of passenger carrying traffic with the consequent granting of a monopoly of that traffic to another particular type of transport. Although concessions have been made in permitting a very limited number of buses to operate on side roads, the main through route is still closed to buses.

Government, I believe, registered some time ago their protest against the granting of a monopoly, but it was necessarily done in a half-hearted manner, because they knew that they could not enforce their views on the District Board without creating extreme unpleasantness.

The method in which Government handle the Tinnevely-Tiruchendur situation and the speed with which they attend to this long-standing dispute, will give motor transport operators and this Association a direct indication of the policy they intend

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I request Government to take up this question immediately the new Rules come into effect, for there is a very fundamental principle involved and we would like to know how that principle is going to be treated in future.

Another subject that is still causing us considerable anxiety is the condition of the roads in this Presidency, particularly in relation to the high level of motor vehicle taxation. The development of adequate and good roads is a vital necessity not only for the encouragement and development of motor transport but also for the social, educational and political advancement of the people. An adequate and satisfactory road system is a public need, to assist the agricultural and industrial development of the Province. Mr. Orchard in his speech in the Assembly a week ago, when moving his amendment to the taxation schedule specified in the Traffic Control Bill, pointed out the very great difference that exists in the motor vehicle taxation of Madras and that of other Provinces in India. Those figures are enlightening and I would like to repeat them. They are based on the approximate taxes payable for a 21-seater bus. Actually I am now able to give the definite figure for Madras under the Traffic Control Act Taxation Schedule, because we have been informed that for the present Government intend to charge Rs. 17 per seat per quarter.

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Government claim that even this high taxation does not bring them sufficient revenue for District Boards to maintain the roads satisfactorily. Therefore, if Government are anxious to include the development of roads in their nation-building programme, I suggest that they carry out one or all of the following:

1. Reduce the level of motor vehicle taxation and thus encourage the operation of motor vehicles, because in my opinion the present level of taxation in this Province is an hindrance to any increase.

2. Secondly, I suggest that this Government should press the Central Government to allot to the Provinces a greater share of the petrol tax than is given at present. I have already pointed out that only 2½ annas out of the 10 annas tax is allotted to road development. We have for some time asked Central Government to grant a larger share of the petrol tax for road development and we would certainly co-operate with any similar demand made by Provincial Government, who would probably have a better hope of getting Central Government to agree than we might have.

3. Thirdly, I would again draw the attention of this Government to the need for raising a Road Loan so that the very comprehensive system of roads proposed by Mr. Vipan in 1936 might be carried out in full before the conditions investigated and reported on by him are altered by the rapid deterioration of the present road system. The Government of India have already been approached for permission to use the petrol tax subvention of the Province to service such a Road Loan. Unfortunately Central Government did not agree, but

I suggest that the present Provincial Government should take up the question once more and if it is not possible to service the Road Loan from the petrol tax subvention, then Government should consider servicing such a loan in some other manner. I think it will be agreed that good roads result in the wider use of motor vehicles and consequently good roads would mean an automatic increase in Provincial Revenues from the taxes paid by motor vehicles.

My final suggestion is that made by Mr. Orchard in his debate on the Madras Traffic Control Bill a week ago, which is that all users of the roads should be made to pay for such use in relation to the amount of use, the damage caused and the capacity to pay. It is a notorious fact that bullock carts, in spite of the enormous damage that they do to our roads, do not pay anything towards repairing that damage and, as Mr. Orchard remarked, a simple licence fee on bullock carts of a few rupees per annum could hardly be felt by the individuals concerned and would provide the Province with a very satisfactory additional income.

Our present Government are anxious to promote the welfare of the people of this Province and amongst other things are providing facilities for the supply of electricity and water in order that the living conditions of the people might be improved. I contend that an adequate and well maintained road system is also necessary for the advancement of the people of this Province and, therefore, I hope that this Government will institute a progressive programme for the development of roads and road transport.

In conclusion, I would like to thank all members of the Committee for the assistance they have given me during the time that I have been Chairman of this Branch of the Association. I would also like to record my very grateful thanks for the advice and help given by Mr. W. M. Browning, our Vice-Chairman. Mr. A. E. C. Morris has continued to act as our representative on the Board of Communications and he has given us valuable assistance in spite of the fact that the Board of Communications has not met on very many occasions during the past year. Let me also thank Mr. W. R. Pearce for acting as Honorary Auditor and let me specially record my appreciation for the services of our Honorary Secretary, Mr. C. P. Johnstone, who has devoted a considerable amount of time and thought to the affairs of the Association in spite of his other activities.

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Automobile Association of Southern India

MEMBERSHIP APPLICATION FORM

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

" non-Motorist or M/cycle

Badge Fee

(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 sub-let 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.

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 renewals.

TYPES OF BADGE FITTINGS SUPPLIED @ Re 1/- each.
No. 1. To fit round crossbar (please give diameter).
No. 2. To fit flat on the honeycomb of radiator with bolts.
No. 3. Motor Cycle handle-bar clip (please give diameter).
No. 4. To bolt to front bumper.

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?

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THE MOTOR MANUFACTURERS' & IMPORTERS' ASSOCIATION LTD.

Chairman's Report for the year 1937-38

GENTLEMEN,

I have to present to you now my Annual Report for the year 1937-38.

An important event affecting the interests of motor trade and transport in this country which took place during the year under review, was the creation in November last of a separate portfolio of Communications in the Central Government.

Important developments have also taken place in regard to road-rail co-ordination. The Report of the Wedgwood Committee, which was published in August last, contained a number of recommendations for the regulation of motor transport, which, however, did not find much favour with road interests in this country. While the Committee admit that motor transport in this country has not developed to the extent to which it has in other countries in the world, some of the recommendations are clearly intended to favour the railways at the expense of motor transport. This is not surprising in view of the fact that the authors were railway experts with pronounced railway sympathies, and that they sat exclusively in the pockets of railway officials throughout their investigations.

When the Motor Vehicles Act (Amendment) Bill, which was introduced in the Central Legislative Assembly in September 1936, was later withdrawn, one of the reasons for its abandonment was the increasing recognition of the urgent necessity for a comprehensive revision of the existing Act to meet present-day conditions. This task was taken in hand in right earnest when Messrs. K. G. Mitchell and C. H. Reynolds, two officers on special duty with the Department of Industries and Labour toured the country towards the end of last year, collecting statistics, information and views relating to the state of motor transport in India.

One of the questions Messrs. Mitchell and Reynolds informally discussed with me when in Bombay in the course of their tour was the advisability of the compulsory introduction of the use of speed-governors on public conveyance vehicles in India. They had encountered active opposition to the proposal in Madras, one of the grounds of objection being the contention that speed-governors reduced the power of engines and rendered their operation on hills dangerous. To dispose of this argument, I arranged for a demonstration test to be carried out with a fully loaded bus and lorry fitted with governors on the Bhor Ghat in the presence of Messrs. Mitchell and Reynolds. I also sent two or three types of governors to Madras, with requests to carry out similar tests on the gradients of the Nilgiri Hills. Both the tests were successful beyond expectation; and as a result, I understand, the transport interests in Madras have since withdrawn their opposition to the compulsory fitment of speed-governors to public motor vehicles in India.

An event of the greatest importance to the interests represented by our Association which took place recently, was

the introduction of the Indian Motor Vehicles Bill in the Indian Legislative Assembly. Our Association, in common with other responsible bodies representative of the motor trade and motor transport in India, has long held that the existing Motor Vehicles Act which was framed in 1914 was inadequate to meet fully the many exigencies brought about by the rapid and complex growth of motor transport in India in the last two decades; and, as such, the framing of the new Bill is a welcome step in the right direction.

The Bill, as you are now doubtless aware, has been referred to a Select Committee, and an undertaking has been given by Government that opinions on the Bill will be invited from public interests concerned, and that such opinions will be placed before the Select Committee. This means we shall have the opportunity of scrutinising and examining the provisions of the Bill and of expressing our opinion thereon very soon; and we can only hope that our views will receive the careful consideration they undoubtedly merit.

There has been no increase in the number of Members of our Association since I presented the last Annual Report; and although we were very near to losing two of our prominent Members, our membership continues to be 14. Evidently, motor firms who are not yet Members do not sufficiently appreciate the necessity of joining our Association, and a livelier plan of campaign to enrol new Members, especially in the mofussil, seems indicated.

While no outstanding achievement is recorded by the Association during the year under review, the Association has continued consistently to render useful services to the interests represented by its Members, as may be gathered from a perusal of the minutes of the various general meetings held. Such work includes keeping a watchful eye on measures affecting motor trade and transport adopted by provincial authorities, and securing redress where necessary by means of representations to the proper authorities.

Before I conclude, I feel I must express my sincere thanks to you for the continued confidence you have chosen so long to place in me, allowing me the privilege and the honour of guiding the affairs of the Association for the last five years in succession.

Credit, however, is I think more deservedly due to Mr. Milnes, our Vice-Chairman, and our Secretaries, for whatever has been achieved, for it is they who have borne the brunt of work. To them, therefore, I shall conclude with a vote of thanks.

NURMAHOMED M. CHINOY,

Chairman.

Bombay, 20th April 1938.

THE EARLIER DAYS OF MOTORING IN INDIA

IT was about 33 years ago (in 1905) that I bought my first motor car from Messrs. Simpson & Co., Madras, who were, I believe, one of the first firms to import motor cars. In those days they were building carriages mostly for Indian Princes and Rajahs. In fact, I can remember seeing the construction of a large Landeau with silver fittings and gilded lamps etc., for a Rajah. Of course, everything of the best: upholstery with Morocco leather—grand sight! And I understand they are still building carriages. It was about this time they told me they were importing some motor cars, and I told them I was interested, and they said they would let me know when the consignment arrived, which they did, and I purchased a 8 H.P. Single Cylinder "DARRACQ" which their Motor Engineer, Mr. Smith, brought up by train to Bangalore.

Of course, in those days the mechanism of motor cars was not known to the ordinary layman, so I had to start my education on the motor car and how to drive it.

Mr. Smith started by explaining all the parts of the car, and then how to drive. I remember starting out for the Lal-Bagh with Mr. Smith driving, and I watching him changing gears, from 1st to 2nd and 3rd. I think it would be interesting for you to know that this change of gear was operated on the steering wheel; this had a segment, with 5 notches:—the 1st notch down for reversing, the 2nd up, neutral, the 3rd for the 1st speed, and the 4th for the 2nd speed, 5th for the top. There was a strip of flexible steel $\frac{1}{8}$ inch thick and $1\frac{1}{2}$ inch broad projecting from the centre of the steering wheel. This had a "V" shaped projection which fitted into the notches on the segment. When the gear was changed, this prevented it from slipping out. This steel strip had an oak handle which projected over the steering wheel, so that one could grip it for the purpose of changing from one gear notch to another (after depressing the clutch pedal). When the brakes were engaged, this threw out the clutch and *vice versa*.

There was no windscreen on the car when I purchased it, but I fixed up one from a design of my own. But it had a canvas collapsible hood. There was accommodation for two in the front seats (the driver and passenger); behind, two seats, one on each side. The door was at the back, but no doors on either side in the front. When the hood was down, one had to either lift the hood, or crawl in *under* it.

The interesting part of my training under Mr. Smith was to find out what was wrong in the car, should anything go wrong: it was original, and interesting. Mr. Smith did something to the car, and then asked me to start up the engine with the starting handle. (In those days there were no self-starters). This was anti-clockwise: the fear of a backfire alarmed me! As on one or two occasions I had nasty knocks on my wrist from the starting handle due to the backfire. When I found the engine did not start, he asked me to find out what was wrong, and I had to use my brains to think what the cause was—sometimes I was able to find the mistake. The electric wire to the sparking plug had been detached; other times the petrol tap had not been turned on, or the wire at the battery end had been removed, and so on. I can assure you, I have always

felt very grateful to Mr. Smith for the lessons he gave me in finding out faults in a motor.

Now I come to my first full control of the car:—I had to drive Mr. Smith to the railway station, as he was returning to Madras after having been a guest of mine for a week. I saw him off, and started off home. Now my troubles began; I got through my gear changing very well, except for a good deal of *gear grinding* in changing from the lower gear to top. Now I was wondering how I should stop the car, as I did not want to drive through the wall of the garage, so I came to the conclusion that it would be wiser to drive round Bangalore to the Lal-Bagh, and try it there. After sometime I did the trick! Started up again, and stopped, till I had mastered the stopping and starting, and driving home without a mishap, feeling very proud of myself. But I can assure you I was in a bath of *perspiration*, and thoroughly fagged out, more in mind, than in body in being afraid of not doing the right thing at the right moment. But now, on looking back to those days, I cannot but smile! I dare say there are many who have had some difficulties on their first drive alone even in these days with everything so simple and easy to manipulate on a motor car.

It is wonderful how one automatically does a thing; for instance: there may be a man, or an animal on the road: you have, like a flash, decided what you are going to do, in case they do this, or that, and your mind has passed on to other things ahead. But when you come to the first obstacle sub-consciously, you carry out your first decision, and so on—the mind travels ahead of you. I have always found it wise to keep one's eyes on the road and drive with care and consideration for others, as many accidents can be caused by distraction and carelessness for not having taken into consideration other users of the road.

There is no doubt that many a pedestrian, and animal, do some queer things: for instance:—I remember on one of my outings to Chickballapur—and nearing Devanmalle, there was bund and an old man sitting on the side of it—three women were being driven ahead of me in a single bullock-cart, and at the sound of the horn, the driver stopped the cart, unhitches the bull, turns the cart round, and precipitates the three women on top of the old man. You should have seen the surprise of the old chap—and for the abuse! I have seldom heard anything like it. To end up, they threw all the blame on me as being the cause of it, although I had stopped my car some thirty yards from the scene. I always think that one got a good deal more fun and adventure out of motoring in the old days compared with the present. There was the uncertainty of the time one got to their destination, no reliable road-maps, petrol and oil depot, and as for getting a spare tube or tyre to fit your *car wheel*—this was out of the question—unless one sent to Madras or some other large town. However, I am still alive and hope this will not have bored you—I could tell you much more of my motoring experiences, but think you have had enough.

DR. INGRAM-COTTON.



A
PACKARD
IS ALWAYS A PACKARD

Inherent **quality** throughout a motor car needs no idle superlatives, fickle features or superficial styling. The unstinted **quality** of **Packard** design, materials and construction is evidenced by all-round performance under all road conditions. In comparison with lesser cars, it costs little (if any) more to buy, and often less to run.

"ASK THE MAN WHO OWNS ONE"
SOUTH INDIA MOTOR CO., MADRAS

Dadajee Dhackjee & Co., Bombay.

Khaitan Motor Co., Ltd., Calcutta.

Pearey Lal & Sons, Delhi.

THE MADRAS TRAFFIC RULES, 1938

Title.

1. These rules may be called The Madras Traffic Rules, 1938.

Definitions.

2. In these rules, unless there is anything repugnant in the subject or context—

"Cart" means a wheeled vehicle without springs or appliances acting as springs, but does not include a mechanically propelled vehicle;

"Cyclist," "cycle," "bicycle" or "tricycle," does not include "motor cyclist" or "motor cycle";

"Ghaut road" means a road notified in the *Fort St. George Gazette* as such by the Government of Madras and indicated by a notice board erected at each end of such road;

"Road" includes a street.

Keeping to the left.

3. Any person who rides, drives, drags or pushes any vehicle other than a tram-car or rides or leads any animal shall keep to the left side of the road and shall so far as may be possible leave sufficient space to his right to enable traffic to pass him without danger or inconvenience.

Passing to the right.

4. Save as provided in rules 5, 6 and 7, such person shall pass to the right of all traffic proceeding in the same direction as himself.

Passing to the left.

5. Such person may pass to the left of any vehicle, the driver of which has signalled his intention to turn to the right.

Overtaken on one-way street.

6. In a one-way street, such person may overtake a vehicle on either side.

Passing a tram-car.

7. Such person may pass a tram-car on whichever side thereof he may consider necessary or expedient:

Provided that in no case shall such person pass any tram-car on the left hand side of such tram-car when it has been brought to a stop for the purpose of putting down or of taking up passengers.

Overtaking prohibited in certain cases.

8. Notwithstanding the provisions of rules 4, 5, 6 and 7, no such person shall pass or overtake a vehicle in the following circumstances, that is to say—

(a) when such passing or overtaking is likely to cause inconvenience or danger to other traffic, or

(b) when such person is in the vicinity of a bend or corner or hill or other obstruction which impedes his view ahead.

Overtaking not to be obstructed.

9. No such person shall increase speed or cause obstruction in any way in order to prevent any other such person from overtaking or passing him, if the latter attempts to do so.

Caution at road junction.

10. Every such person shall exercise due caution when approaching a road junction or a road corner.

Giving way to traffic at road junction.

11. Such person when entering a road junction at which traffic is not being regulated by a police officer or by other means shall give way to traffic approaching the said junction on his right hand.

Turning to left or right.

12. Such person when deviating from his course shall—

(a) if he is turning to the left, keep as close as may be practicable to the left side of the road; and

(b) if he is turning to the right, draw as near as may be practicable to the centre of the road along which he is proceeding and subject to rule 13 shall not turn until he has passed a point opposite to the centre of the road into which he intends to turn.

Traffic signs and Traffic Police.

13. Every such person and every other person using a road shall obey—

(a) every direction given, whether by signal or otherwise, by a police officer for the time being in charge of the regulation of traffic; and

(b) any direction, applicable to him and indicated on or by any notice, sign or signal fixed or operated by competent authority.

Fire engine or ambulance to be given free passage.

14. Every such person shall on the approach of a fire engine or ambulance allow it free passage by drawing to the side of the road.

Leading animals.

15. Any person leading an animal or driving an animal not attached to a vehicle shall place himself between such animal and other traffic, and shall keep such animal on the extreme left of the road.

Signals to be given by drivers.

16. The following signals shall be used by the drivers of all vehicles provided that it shall not be obligatory in the case of bullock-carts. The signals shall be given with the arm extended from the side of the vehicle:—

(a) "I am going to slow down, or stop."

The right arm with the palm of the hand turned downwards will be extended and moved slowly up and down, keeping the wrist loose.

(b) "I shall turn to my right."

The right arm and hand with the palm turned to the front will be extended and held rigid in a horizontal position.

(c) "I am ready to be overtaken."

The right arm and hand will be extended below the level of the shoulder and moved backwards and forwards.

NOTE:—The overtaking driver is responsible for satisfying himself that he can overtake with safety.

(d) "I shall turn to my left."

The right arm will be extended and rotated from the shoulder in an anti-clockwise direction.

Alternatively the following signals may be used by the drivers of horse-drawn vehicles:—

(e) "I am going to stop."

Raise the whip vertically with the arm extended above the right shoulder.

(f) "I am going to turn."

Rotate the whip above the head; then incline the whip to the right or left to show the direction in which the turn is to be made.

Signals to be given by Police Officers.

NOTE:—The directions to be given by a Police Officer in charge of traffic control shall be as follows:—

(1) To stop a vehicle approaching him from the front—arm held above the head, palm facing the vehicle;

(2) To stop a vehicle approaching him from the rear—arm held out horizontally at full length from the shoulder;

(3) To motion vehicles to proceed in a certain direction—arm moved with a circular motion from the vehicle to the direction in which it is to proceed;

(4) At night in any such manner as the District Superintendent of Police or the Commissioner of Police, as the case may be, may direct.

Direction indicators.

17. Any driver of a vehicle may signify his intention to turn to the left or right by means of a suitable mechanical device permanently fitted to the vehicle for the purpose and illuminated at night by an amber light.

Caution while turning.

18. Any driver of a vehicle signalling his intention to turn shall, before turning, satisfy himself that he can do so without danger to other traffic.

Parking of vehicles.

19. No person shall drive or park any vehicle on any road, street or other public place where the use or parking of such vehicle has been prohibited by a competent authority.

NOTE:—This rule shall not apply to a toy-vehicle or conveyance primarily intended for the carriage of children.

Drivers not to sleep.

20. No driver of a vehicle moving along a road shall sleep or otherwise neglect to exercise due control over the movements of the vehicle.

Children not to drive certain vehicles.

21. No person under the age of ten years in the case of a cycle or of twelve years in the case of other vehicles shall have charge of a vehicle, other than a vehicle which may be used and is being used on a side walk, moving on the road.

Stationary vehicles and animals.

22. No driver or person in charge of a vehicle and no person in charge of an animal shall cause or permit such vehicle or animal to remain stationary in such a position or in such circumstances as to cause or be likely to cause danger or inconvenience to persons using the road.

Passengers on roof of vehicles.

23. No person driving or in charge of a motor vehicle shall carry any person or permit any person to be carried on the roof, or running board or in any manner save within the body thereof.

Passengers to right of driver.

24. No person driving or in charge of a motor vehicle shall—

(a) permit any person to stand or sit, or

(b) place or permit to be placed anything

in such a manner or position as will be likely to hamper the driver in his conduct of the vehicle or to obscure his vision directly or rearward by the mirror referred to in rule 50 of the Madras Motor Vehicles Rules, 1938.

Caution while motor vehicle is standing.

25. No person driving or in charge of a motor vehicle shall cause or permit such vehicle to remain stationary in any public place unless there is in the driver's seat a person duly licensed or unless the mechanism has been stopped and a brake or brakes applied or such other measures taken to ensure that the vehicle cannot accidentally be put in motion in the absence of the driver.

Entering motor vehicle in motion.

26. No person shall retain hold of, enter, or alight from, a motor vehicle while in motion in any public place, nor shall the driver or person in charge of such vehicle permit any person so to do.

Carrying of persons on motor cycle.

27. No driver of a two-wheeled motor cycle shall carry more than one person in addition to himself on such motor cycle, and no such person shall be so carried otherwise than sitting astride the cycle and on a proper seat securely fixed to the cycle behind the driver's seat.

Load not to protrude laterally.

28. No person shall load or permit any vehicle to be loaded in such manner that the load protrudes laterally beyond the extremity of the vehicle and no person shall permit any vehicle to be loaded in such manner as to be a source of danger to other traffic or to any person:

Provided that in the case of carts the load may protrude laterally not more than one foot on either side.

Length of brake on vehicles.

29. No person shall drive or cause to be driven any vehicle the brake of which projects for more than six inches on either side beyond the outside edge of the tyre of the wheel on which the brake works.

Hobbling of wheels.

30. No person in charge of a vehicle shall permit the hobbling of wheels or the application of a drag shoe to the wheels of the vehicle.

Load more than 20 feet long.

31. No person shall drag any load of timber or other material more than twenty feet in length, or carry any such load by cart unless the load is carried on four wheels.

Projection of load in front and rear.

32. No person shall load or permit any vehicle to be loaded in such manner that the load projects beyond the front extremity of the vehicle or projects more than 5 feet beyond the rear of the vehicle, or if more than one vehicle is used, more than 5 feet beyond the rear of the last vehicle.

Exemption.

33. The Commissioner of Police in the City of Madras and the District Magistrate concerned elsewhere may, with the

concurrence of the transport authority constituted under the Indian Motor Vehicles Act, 1914, by notification in the District Gazette relax rules 31 and 32 to a specified extent in regard to specified classes of vehicles at specified hours on specified roads.

Caution when load projects at end.

34. If any load is carried which projects more than 3 feet beyond the end of the vehicle or the last of the connected vehicles, there shall be attached at the end of such load—

(a) during the period after half an hour before sunrise and before half an hour after sunset, a red flag of dimensions not less than 2' x 2'; and

(b) at other times, a lamp exhibiting a red light to the rear in addition to any other lamps which the vehicle may be required to carry.

Load weighing over 1/2 ton.

35. No load weighing more than 1/2 ton shall be carried on a vehicle fitted with tyres less than 3 inches in width on roads to which this rule is made applicable by an order of the Commissioner of Police in the City of Madras and the District Magistrate concerned elsewhere with the concurrence of the transport authority and published in the District Gazette.

Loading of vehicles at end of roads.

36. Every vehicle which is being loaded or unloaded shall be stationed 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, and the provisions of rule 22 shall further be strictly complied with.

Cart-stand on Ghaut roads.

37. If on a Ghaut road a specifically marked cart-stand or stand for animals has been provided, no other portion of the road within a distance of three miles from such stand shall be used for the purpose of a cart-stand or stand for animals.

Nothing in this rule shall be construed as affecting the operation of any order passed under section 185 of the Madras Local Boards Act, 1920, or under section 270-C of the Madras District Municipalities Act, 1920.

Vehicles going uphill to be given precedence.

38. On a Ghaut road, a vehicle going downhill shall give precedence to a vehicle going uphill wherever the road is not sufficiently wide to allow the vehicles to pass each other freely without danger.

Brakes and bell in cycle.

39. No person shall ride a cycle on any road unless it is provided with efficient brakes and bell.

Towing of vehicles by cyclist.

40. No cyclist or motor cyclist on any road shall tow or allow himself to be towed by any other vehicle.

Towing of cyclists by other vehicles.

41. No driver of a vehicle shall tow a cyclist or motor cyclist.

Horn to be used only in motor vehicles.

42. No horn or siren shall be used by the driver or rider of a vehicle other than a motor vehicle.

Lighting of vehicles other than motor vehicles.

43. The following rules apply to the lighting of vehicles other than motor vehicles.* The lights specified shall be exhibited

by night during the period between half an hour after sunset and half an hour before sunrise:—

(a) Every such vehicle other than a bicycle or tricycle or a bullock cart not registered under the Madras Hackney Carriage Act, 1911, or a hand cart shall carry two lighted lamps one on either side of the vehicle. The lamps shall exhibit a white light to the front in the direction in which the vehicle is proceeding or is intended to proceed and shall show the full width of the vehicle. These lights may be fitted with a red disc in the rear. If such lights are not fitted with red discs in the rear or if the red disc of either of the lights is obscured, the vehicle shall carry a lighted lamp on the off-side of the vehicle exhibiting a red light to the rear.

(b) Every bicycle or tricycle shall have attached to it a lamp, which shall exhibit a white light to the front in the direction in which it is proceeding, and a red light or reflector at the back of the vehicle, provided that a tricycle with two front wheels shall have attached to it two lamps one on either side of the vehicle, exhibiting a white light in the direction in which the vehicle is proceeding.

(c) Every bullock cart not registered under the Madras Hackney Carriage Act, 1911, and every hand cart shall carry a single lighted lamp exhibiting a white light so placed as to be visible from the front and rear.

(d) No vehicle shall display a red light in the direction in which it is proceeding.

Pedestrians to keep to footpath.

44. In any road, street or thoroughfare where footpaths have been provided whether on both sides or on one side only for the exclusive use of foot passengers, no person shall, without reasonable cause, proceed on the carriage way. In any other public road, street or thoroughfare no person shall, without reasonable cause, proceed except on the extreme side.

Vehicles on footpath.

45. No vehicle, other than an invalid carriage or a toy vehicle, or a cycle ridden by a person below ten years of age, shall be used or kept on a footpath.

Closure of roads by Executive Engineer, etc.

46. (1) The Executive Engineer or the Subdivisional Officer of the Public Works Department may by notice close for the purpose of effecting repair, to all or any particular class of vehicular traffic, any of the roads or parts thereof excluded from the operation of the Madras Local Boards Act, 1920, or withdrawn from the control of the municipal councils under the Madras District Municipalities Act, 1920:

Provided that in the Agency tracts of the East Godavari and Vizagapatam districts, the power to close such roads may be exercised by the Special Assistant Agent or the Tahsildar in the case of roads maintained by the Revenue department, and by the District Forest Officer or the Range Officer in the case of roads maintained by the Forest department.

(2) No person shall, during the period covered by the notice mentioned in sub-rule (1), use any road or part thereof which has been closed under that sub-rule, contrary to the terms of such notice.

Closure of roads by Police.

47. (1) Without prejudice to the powers of the competent authority empowered under rule 46 or under the Madras

* Provision for the lighting of motor vehicles is made in the Madras Motor Vehicles Rules, 1938.

City Municipal Act, 1919, the Madras Local Boards Act, 1920, or the Madras District Municipalities Act, 1920, as the case may be, to close a public road or street for the purpose of effecting repair, a police officer not below the rank of a Deputy Superintendent of Police, may, by notice on a notice board erected at the spot, close any public road or street, or any part thereof, to all or particular kinds of vehicular traffic.

(2) No person shall, during the period covered by the notice mentioned in sub-rule (1), use any public road, street or part thereof which has been closed under that sub-rule, contrary to the terms of such notice.

Stopping of vehicles by Executive Engineer.

48. Any Executive Engineer of the Public Works Department or any person authorized by him in writing in this behalf, may—

(a) stop any vehicle infringing any provision contained in rule 28, 29, 30, 31, 32, 34, 35 or 43, on any road excluded from the operation of the Madras Local Boards Act, 1920, or withdrawn from the control of the Municipal Council under the Madras District Municipalities Act, 1920, and demand the name and address of the person in charge of the vehicle and, if necessary, take his thumb-impression,

(b) where necessary and practicable direct that any vehicle infringing any of the rules referred to in clause (a) on such road shall not proceed further until the provisions of such rules are complied with, or

(c) direct any vehicle on such road to be taken to the nearest police station or the nearest office of the Public Works Department, whichever, considering the circumstances including the direction in which the vehicle is proceeding, may be more convenient, for the purpose of ascertaining whether the provisions of rule 35 have been infringed, and detain the vehicle, if necessary, until he is satisfied in regard to the point in doubt and the identity of the person in charge of the vehicle.

Stopping of vehicles by officers in the Agency.

49. The powers conferred on the Executive Engineer of the Public Works Department by rule 48 may be exercised by an officer of the Forest department not below the rank of a Range Officer in the case of vehicles infringing the provisions of the rules referred to in the rule aforesaid on any road maintained by the Forest department in the Agency tracts of the East Godavari and Vizagapatam districts:

Provided that, for the purpose of ascertaining whether rule 35 has been infringed by a vehicle, it may be directed to be taken to the nearest office of the Forest department.

Stopping of vehicles by police officers and Magistrate.

50. Notwithstanding anything contained in rules 48 and 49 any police officer and any magistrate of and above the second

class may—

(a) stop any vehicle infringing any provision contained in these rules and demand the name and address of the person in charge thereof and, if necessary, take his thumb-impression,

(b) where necessary and practicable, direct that any vehicle infringing rule 28, 29, 30, 31, 32, 34, 35 or 43 shall not proceed further until the provisions of such rule are complied with, or

(c) direct any vehicle to be taken to the nearest police station, or the nearest office of the Public Works, Forest, or Revenue department, whichever, considering the circumstances, including the direction in which the vehicle is proceeding, may be more convenient, for the purpose of ascertaining whether rule 35 has been infringed, and detain the vehicle, if necessary, until he is satisfied in regard to the point in doubt and the identity of the person in charge of the vehicle.

Penalty.

51. Whoever commits a breach of any of the above rules shall be punishable—

(a) with fine which may extend to fifty rupees and, in case of a continuing breach, with fine which may extend to fifteen rupees for every day during which the breach continues after conviction for the first breach, or

(b) with fine which may extend to ten rupees for every day during which the breach continues after receipt of notice from the officer empowered in this behalf by the Government of Madras to discontinue such breach.

Prosecutions.

52. (1) No prosecution for a breach of any of these rules shall be instituted by any officer of the Public Works Department without the written permission of an officer of that department not below the rank of Sub-divisional Officer.

(2) In the Agency tracts, no such prosecution shall be instituted by any officer of the Revenue department without the written permission of an officer of that department not below the rank of Tahsildar or by any officer of the Forest department without the written permission of an officer of that department not below the rank of Extra Assistant Conservator.

Modifications of rules in the Agency.

53. These rules in their application to the Agency shall be subject to such modifications as the Agent to the Government concerned may with the concurrence of the Transport authority notify in the District Gazette.

Saving.

54. Nothing in the above rules shall be deemed to affect the provisions of sections 30, 30-A and 31 of the Police Act, 1861 (V of 1861) or of section 41 of the Madras City Police Act, 1888 (Madras Act III of 1888).

(G.O. 1736 of 31/3/38).

(Continued from page 116).

P.W.D., and Mr. E. A. Nadirshah, Hydraulic Engineer, Bombay Municipality. Rao Bahadur Jagtap said that road science is a vast subject which can only be dealt with in sections, namely, highway road-making, town roadmaking, and village road-making.

Road Development in Bombay

An expenditure of roughly 4 crores of rupees on road development in the Bombay Presidency, half of which will be financed from a loan, is envisaged in the scheme drawn up by the Superintending Engineer, Road Development, which was

approved by the Board of Communications at a meeting held on March 3rd. The programme covers a period of 7 years—1939-40 to 1945-46—and involves an expenditure of (a) Rs. 175 lakhs from the Presidency's share of the Road Development Fund, being the anticipated revenue from that source during those 7 years, (b) Rs. 30 lakhs on the Bombay-Poona Road from the Provincial Road Fund (derived from surplus receipts under the Motor Vehicles Taxation Act), (c) a loan of Rs. 175 lakhs for the general programme, and (d) a special loan of Rs. 24½ lakhs for the Nerbudda and Mahi River bridges on the Bombay-Ahmedabad Road. It is understood the programme has been submitted to the Government of India, for approval.

ADVANCE IN CAR FINISHING:

New Enamel Resists Fading

ALTHOUGH little publicity has hitherto been accorded to the fact, the Ford organization has for some time been using an entirely new finish for Ford "Eight", "Ten" and V-8 cars. The new material, a synthetic enamel, has several outstanding advantages, one of the most important being that it is exceptionally resistant to the effects of exposure.

The results of prolonged tests have now been confirmed by the experience of owners themselves, and they show that the new finish is unusually successful in retaining its lustre and depth of tone, whatever the conditions of use.

Car bodywork finished with this new enamel can be cleaned readily, ordinary washing down and leathering resulting in a rich gloss without smears or dull patches. Very occasional treatment with a good polish maintains the full brilliance of the paintwork.

Like other finishes in general use, it can be touched up easily.

The paint shop processes are similar to those employed with other materials, the body passing through the same series of priming, baking, sanding down, ground-coating and "deadening" operations. The coats of enamel are then applied.

BRITAIN'S BUSY MOTOR INDUSTRY

Over one million tons of cargo were handled at the Ford private jetty at Dagenham last year, the exact figure being 1,015,000 tons.

What this means as an indication of activity may be judged from the fact that it approaches the total tonnage handled at

Southampton Docks, through which 1,295,000 tons of freight passed during the same period.

The Ford shipments comprised incoming raw materials (largely coal and other seaborne supplies), and exports of cars, commercial vehicles, tractors, and parts.

FORD CHAIRMAN'S NEW TITLE

Sir Percival Perry, the Chairman of Ford Motor Company Limited, whose elevation to the peerage was announced in the New Year Honours List, has taken the title of Baron Perry, of Stock Harvard, in the county of Essex.

Lord Perry has directed Ford activities in this country and on the Continent for many years, and it was under his guiding hand that there arose on Thameside the magnificent factory which today employs over 12,000 men, supplies a large part of the world with British cars, and attracts visitors from all corners of the globe because of the remarkable methods employed. He has been described as "the ablest industrial organizer in England".

Although best-known to the motorist and the man-in-the-street as the head of this vast organization, Lord Perry is also a familiar figure in many different spheres of activity—political, financial, and literary. He has written extensively on economic subjects, and other world problems, which writings have attracted wide attention.

During the War, Lord Perry was Director of the Ford Production Department and Director of Traction, Ministry of Munitions. He is a Director of the National Provincial Bank and Slough Estates Ltd., and is a past President of the Motor Trade Association.

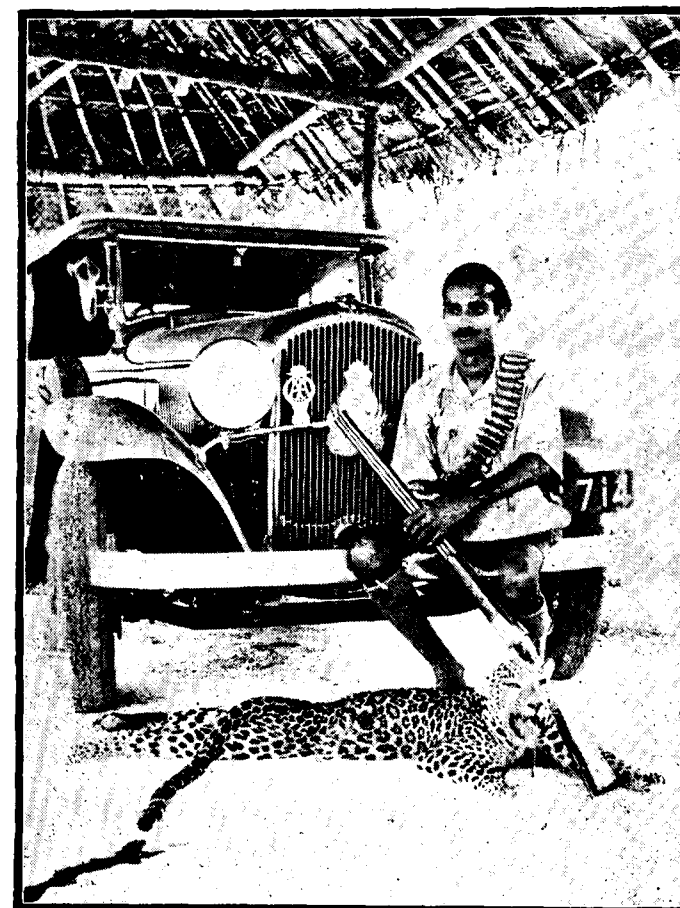
At his farms in Essex he takes a practical interest in advanced farming methods.

(Continued from page 119).

and bearing-adjustment are but some of the details they concentrate upon. Any points which are not quite right are rectified, if possible, on the road; if not, the refractory part is discarded and a further test follows.

Even when the tester signs his checking-sheet "O.K. on every point", the work of making sure is not yet finished. Back goes the motorcycle into the hands of the engine experts, who dismantle head and barrel just to make sure that no unsuspected damage could have occurred during the road test. If there has been any sign of a "high spot" on the piston, a tendency for a valve to stick in its guide, or any other small fault, then that machine does not reach standard and will never reach its future owner until the eagle eyes of the examiners are satisfied that it is perfect.

Just one more stage will occur in its stay in the "House of the Horse". It must go through the packing process. In this section, cleaners make sure that any road mud or dirt picked up during the test is removed and that all parts which might be damaged in transit are adequately protected, then on go the wrappings of paper, the shavings, the string and the labels. Carpenters envelop it in its stout wooden crate, the trade-mark transfer is stencilled on the box, the destination label is tacked on the top, and away goes yet another modern motorcycle to bring travel and pleasure to an owner who may be eagerly waiting on the other side of the world.

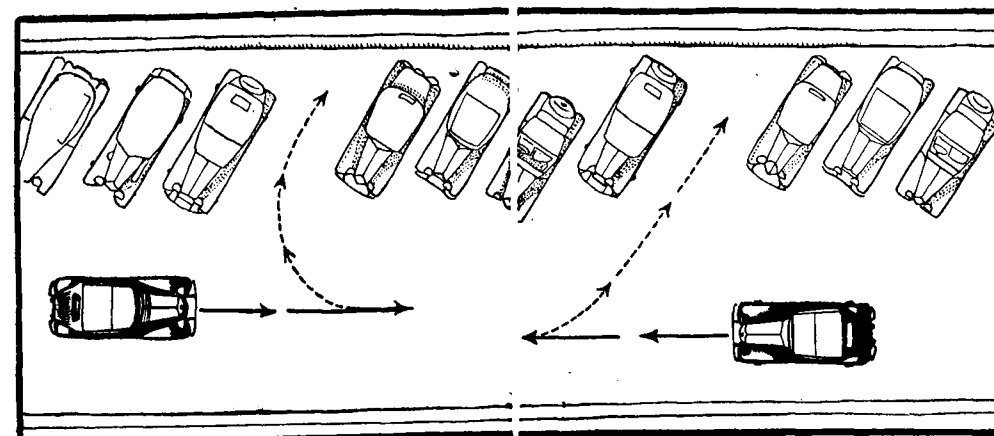


Hunting at Manjavadi on Telugu New Year's day
M.R.Ry. G. Srinivasa Chettiar Avl., Avathuvadi Mitta Zamindar
(a member of the A.A.S.I.) brought down this fine
panther with a single bullet

MISTAKES SOME PEOPLE MAKE

It is Human to Err, But Why Through Thoughtlessness?

(With full acknowledgement to and by courtesy of "The Autocar")



It will be difficult to reverse into this space in a park. If regulations permit, the car should be run in forwards, or the car turned round beyond the park.

This is the right way to get into the vacant space in a car park. If approaching from the opposite direction, the car should be turned beyond the parking space.



Just thoughtlessness or selfishness or incompetence—a parked car occupying the space reserved for two.

ROAD ACCIDENTS IN MADRAS PRESIDENCY

Accidents at different localities

	30th March	30th June	30th Sept.
At Road Junctions	36	43	19
Cross Roads	13	29	14
On straight roads or bends with good sight line	309	313	289
In built up areas	59	66	69
Places controlled by Police or traffic signals	7	32	6
	424	483	397

Types of Vehicles involved

	30th March	30th June	30th Sept.
Motor cars	193	220	169
Motor cycles	7	13	11
Omnibuses	118	160	102
Lorries and vans	77	88	93
Pedal cycles	29	38	29
Jutkas—horse drawn	10	22	19
Bullock carts	31	49	25
Handcarts	2	4	4
Others	7	16	15
	474	601	467

Speed of Mechanically Propelled Vehicles

	30th March	30th June	30th Sept.
Below 10 m.p.h.	35	75	39
10—20	112	160	185
20—30	217	203	50
30—40	15	28	11
40—50	2	5	5
Above 50	—	1	—
Not available	26	16	86
	407	488	376

Classification of persons killed

	30th March Killed Injured	30th June Killed Injured	30th Sept. Killed Injured
Motor cyclists	— 1	1 3	— 4
Pedal cyclists	3 27	4 27	— 21
Drivers of other vehicles	3 38	5 49	5 49
Attendants and passengers	16 111	25 164	18 188
Pedestrians	69 210	75 218	69 165
	91 387	110 461	92 427

Causes of accidents

	30th March	30th June	30th Sept.
Due to drivers	139	182	142
pedal cyclists	30	25	24
animals	21	27	12
pedestrians	186	172	146
vehicles or equipment	25	15	26
road conditions	5	15	15
weather	1	2	2
obstructions	4	9	7
passengers	13	16	11
other causes	9	10	12
	433	473	397

Number of accidents due to Pedestrians

Period	Total No. of accidents in Madras Presidency	Due to Pedes- trians	Per- centage	Total No. of accidents in Madras City	Due to Pedes- trians	Per- centage
1st Quarter 1937	433	186	42.9	18	9	50
2nd Quarter 1937	483	172	35.6	21	14	66.6
3rd Quarter 1937	397	146	36.7	19	11	57.8

NEW CANTEEN

A NEW canteen, capable of taking five hundred persons at one sitting and equipped with the most modern kitchen apparatus and culinary facilities, has been opened for the benefit of employees at the Morris Motors Ltd. Bodies Branch at Coventry. Mr. H. Seaward, Joint Managing Director, performed the opening ceremony in the unavoidable absences of Lord Nuffield, who sent a telegram of good wishes, and Mr. Oliver Boden, O.B.E., Vice-Chairman.

The new premises can be quickly converted from a restaurant into a Concert Hall, when over 700 persons can be accom-

modated, and part of the equipment is a portable stage, which has been so designed that when it is in position it appears to be a permanent fixture. Other amenities include a billiard room with two full size tables, a rifle range, darts, table tennis and an up-to-date and completely fitted bar.

The company, in addition to providing the building and all the equipment, will pay for its maintenance and all lighting, cooking and heating charges, but the canteen's direction will be entirely in the hands of a committee of the employees, to run as they like.

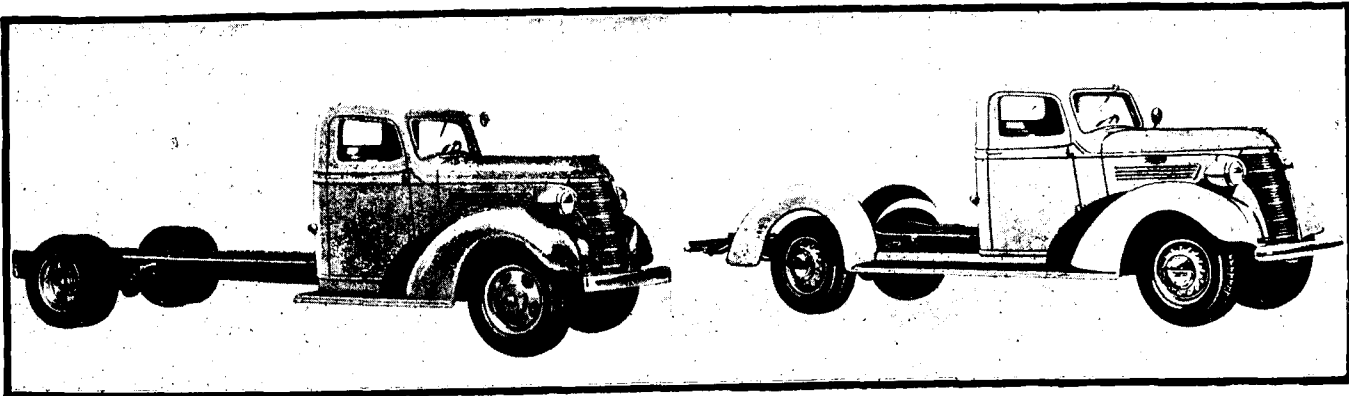
A LARGE ORDER

For the second successive year, a commercial organisation has signed a contract with Morris Motors Ltd., for a minimum of 1500 vehicles to be delivered during the next twelve months.

Last year a similar order was placed with the company, and although the same minimum number was stipulated, in actual fact over 2000 vehicles were made and delivered.

1938 CHEVROLET TRUCKS

Wide Range to meet all Business Needs



The 1938 157" Chevrolet Truck Chassis

The 1938 112" Chevrolet Commercial Chassis

THE question of motor transport has been receiving great attention lately in India and the road programmes formulated by many of the Provincial Governments are a reflex of the great importance which is attached to this subject. India being primarily an agricultural country the development will be more along bus and goods transport. This means that the demand will centre around flexible, dependable trucks which at the same time are economical in running and are priced reasonably.

For this reason the announcement of the 1938 Chevrolet trucks will be received with much interest. This year's line comprises a wide selection of models on six different chassis, designed to meet many varying needs in industry, in business and passenger service. The various wheelbase lengths are as

follows: 112", 122 1/4" light and heavy, 131 1/2" and 157" single, dual and heavy duty.

The entire line has undergone extensive improvement through engineering developments. Its appearance has been modernized and beautified by redesigning of the radiator grill and bonnet. Outstanding among the mechanical improvements is the new diaphragm-type clutch, providing softer yet more positive engagement, all in conjunction with greater simplicity and lighter weight.

It is interesting to note the large number of Chevrolet trucks and buses that run on the Indian roads, and year after year this popularity appears to be on the increase—a very significant fact.

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

NOTES FROM LONDON

By Brian P. W. Twist

FIRST of all, the report of Sir Charles Bressey and Sir Edwin Luthens on the London traffic problem, referred to in the last issue, has not at the time of writing been made public by the Ministry of Transport. The report is known to be of great length, and the Minister has intimated that before general publication of the findings he intends to consult with the various municipal and borough authorities concerned.

Further consideration of this subject may, therefore, be deferred until the official plans are known, but some idea of the traffic in modern London may be gathered from the recently issued census of the Metropolitan police. Hyde Park Corner is the busiest point, with no fewer than 80,500 vehicles of all types passing in a single day at the time of the census—or rather in twelve hours, from 8 a.m.—8 p.m.

This figure represents a 25 per cent. increase in the decade 1927–1937. At Trafalgar Square 65,400 vehicles were noted, and at Marble Arch 57,700. At Piccadilly Circus and Blackfriars Bridge the number was approximately 48,500. According to the police census, private cars accounted for 38 per cent. of the traffic, while pedal cycles numbered 21 per cent. and light commercial vehicles 17 per cent.

Relative Density.

The Automobile Association, however, has now conducted a census of its own, for the police census grouped both private cars and taxicabs together in arriving at the figure of 38 per cent.

The Automobile Association observations were taken at four points, in Oxford Street, Piccadilly, on the Victoria Embankment, and at the northern end of the Sutton By-pass.

The Automobile Association census was taken over a period of four hours, and note was taken only of private cars and taxicabs, with a view to assessing their comparative density. In Oxford Street, of the 2,626 vehicles noted, no fewer than 1,157 were taxicabs, of which the astonishing total of 984 were disengaged. At Piccadilly, 3,172 taxis (2,365 without passengers) were counted out of a total of 5,049 vehicles, and at the Victoria Embankment there were 1,236 taxis to 3,707 private cars. At the end of the Sutton By-pass there were only three taxis, to 1,983 private cars.

Taking the three Central London points only, the census gives a comparison of 7,063 private cars to 5,565 taxis. This throws fresh light on the problem, though Londoners have for long been aware of the obstacle caused by "crawling" taxicabs. It seems, however, that the suggestion that the traffic chaos is largely caused by private cars is at any rate open to amendment.

A further census of the number of buses passing a given point, and the number of seats actually occupied by passengers, would form interesting reading, but would be difficult to carry out with accuracy except by the co-operation of the London Passenger Transport Board.

* * * *

London has recently seen the opening of a remarkable service station in the Edgware Road, not far from Lord's Cricket Ground. In this station cars may be washed and lubricated and be ready to drive away again in the surprisingly short space of eight minutes.

Capt. G. E. T. Eyston performed the opening ceremony for Kenning's, Ltd., a firm well-known in the North of England, where at Sheffield they already have an eight-minute "car valeting" depot of the same type. This latter was opened by Viscount Nuffield last December, but the London depot has double the capacity, and, it is said, can service 500 cars a day.

The Conveyor Principle.

Actually it was in Paris where the ultra-modern equipment necessary for this rapid work was first tried out, and the system has been working well in the French capital for some time. The whole of the plant has been designed by Tecalemit, and has needed an immense amount of careful planning.

The system is worked by "roll-ways", or mechanical conveyors, each 123 feet long, similar to those in use by car manufacturers for mass production. There are two long lines of rollers, each of which is continuously rotated, quite slowly, by an endless chain driven by a 2 h.p. motor through a reduction box. The car is driven on at one end, and thereafter move slowly along through a number of processes.

Between the lines or rollers there is a continuous pit. At the start this is a wet pit, or "fosse", as it is called by the Tecalemit engineers; the first stage is naturally high pressure washing, and the water drains down into the fosse and is later reclaimed, to be used again.

Five or six operators take part in each stage, and the second process as the car moves on along the rollers is low-pressure washing. Then the car is dried, by airtubes, while below it, in the dry pit, greasers begin simultaneously to lubricate the chassis nipples. The lubrication goes on while, above, vacuum cleaners are applied to the upholstery. Finally, the car is leathered down, and polished, and emerges at the other end, eight minutes after its entry onto the roll-way.

The new depot in London has two of these roll-ways, on each of which some thirty operators are working, with car after car continuously passing through their hands, as they themselves remain practically in the same spot. An interesting calculation has been made that on an average 45 lbs. of mud are removed from each car.

A tremendous amount of machinery is needed, and the system for reclaiming the water is in itself most elaborate, with three interceptor chambers, and huge filters, before finally the water reaches the 5000 gallon storage cisterns. In spite of the cost of erection, however, there is no doubt that the new service station is the most up-to-date which has yet been seen in England, and probably in the world. The reaction of London's motorists to the opportunity for rapid washing and greasing, hitherto neglected by so many, will be interesting.

Leave Arrangements

The problem of obtaining a car for a short period when on leave in England must worry many motorists in India. A scheme has just been worked out by Rootes, Ltd., which controls the Humber, Hillman, and Talbot companies, especially to meet this contingency.

Arrangements for any of these cars, new or second hand, may be made, either direct with Rootes, Ltd., Devonshire House, Piccadilly, London, W. 1, or with the nearest distributors or representatives (such as Allied Motors, Ltd., of Bombay, or Mr. H. H. Lilley, 72, Park Street, Calcutta). The required car will then be sent to meet the traveller at the dock on arrival in England, in readiness to be driven away, or with a liveried chauffeur in attendance if desired. Free driving and technical instruction will be given if desired.

Guaranteed Re-sale

The important point, however, is that there will be no difficulty in disposing of the car when the period of the visit to England is over. When the car is ordered, Rootes will, if required, give a definite guarantee to repurchase the car at a pre-arranged price, according to the period of use. After three months 70 per cent. of the purchase price will be refunded, after four months 70 per cent., after five months 66 per cent., and after six months 65 per cent. Longer periods can be arranged.

Alternatively, the actual cost of the depreciation may be paid, plus certain extras, when the car is first taken over. To take an example, a Hillman Minx purchased in this manner and used during a stay of six months would cost its temporary owner a little over £55.

If the owner desires to keep the car, a special point is made of arranging the duties payable, which, incidentally, will be considerably reduced after the car has actually been used in Great Britain, compared with the duties on a new car. Packing, delivery to the docks, marine insurance, etc., are all taken care of by a special department, to save the traveller trouble.

* * * *

Hand Signals

An effort is being made to clear up the matter of hand and mechanical signals to be given by drivers, in a Bill introduced into Parliament by Sir Arnold Gridley. This measure seeks to enact that a driver shall not be held negligent if he gives warning in good time by means of a direction indicator or stop light of his intention to change course or stop. This seems only commonsense, but at present the legal position is that the hand signal is the only one officially recognised. In times when motorists really were motorists, and drove open cars, the hand signal was certainly all that could be required. However, since nowadays the majority of motorists are shut up in a hermetically sealed box, it becomes increasingly difficult to extrude an arm, and mechanical indicators have at any rate the advantage that the signal which they give is not capable of variation.

The fault of the mechanical indicator is that it is so easy to operate that many drivers, insulated from the rest of the world by tightly closed windows, move over their switch and begin to turn without ever having glanced behind them. The old hand signal had the merit that the effort required caused the driver to take notice of his surroundings. Nevertheless, motorists in England hope that Sir Arnold's Bill will receive support,

for it will remove at least one of the many anomalies in the existing law.

* * * *

A Riley Story

For sometimes rumours have been current that two big Coventry motor manufacturers were to amalgamate. Then it became known that the firms concerned were Riley and Triumph. Now, however, the proposed merger has been knocked on the head by a sad piece of news. The Riley company, one of the oldest in the industry, is in the hands of a receiver.

The Riley Cycle Company was founded in 1898, and the Riley Engine Company followed in 1903. In the following year a tri-car was produced, and one of these models has appeared in several of the modern London-Brighton "Old Crocks" Runs. Riley's were also famous in the early days as pioneers of the wire wheel, for which they took out a patent as long ago as 1907.

Apart from certain changes in the organisation at Coventry, however, Riley production will not be affected by this set-back, and will proceed harder than ever.

* * * *

During Mr. Burgin's recent trip to Germany, it is alleged, that he was driven at 80 m.p.h. over icy surfaces on the *autobahnen*; but his reactions to this experience have not been detailed, except that he was impressed by the general safety of such roads.

I myself have just returned from an expedition to Germany, when snow and ice covered a great part of the roads traversed. At this time of year one is quite liable to be snowed up completely in Central Europe, but we experienced no undue difficulties on this occasion, save for a general need for caution over the snow. The difference between driving on the ordinary roads and on the *autobahnen* in these conditions was most marked. On the ordinary roads, with corners, cross-roads, pedestrians, and vehicles approaching in the opposite direction, it was necessary to drive quite slowly after the sun had gone down, and the surface had frozen. However, on the *autobahn* which runs all the way from Hanover to Berlin—a distance of miles—where there were warning "Glatteis" notices at frequent intervals, few precautions were necessary."

Erring Elkins

None of the potential risks mentioned above was present, and in consequence there was small likelihood of ever having to stop suddenly, or indeed carry out any sudden manoeuvre. Sudden turns or stops are those which usually cause skids, and with freedom from anxiety in regard to these, one had only to drive straight ahead, bearing in mind the possibility, though an unlikely one, of animals such as deer crossing the road.

No doubt similar cases have been known in India, but it is said in Germany that when the deer have made up their mind to cross in a certain place no power will prevent them from doing so. They will scale the most impossible fences, or toil up steep embankments, merely to cross in their own place, though a much easier route may be available only a short distance away. This has the advantage that it is possible to determine with some accuracy where the animals are likely to be met on the *autobahnen*, and to post warning notices at such spots. It must be galling to the orderly German mind, having removed stray cyclists, pedestrians, and other wandering humans, and having caused them to cross by special bridges, for the deer to insist

on crossing the road in the same manner as they have done for time immemorial!

The car which I was driving was one of the new 3-litre Talbots, which made their first appearance at the Earls Court Show. It is a car peculiarly suitable for the *autobahnen*, as it has the useful feature of standing up to long periods of high speed driving close to its maximum, which, on the level, is almost exactly 80 m.p.h. In this characteristic it is almost continental, for few English cars of its type—that is to say, a comfortable machine not built for speed work—would have liked a constant speed of 75 m.p.h. Actually, in spite of the ice on the road, sixty-nine miles were covered during one hour's travelling, and the average was over 60 m.p.h. from one end of the *autobahn* to the other, including one or two stops.

Performance on an Autobahn.

So high a speed over a material portion of our journey made a lot of difference to the time for the run, and it is easy to visualise that when the network of special roads in Germany is complete, a journey of 600 miles in a day will not be regarded as a great feat of driving or endurance.

The greatest distance which we covered in one day in the Talbot was 465 miles, from Louvain, not far from Brussels, in Belgium, to Berlin. However, of this distance miles were on ordinary roads. Only once before had I covered a journey of this length in one day, the mileage being approximately the same, from Stuttgart, in South Germany, to Ostend, on the Belgian coast.

I was impressed not only by the enduring gait but by the suspension of the new Talbot. The car had three passengers on the way out, and four on the way home, and the rear seat occupants never expressed fatigue, or suffered undue jolting even on rough *pavè*. The Belgian roads are not on the whole good, having for the most part *pavè* or cobbled surfaces, but one was able to maintain over 60 m.p.h., and sometimes 70 m.p.h., without discomfort. Only in a car with independent suspension of all four wheels have I exceeded this speed on continental *pavè*. The Talbot has independent suspension of the front wheels. In England its price is £398.

The "Other Side"

Reverting to the matter of long-distance journeys on the *autobahnen*, I am not at all sure that motoring will gain in charm, as opposed to utility, when such roads become common. There are some who like driving on long, straight roads (such as Watling Street, or stretches of the Great North Road, in England), but many prefer some corners and towns to break up the journey. One mile of an *autobahn* is almost exactly the same as the next mile, and even if the pine woods provide some very beautiful scenery, there is not much variation. For the passengers, at any rate, the journey is just like one in a railway train, for one never passes through a town, or makes contact with the people of the country in some small village, which is one of the great charms of motoring on the continent. In theory, there is not even the benefit of motoring that one can stop when one likes, for stopping except in special places or circumstances is *verboden*. In practice, however, since the volume of traffic on the *autobahnen* is still amazingly sparse, there does not appear to be any difficulty in stopping where one likes.

A lively passenger is a great help during a long journey on an *autobahn*, and, except that car wireless sets are still so expensive in Germany, there seems a likelihood that machines

of the future will be fitted with radio. Most of the objections which have been levelled against radio on the ordinary roads do not apply on the *autobahnen*. It does not matter particularly if the driver's attention is distracted, as he can see for at least a mile ahead in most cases, and only the most wandering of drivers will not be able to keep straight ahead, in spite of the charms of music. He has only to watch out that he does not arrive on the scene at the exact moment when two of the 80 m.p.h. lorries are passing one another, just at the crisis of a Beethoven Symphony!

Whether such roads will be seen in England is a secret still locked in the brains of Whitehall. After the bewildering activity of his predecessor, Mr. Burgin's methods seem slow, and one can only hope that they are sure. It is announced that six foot-bridges are to be built over the Kingston by-pass, and on this which was the first of the arterial roads, there is great activity in the construction of the double tracks. One wonders now why arterial roads of this type were not built with the original track at the side of the space reserved, instead of in the middle, with a wide grass verge on either side. Had this been done—indeed in certain parts of the North Circular Road and on the Cambridge Arterial Road in the Tottenham direction it *was* done—the task of building the second track alongside the first would be much easier.

The Burgin Decade

The 4½-mile by-pass round the south-east of Exeter has just been opened in its entire length. There is an electrically operated swing-bridge over the Exeter Canal which can be opened or shut in only two minutes.

Mr. Burgin also announces that his policy is "progressively to remove" the 4,000 odd level crossings in the country, but signs of activity in this direction are not evident at present, or not so that one would notice, at all events.

On April 1st, the specially trained mobile police will begin their duties. Their object is to warn offenders in a courteous manner, rather than to give notice forthwith of an impending summons. It is felt that gentle persuasion of this kind will be more effective than coercion, and whereas the British police are rarely discourteous, even when prosecuting an offender with the full rigour of the law, there is no doubt that a better understanding between police and motorists is to be welcomed. Already police cars equipped with a loudspeaker trumpet on the roof, to give "audible warning" to crest-fallen offenders, have been seen in the London area.

The resignation of the late Foreign Secretary, Mr. Anthony Eden, is concerned with matters of vaster import than those connected with mere motoring. Sympathetic as one may feel towards Mr. Eden, however, with all his energy and patriotism, there is no doubt that the political situation is now less tense, and the improvement in the Stock Exchange is reflected in an immediate increase in motor car production. It is felt that the "recession", or minor slump, which has been going on for the last three months, in all of which car production figures were down compared with the previous year, is now over.

Motoring and Mr. Eden

In spite of the recent "recession", however, the total production of motor vehicles in Great Britain in 1937 was up by 2.4 per cent. over 1936, with an increase of 12,073 private cars. As regards the export trade, there was an increase in the first

month of 1938, compared with January, 1937, of £154,189. A remarkable feature of the import returns for January is an increase of over £80,000 in the value of cars coming from Germany. In January, 1937, 23 German cars worth £5,875 were imported. In January, 1938, the figure had risen to £86,202, with 1,067 cars! The balance of trade remains satisfactory, however, for during 1937 78,000 cars were exported, and 18,000 imported.

By the time this issue appears the motor racing season will have begun in England, the first Brooklands meeting being scheduled for March 12th. The list of fixtures in the forthcoming season is the heaviest on record. The Crystal Palace season begins with a meeting on April 2nd, and on April 9th the British Empire Trophy Race will be held at Brooklands. In this event, run as usual on handicap, it is hoped that the new E. R. A.'s, intended for Grand Prix racing, will make their first appearance.

Some of the French firms may take the opportunity of the first formula race of the season, at Pau on April 10th, to try out their new cars, but the first serious clash will be at Cork on April 23rd. It is learnt that the new Mercedes-Benz and Auto-Union Grand Prix cars will not be running in this event, as they will not be ready. This removes some of the interest, but Alfa-Romeo is expected to send Newolari, Sommer, and Farina, with the first of the new cars, and for France Schell, Comotti, and Carriere are likely to drive the 4½-litre unsupercharged Delahayes. The latest 3-litre supercharged Bugatti, to be driven by Wimille, is another likely entry. Raymond Mays and A. I. Dobson are down to drive the new E. R. A.'s.

The first prize in this race is £1,000, for which, before the Germans enter the lists, there will be keen competition. The race is 201 miles in length, and is to be run over the six-mile Carrigrohane circuit, on which there is a 2½-mile straight. Mercedes-Benz and Auto-Union will appear for the first time with their new cars in the Tripolis Grand Prix on May 15th.

Trials are never out of season, although at the present time there is much talk in England of impending action by the Ministry of Transport to restrict or even ban entirely this branch of the sport. The trouble has been caused by the uncontrolled growth of the movement, and the increase in the number of events. This is a big subject, however, and may well be dealt with at another time.

One of the most important events of the year, the Colmore Trophy Trial, has just been held in the Cotswold area, and resulted in a victory for G. Warburton, driving one of the fierce new "trials specials", an Allard Special. S. H. Allard himself, designer of these machines, was the runner-up.

Engine Types

These cars have been built especially for reliability trials, to develop the maximum power and obtain the best wheel-grip in mud. Of the four cars at present in existence, three have engines based on the Ford V8, with special turning. Warburton's and Allard's cars in the Colmore Trophy were eight-cylinder machines of this type. The fourth and latest of the Allard Specials, which has only just appeared, has a twelve-cylinder Zephyr engine, and its power-weight ratio is outstanding. It is owned by K. N. Hutchison.

In the Colmore Trophy Trial there were 80 competitors, and only Warburton and Allard with the two Allard Specials went to the finish without loss of marks. The main difficulty was at a new hill, Warren Hill. In spite of its name, however, it was no place for "rabbits". Competitors approached

along a muddy track, where some stopped even though the section was not "observed". Then they were confronted by an acute right-hand hairpin bend, with a slanting surface of slippery mud.

Question of Tactics

Exactly the right tactics were necessary, for a car which approached too fast merely slid straight on, the front wheels refusing to answer to the steering. If a driver turned too soon, he had to surmount the steepest part of the corner on the inside. The only method for success was to approach slowly, turn in the middle of the corner, and simultaneously give the engine full power, in order to bring the tail round.

Warburton was undoubtedly best at this point, and Allard only a little less certain. Hutchison's twelve-cylinder Special, however, had so much power that after rounding the corner it was brought to a stop by wheelspin. Twelve competitors struggled round the corner, but only three kept going up the entire hill, the remaining success being scored in unaccountable manner by a driver named T. H. Cole, with a supercharged Austin Seven. Cole, however, failed on one of the other hills, leaving Warburton and Allard to fight it out.

This created an amusing situation at the special driving test which was to decide ties. Competitors had to reverse at cross-roads, and stop after crossing the finish line. Allard came first, and stopped too soon, till he was urged over the line by the marshal. Then came Warburton, who went right on without stopping at all, till he reached the "middle distance"! Curiously enough, these utterly different errors produced exactly the same time, and resort had to be made to another timed test, at which Warburton was successful by a bare 115 sec.

In India

An interesting letter has been received by French Motor Car Co. Ltd., Bombay, from one of their Dealers, Mr. Sorabjee Burjorjee of Nagpur, who had collected from them five of the new Series II Morris Eights. Despite the natural stiffness of the engines, they each gave 40-45 m.p.g. on the 600-mile journey from Bombay to Nagpur.



Mr. Sorabjee Burjorjee with the five New Morris-Eights, outside the premises of French Motor Car Co. Ltd.

Not a drop of water had to be added to any of the radiators, which were as full on arrival as at the start, although considerable hill-climbing took place. Only one-eighth of a gallon of engine oil was consumed per car.

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.

Buick Cars

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

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

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.

Oldsmobile Trucks

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

Opel Cars

COIMBATORE—United Motors (Coimbatore) 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.

MADRAS FLYING CLUB NOTES

MARCH weather prevailed, as expected, during March, its utter serenity disturbed however by a torrential noon-tide thunder shower in the latter half of the month, thirstily welcomed by the parching aerodrome—a very strange phenomenon indeed.

An outstanding amount of flying was done during the month, a great deal of it by Mr. Sundaram who, in his capacity of 'B' licence pilot, took a charter flight to Colombo, another to Trivandrum, both in the Leopard, and accompanied three members (separately) as guardian on Gipsy cross country flights, these being Mr. Loomis, an American, who had to visit Cochin and Quilon, finally to catch a ship at Colombo; Mr. Subramaniam, the Aerodrome Officer, who had to visit aerodromes around in the Presidency; and Mr. Achyuta Rao who wanted to see something of his homeland of Mysore.

Another member, Mr. Aserappa of Ceylon, did a considerable amount of flying. He set off in a Gipsy on a flight to include Bombay and Hyderabad, but circumstances en route imposed a change of programme and he dropped in first at Gadag near Hubli, in a field there, and a couple of days later on the Coromandel beach just south of the Coleroon mouth, whence he was rescued by Mr. Law and the instructor who flew thither in another Gipsy, shared out the petrol and flew both machines to Pondicherry for more petrol, landing on a bit of waste ground immediately south of the town which had never before felt the pressure of aeroplane wheels. There H. E. the French Governor kindly entertained the two to lunch, graciously took a joy ride and waved them farewell as they set off to Madras.

It was immediately decided to hold a joy riding week at Pondicherry with the least possible delay, using that newly discovered and most convenient bit of ground. Two aeroplanes flew over to start the proceedings, Dr. Dyson with Madame Triou in a Gipsy and the instructor in the Leopard, the latter

proceeding to give joy rides at once, but, after only two days, labour troubles in Pondicherry unfortunately necessitated the sudden withdrawal of the police from the landing ground and there was no option but to cease operations and return to Madras but not before a good time had been had by all, thanks to the hospitality of H. E. the Governor and the other kind French residents of Pondicherry.

Four members took cross country instruction, Madame Triou doing two triangular flights, to Gingee and Vellore and to Venkatagiri and Chandragiri; Mr. Rowson doing the prescribed Bangalore-return flight, with landings at Bangalore; Mrs. Kapadia doing Pondicherry and back, and Mr. Achyuta Rao doing a triangular flight to Tirukalikundram and Conjeeveram. Mrs. Kapadia also flew solo to Chingleput and to Nellore. The instructor took two charter flights, one to Colombo with two ladies, and one to Hyderabad, and lastly, on behalf of the Madras Flying Club, and with Mr. Aserappa to assist, he dropped a sack load of rose petals at the harbour over the coffins of the Datia French Air Mail victims during a solemn ceremony held alongside the "Bernadin de Saint Pierre" which was to take the remains to France.

Two pupils went solo and qualified for their "A" licence, Mr. Fernando of Ceylon and Mr. Achyuta Rao of Mysore, and Mr. Porteous, who already had a British "A" licence, joined the Club.

Finally on Sunday, March 27th, another Bombing Competition was held, 13 pilots competing. Some good marksmanship was witnessed and the winner was Dr. R. J. Dyson with Mr. A. S. Ratnam second and Mr. J. D. Italia third.

Mr. Tyndale-Biscoe left Madras on March 29th for England where he will remain for some months on leave. Several pilots and other members of the Club saw him off and wished him "Bon Voyage" as his train steamed out of the Central Station for Bombay.

CROSS COUNTRY FLIGHTS DURING THE MONTH OF MARCH 1938

Date	Machine	Pilot	Passenger	Journey	Time
2-3-38	VT-AIL	Mr. Tyndale-Biscoe	Charter flight 2 passengers	Madras-Trichy	1-35
2-3-38	"	"	"	Trichy-Colombo	2-55
2-3-38	"	"	No passengers	Colombo-Trichy	3-0
2-3-38	"	"	"	Trichy-Madras	1-50
2-3-38	VT-ABH	Mr. Aserappa	With passenger	Madras-Gadag	4-0
3-3-38	VT-AIL	Mr. Tyndale-Biscoe	With one passenger	Madras-Hyderabad	3-10
4-3-38	"	"	"	Hyderabad-Madras	3-5
4-3-38	VT-ABH	Mr. Aserappa	No passenger	Gadag-Bellary	1-5
5-3-38	"	"	With passenger	Bellary-Thirumalaivasal	5-5
6-3-38	VT-ACU	Mr. Tyndale-Biscoe	Mr. Law	Madras to 25 miles south of Cuddalore (Tirumalaivasal)	1-55
6-3-38	"	"	With passenger	" to Pondicherry	0-35
6-3-38	"	"	Mr. Aserappa	Pondicherry-Madras	0-55
6-3-38	VT-ABH	Mr. Law	"	Thirumalaivasal to Pondicherry	0-40
6-3-38	"	"	No passenger	Pondicherry-Trichy	1-15
7-3-38	"	"	Nil	Trichy-Madras	2-5
7-3-38	VT-AJO	Mr. Tyndale-Biscoe	Madame Triou	Madras-Gingee and back without landing	2-30
11-3-38	VT-ACU	"	"	Madras-Venkatagiri and return without landing	2-20
12-3-38	VT-ABH	Mr. Rowson	Nil	Madras-Vellore and return without landing	2-0
13-3-38	VT-AIL	Mr. Sundaram	With one passenger	Madras-Trichy	1-35
13-3-38	"	"	"	Trichy-Colombo	2-45
13-3-38	"	"	No passenger	Colombo-Trichy	2-55
13-3-38	"	"	"	Trichy-Madras	1-50

INDIAN AIR SERVICES

ON the 22nd January, Messrs. Tata & Sons Ltd. extended their twice-weekly mail service between Karachi and Madras to Colombo. Messrs. Tata have now operated a mail service for over five years, during which time their aircraft have flown over 1,000,000 miles, carried nearly 12,000,000 letters, and have only missed their connexion on four occasions, their regularity being 99.4 per cent.

Until quite recently they were using small single-engined aircraft, but they now have a fleet of fourteen machines, three of which are de Havilland Dragon Rapides which are used on the Bombay-Karachi service. It is reported that the proposed night service between Bombay and Calcutta has not been lost sight of, but will be considered seriously in the near future when the Empire airmail service is working five times a week. Mention was made of the company's other services in *Shell Aviation News* for November 1937.

A service between Bombay and Kathiawar was opened towards the end of 1937 by Air Services of India Ltd.; the route is *via* Bhavnagar, Rajkot, Jamnagar and Porbandar, the stretch from Bombay to Bhavnagar being flown by either the company's de Havilland Dragon Rapide or its Airspeed Courier and the

rest of the journey with a Percival Vega Gull. The journey from Bombay to Bhavnagar only occupies 1½ hours whereas by train it takes almost 20 hours; the whole trip by rail takes 27¼ hours, and the company's aircraft only 3¾ hours. In addition to the saving of time, the fares are not as much as first-class railway fare.

The Bhavnagar State has a first-class landing ground some two miles out of the City, and having already spent almost a lakh of rupees (£75,000) on the aerodrome they propose to spend nearly twice as much again on an up-to-date control tower, restaurant, etc. At Rajkot there will be a waiting room on the landing ground and at Porbandar, where there is already hangar accommodation, H. H. the Maharajah has given instructions for a modern control tower to be built. Consideration is being given to the erection of first class facilities on the aerodrome at Jamnagar. A point of material assistance in the development of these services is that there are a number of important religious places in Kathiawar which are visited by thousands of pilgrims every year. Probably the most important of these is Dwarka and the wealthy Somnath temple which has as illustrious a history as almost any Hindu place of worship in India.—(By courtesy "*Shell Aviation News*").

BOMBAY FLYING CLUB NOTES

Activities for the Month of March 1938

Flying Hours:—The Bombay Flying Club put in 204.15 hours for the month of March, 1938, including 1.10 hours night flying.

Cross Country Flights:—Cross country flights were carried out to Junagadh, Porbandar, Himatnagar, Jodhpur, Bikaner and Indore.

Issues and Renewals of Licences:—Messrs. L. Fabjan and D. P. Majoo obtained their "A" Pilot's Licence, and Mr. B. B. Nicholson obtained his Indian Pilot Instructor's Licence.

Competitions:—A competition for the Dewar Challenge Cup was held on the 27th instant, at Juhu. Competitors were handed a map of the district, by means of which, they had to fly to Bhiwandi and Panwel and locate and report on ground

strips which had previously been placed by ground observers. The most accurately flown course was carried out by Mr. P. C. Ramachandran, in the Club's Tiger Moth, VT-AIS. Mr. Ramachandran's observations were entirely correct, and his time only varied thirty seconds from the correct time for the course. He will therefore hold the Dewar Challenge Cup for the forthcoming year. Mr. J. R. Taleyarkhan came second in the Competition. His observations were correct but his time was three minutes out. The third place was taken by Mr. R. E. Popper.

A speed judging competition was held the same evening, and the winner, Mr. Charmichael, was awarded a free joyride.

Visitors:—The Club was pleased to welcome Wing Commander Crosbie from Karachi on the 24th instant, and Flt/Lt. Whitta from Hyderabad on the 29th instant.

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THE SOUTH INDIA MOTOR OWNER

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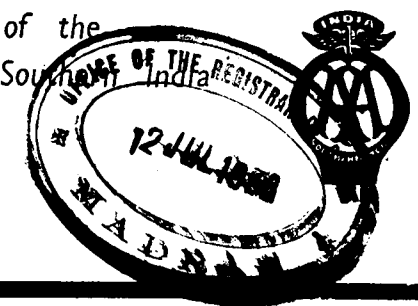
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MAY 1938

[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 old granite steel bridges No. 168 (span 13' 0) existing at mile 360/2 on Madras/Calicut Trunk Road at Mannarghat on the section between Palghat and Mallapuram is undergoing reconstruction. A diversion road with a temporary bridge has been put up close by at a curve. The motoring public are warned to negotiate the diversion carefully.

P. W. D. Inspection Bungalows

Several motorists, some of whom wired to the Chowkidar, Anantapur Travellers' Bungalow for accommodation and food, complain that this individual produced the telegram when the motorists arrived and that was all. Flatly refused to do anything nor open the bungalow, etc., although he was told they belonged to the A.A.

Warning.

The road from Coonoor to Kotagiri has had piles of new metal placed along it recently. This makes it a one-way road in many places and motorists should be careful.

Bridges on Mudabidri-Bantwal Road No. ii are still in a dangerous condition. A diversion road for use only during summer, i.e., till May 1938 has already been opened.

Pondicherry to Tiruvannamalai Road.

Portions of Pondicherry-Tiruvannamalai road (52 to 62), and Cuddalore-Tiruvannamalai Road (Cuddalore-Chittoor Trunk Road 53 to 66) in North Arcot District Limits are in fair order for any motor traffic.

Trichinopoly Junction Railway Station.

There is no garage at Trichinopoly Junction. The cars of those occupying retiring rooms at Trichinopoly Junction are parked at owner's risk, where owner-driven cars are permitted to be parked.

Chandragiri-Tirupati Road.

There is no road from Chandragiri to Tirupati (top of hill).

A road to a length of 4½ miles bears from Chandragiri up to the foot of the Hills. From this place, a distance of about 2½ miles has to be climbed by foot to reach the temple and hills.

Moffusil Notes

Mysore.

Her Excellency Lady Marjorie Erskine and members of the Government House Staff: Major T. F. Kelly, Capt. G. Cole, Capt. R. Jenyns and Capt. S. Cuthbert together with Messrs. H. G. Hicks (District Forest Officer, Coimbatore North) and R. C. Morris recently concluded an enjoyable shoot at Santekanave, near Gaddesal, on the hills to the west of the Satyamangalam-Hassanur-Kollegal Road. The road was put into repair for the occasion by the Erode District Board.

Three fine bull bisons were secured on the hills, while two tigers and three panthers were bagged to the east of the hills in the Kollegal Taluk.

Kodaikanal.

The only note of interest in this place is the installation of the Kodaikanal Electrification Scheme which is going ahead. It is reported that Kodaikanal will be fully lighted within the next two months.



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Madras Motor Vehicles Rules

The following notification appears in the Madras Motor Vehicles Rules, 1938:

"The fee payable for the renewal of a licence shall be rupees three.

"A licence which has expired more than seven days prior to the date of application may be renewed on payment of a fee of rupees five."

Amendments to the Mysore Road Traffic and Taxes Act

In virtue of the powers vested in them under Sections 14 and 15 of the Mysore Road Traffic and Taxes Act, No. VI of 1935, as amended by Act No. IX of 1936, the Government of His Highness the Maharaja are pleased to direct (1) that a sub-toll-gate be opened at Marvalli Kanive to serve as a check gate to the main Khavaspur toll-gate in the Shikarpur Taluk, Shimoga District, and (2) that this check gate and Khavaspur main gate be treated as one toll-gate, the payment of toll at one gate exempting vehicles, etc., from the payment of the same at the other.

In exercise of the powers conferred upon them by sub-section (4) of section 9 of the Mysore Road Traffic and Taxes Act No. VI of 1935 as amended by Act No. IX of 1936, the Government of His Highness the Maharaja are pleased to issue

His Highness the Maharaja are pleased to issue the following amendments to Rule 7 of the Mysore Motor Vehicles Tax Rules, Part I:—

AMENDMENTS.

Substitute the following for the existing Rule 7:—

"7. (a) Every person making the payment of a tax shall deliver to the Licensing Officer a declaration in duplicate in form (2) attached to these rules. The original of every declaration shall be filed in the office of the Licensing Officer and the duplicate shall be forwarded along with the duplicate copy of the licence to the Inspector-General of Police as prescribed in Rule II below. A separate declaration shall be presented in respect of each vehicle or trailer.

(b) If the tax relates to a past period for which no licence is needed or represents a deficit due for a past or a current period for which a licence has already been taken, the declaration in duplicate shall be accompanied also by an ordinary chellan duly filled in. This chellan will be receipted and returned to the presenter by the Licensing Officer. The declaration forms will be dealt with in the manner prescribed for current tax.

(c) (i) If a tax is collected by a court, the court shall prepare a receipt for having collected the money, in triplicate. The original shall be given to the defaulter from whom tax is collected, the second copy sent to the Inspector-General of Police and the third one retained for record in the court.

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the following amendments to Rule 24 (a) of the Mysore Motor Vehicles Tax Rules, Part I (page 143 of the Mysore Motor Manual):—

AMENDMENTS.

24. (a) At the end of the 2nd sentence add "or the half year as the case may be".

In the last sentence add "or the half year as the case may be" after the word "quarter".

The rule after the first sentence will read as follows with the amendments referred to above:—

"24. (a)

The said person shall, on application, obtain the licence or the licence and the permit, as the case may be, from the said officer if the vehicle is put into use again during the course of the quarter or the half-year as the case may be. The said officer shall return the licence or the licence and the permit together with an order to a treasury for the refund of the amount, if a refund is sanctioned by him. If the vehicle is not used during the whole of the quarter or the half-year as the case may be, the licence need not be returned but necessary refund may, on application, be granted."

In exercise of the powers conferred upon them by section 13 of the Mysore Motor Traffic and Taxes Act No. VI of 1935 as amended by Act No. IX of 1936, the Government of

(ii) The party shall apply for a licence, if the tax paid by him to the court is for a current period, by tendering the receipt (or receipts if the tax has been paid by him in instalments during the period for which it relates), to any Treasury Officer who is a Licensing Officer and that Licensing Officer shall issue a licence in exchange for the receipt (or receipts), the particulars for the license being taken from the respective Registration Certificates.

Note:—Such a licence shall be exhibited on the vehicle as laid down in rule 16 *infra*.

(iii) If the tax paid to the court is for a period that has expired or a deficit for such period or for a current period for which a licence has been taken, the court receipt received in the Office of the Inspector-General of Police shall be considered to be a sufficient record and the party paying the amount need not take any licence in exchange for the receipt given to him by the court."

Courtesy of the Road

Member No. 524 writes:—

"While going into Madras, at about 36 miles (Chingaperumal Koil) I found on the left-hand side of the road, car No. O. 4683 had collided with a tree and turned over on the right side, and was in flames, the villagers throwing sand and

water to extinguish the fire in the engine of the car. I stopped to enquire the cause of the accident and if I could be of any assistance to the two occupants who were slightly injured, offering to take them into Madras, either to the hospital or where they resided, but was answered by an abrupt "No"—in fact they were perfectly rude. So I proceeded on my way as there were 2 buses which they could have availed themselves of if they wanted the use of them. On returning in the evening, I found the car had been removed. The occupants looked like foreigners."

Secretary's Tour to Trichinopoly, Kodai and Madura by Road

Having been offered a lift in his car by member No. 3480, Mr. R. C. Bromley, the sanction of the Chairman was obtained, and I left here on the morning of Thursday the 28th April.

At Trichinopoly, I called upon a number of railway officials, and on Mr. J. C. Hunter of Messrs. Burmah-Shell. As we have no district representative there, I asked him to act as such, but he declined as he is not permanently stationed in Trichinopoly. He strongly recommended Mr. D. W. Bartley, who was unfortunately out of town; but I saw him on the return journey. He is very keen, and has promised to give every possible assistance and to recruit as many members as he can. He is very anxious that two car park attendants should be supplied at Trichinopoly, and he will take charge of them. I recommend this suggestion for the consideration of my Committee.

Kodaikanal was reached in the afternoon of Saturday the 30th, and we left there after lunch on the following day, arriving in Madura on Sunday evening.

On Monday, I called by arrangement on Messrs. T. V. Sunderam Iyengar and Sons. I inspected the new office as the one I had previously chosen was not available, and found that this one was even more suitable, and in a prominent position. It is to be renovated, and an electric fan installed. It will be available from the first of June. I then interviewed a number of applicants for the vacancies in the new branch office, and engaged one motor cycle scout, one clerk, and one car park attendant. Mr. Doraiswamy (the brother of Mr. T. S. Rajam) has promised to engage one more car park attendant, as I did not consider the applicants I saw suitable.

We returned to Trichinopoly on Monday night, interviewed Mr. Bartley on Tuesday morning, and returned to Madras on Tuesday evening.

The routes from Madras-Trichinopoly-Kodaikanal via Samabathi, Kodai Road to Madura; Madura via Melur to Trichinopoly were all checked. Several minor errors were detected, and one error of 10 miles was discovered in the route between Samabathi and Kodaikanal.

Mr. Bromley intends touring very shortly from Madras through Coimbatore, Cochin, Quilon, Trivandrum, Cape Comorin and back. He intends to be away for about 10 days, and has invited me to accompany him. I consider this an excellent opportunity to see these roads, as I have never travelled over them beyond Coimbatore.

Easter Holidays

Holidays are always busier days at "AA" House than any other days, and with only one clerk on duty it was with difficulty that we were able to cope with the rush.

All Licensing offices being closed, members continued throughout the holidays to call here for licences.

B

There was a great demand for routes and road information. The earliest call by telephone was received at 3.45 a.m. from a member going to Kodaikanal, and the latest visitor was at 9.30 p.m. requiring a route to Cochin.

A relief staff will be required in future in order to give full service to members during holidays when they are free from business worries and have leisure to come and see us.

Route Itineraries and Letters

131 itineraries covering 66,204 miles were issued during the month.

535 letters, 610 telephone and personal calls were received, and 750 letters were despatched and 370 letters were delivered by peons.

Scouts' Report

In Bangalore the Scout's duty varied from delivering a large number of local letters, fitting badges to members' cars, obtaining 10 licences for members, and giving help to a number of road side breakdowns, to his general patrol duties.

Car parks were attended at the following places during the month:—

Cubbon Park band	.. ..	on 5 occasions
Bowring Institute dances	.. ..	" 5 "
St. Patrick's Cathedral		" 4 "
Garrison Parade		" 4 "
B.A.D.S.'s special entertainments		" 2 "

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MADRAS

In Madras they assisted in the parking arrangements at the following places, in addition to certain cinemas every night:—

Connemara Hotel, 4 times a week.
Meetings at "AA" House on 2 occasions.
Wedding at "Sir K. S. House", Mylapore.
South India Chamber of Commerce on 1 occasion.

21 cars were given assistance, 10 for mechanical breakdowns, 8 for tyre trouble, and 3 for lack of petrol; 15 of these cars belonged to non-members.

At 2 a.m. on the morning of 4th April a cart carrying coal and straw caught fire on Mount Road, opposite the Lady Willingdon Nursing Home. An A.A. Scout was on the spot and assisted in extinguishing the fire, and controlling the traffic round the obstruction caused by the bags of coal being pulled out into the middle of the road.

During a meeting of the Committee at "AA" House on the 20th evening, a fire broke out in a garage in the adjoining compound. Two Scouts immediately rushed to the scene, but the fire had already got too strong a hold to enable them to get the car out. They therefore called the fire brigade which was promptly on the scene and had the fire under control in a very short time, but not before very considerable damage had been done and the roof of the garage collapsed on the car, which was completely destroyed.

Car Park Attendant Muniswamy was passed out this month in police training and traffic control.

Letters to the Secretary, A. A. S. I.

From Member No. 680.

"I wish to express my thanks for the arrangements made by you for my trip to Ceylon. Everything worked like clock-work, and we arrived here on Tuesday afternoon after a very enjoyable journey.

The railway authorities, the Customs (Indian and Ceylon) were ready with all the papers and there was no delay.

At Ramnad, the Station Master demanded Rs. 97 instead of Rs. 61, but the copy of the letter you received from the Chief Transportation Officer, which I had with me, made him accept Rs. 61.

We maintained an average speed of 32.3 m.p.h., although the speedometer was touching 45 to 50 most of the way. I have jotted down a lot of points in my diary about the road. In all, we did 517 miles by car.

We expect to leave for India about the 20th of June, and I shall let you know long before that about arrangements for trucking my car from Talaimannar to Ramnad."

From Member No. 1211.

"I completed my tour in France without trouble of any kind. Thank you for all the assistance which you have given me."

Free Shooting of Tigers in Mysore State

The area within a radius of three miles round about Kankere village, Maddagere Hobli, Hosadurga taluk, Chittaldurg District, is thrown open for a period of three months for free shooting of tigers.

The area within a radius of ten miles round about Sulekere Traveller's Bungalow, Santhebennur Hobli, Chennagiri Taluk, Shimoga District, is thrown open for a second time for a period of three months for free shooting of tigers.

Hony. Secretary's Report—Bangalore Branch

Phew! what weather; and in 'delightful' Bangalore too.

Thermometer ranging, right through April, from 90 to 96, and, I've no doubt, claiming once more its annual record—however short-lived of being the hottest recorded spot in India.

Well, with other places just getting into their summer stride, there are already signs that Bangalore is cooling down and taking on a less parched appearance.

A word of advice; always, if possible, get out of Bangalore during April, and if out, stay out. For there can be no question, I think, that April is its worst month.

General:—

Work was fairly heavy throughout the month, and prevented me from getting away. There have been Members' complaints of trouble at Toll Gates, such as overcharges; delays for examination of baggage, but just what they expected to find was not known, as there was no prohibition at the place; then a "tangle" about charges on Trailers; and lastly a Bangalore motorist was made to pay the Municipal Toll fee on entering the C. & M. S., Bangalore, on the old Madras Road.

The last named has been put up for refund, and the other cases reported to the Secretary.

The Motor Vehicles Act, 1938 (British India):—

I have been favoured, by the Collector, Civil and Military Station, Bangalore, with a copy of the above Bill, and copies of the Legislative Assembly Debates covering the whole course of them, and am asked to submit my views on the provisions of the Bill.

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.

I have submitted my views, on certain points which specially apply to the private owner or of general application, to the Secretary, A.A.S.I., for consideration.

As the Bill contains 71 large pages of small print and the debates 114, this has used up the midnight oil, as it was not possible to find time to peruse them by day.

2. Correspondence:—

Normal, though perhaps more knotty. Letters issued were:

To the Secretary	..	69
Others—Outstation	..	13
Local	..	36
Total	..	118

This is 10 less than March, and exactly the total of February.

3. New Members:—

Several applications sent on, and it is hoped that some of the propagandist literature has borne fruit.

4. Road Scouts:—

One was present throughout the month and a separate report of his work has been submitted.

5. A Correction:—

I have somehow been wrongly quoted on page 110 of the Journal for April: in the last line of the 2nd sentence it should read: the "Autocar" of 19-2-32 (not 38).

At the bottom of the same page:—the 4th, 5th and 6th lines from the bottom should read:—"the Mysore Licensing office issue in advance for their half-yearly ones, e.g.—from 27th December for half year commencing 1st January, and 25th June for the half, or new year from 1st July."

6. Service to Members:—

Six members have been fitted up with car badges, and two with the special A.A.S.I. Maps of the Madras Presidency 1 inch = 20 miles.

Fifteen called for advice on travel, and were supplied on the spot, with itineraries, and notes on where to stay.

Several wrote for detailed information of Nandi Hill, and other Hill resorts in Mysore.

Thirty-five asked at the Office for advice about licences.

Ten licences were obtained and supplied, whilst two were advised about registration. Two members' change of address were reported to the Police authorities. Other matters were refunds on Mysore licences, etc.

Here is a typical case of service to one of our members (a lady):—

Late one evening, I received a letter from this lady that she had just received orders to take her annual leave at once, and she proposed to leave at 5 a.m. day after next, and go to a Hill Station some 300 miles away. Briefly she said: "Can you help me? Want a route to stopping at zzz, and another night anywhere you think fit. I want a reliable driver for a month, who is a good mechanic. Do I want a licence for Madras. Have you any special tips on the journey, etc., etc." A postcard to a registered driver living 3 miles away, brought him to my office at 10 a.m. next morning, and he was installed at once. Having already advised as regards wiring reservations,

a Madras licence and complete route and detailed information as to alternatives; advice on tyres and brakes of the car were all settled in a few hours, if the night intervening be excepted.

I have received several letters of thanks and appreciation for help, etc., rendered, and whilst thanking Members for them, I'd like to say that we Representatives do not look for, or expect such things. Tell your friends, and better still, ask me for some A.A.S.I. literature with a post-paid envelope to hand to a non-member.

7. Tolls on Trailers in Mysore State:—

I made mention above of trailers: the point was, that because a trailer carried a number-plate in rear it must be a motor car; this argument having failed, it was decided it was half a car as it had only two wheels, and 8 annas demanded.

I think it is quite clear from Appendix V, page 33 of "The Mysore Motor Vehicles Tax Rules", serial Nos. 2 and 5, that the toll fees on a 2-wheel, and 1-wheel, trailer, are 4 and 2 annas respectively.

8. A.A.S.I. Signposts:—

I have brought to the notice of the Secretary, a few places where "cautionary" or "informatory" signs are considered to be necessary. Among these were—bifurcation at mile 42¼ (about) Tumkur, on the Bangalore-Bombay road; a dangerous and narrow 'right turn' on the tankbund on the Yellahanka-Bangalore road, between milestones 6 and 5; also a direction-sign to Madanapalle where the Chintamani road takes off at about mile 43 on the Bangalore-Cuddapah road.

Members will oblige by reporting signs necessary, or superfluous. The latter are dangerous because they tend to create a disregard for all signs, with the old cry of "Wolf, Wolf".

The mention of Chintamani reminds me that those who possess a Road Map of Mysore, 1935, should not be misled and touch that place when going to Madanapalle, hence the want of a sign. One might expect more accuracy in its own roads of the Mysore Map of 1 inch = 8 miles.

9. Choice of Routes:—

Bangalore to Chickmagalur—Official distance is 155½ miles.

This is evidently via Kadur, yet that place is 129 and Kadur to Chickmagalur 25 = 154.

Having experienced the bad patches of road to Kadur; and disregarding some pretty scenery between that and Chickmagalur, my advice is to go via Hassan, which is 115 from Bangalore, and 35, total 154. It is a better route, besides, Hassan is preferable to Kadur if you halt for a night.

Bangalore to Ooty: A friend tells me (he knows the Nilgiri inside out) he always travels via Teppekadu and Sigur, and saves 20 miles. I imagine it to be a stiffer ghat, but would like to have other opinions.

Bangalore to Mangalore: On no account go via Mercara unless you have to. The mileage is 236, and endless trouble and delay in getting a licence in Coorg for the doubtful pleasure of spending a few hours there; unless you get a licence in advance.

A thoroughly good road is: Hassan 115; Mangalore 108, total 223 and Coorg is not touched.

10. *A.A.S.I. Amenities:—*

For years past, outings and picnics have been organized, but non-members predominated. Now that members are increasing, it ought to be possible to run these with members only.

I shall be glad to hear from any member who is interested.

11. *Traffic in the C. & M. Station, Bangalore.*

The right-hand rule is most glaringly flouted, in fact, vast numbers of drivers seem to know nothing about it. This is very noticeable with traffic emerging from Brigade Road on to South Parade.

When the new Bill comes into force, and which will empower the Provinces to designate "Major Roads", we may possibly then have South Parade (a portion of the Major Road from Madras to Mysore) as a Major Road; others too, of course.

A potential danger here is: loaded Busses 'coasting' on every possible down gradient—some very steep and narrow, like the bottle-neck on Brigade road between Wrenn's corner and the Opera House, and where traffic of all sorts is pretty thick.

Then there is the racing of Buses crossing the Maidan between the B. R. V. Theatre and the Book Depot, where there is insufficient distance to overtake, and leads to "cutting in" in the middle of a traffic 'jam' at either junction.

I shall not be surprised to hear of a bad smash in connection with the above mentioned delinquencies.

12. *Petrol:—*

Prices, at the end of April, dropped from Rs. 1/5/9 to Rs. 1/5/6.

Several motorists have noticed a falling off in their car's performance, I mean, the m.p.g. Now all other things being equal, and if a leaky carburettor (there are a lot of these) is eliminated, I can definitely attribute the cause to the increasing number of islands or traffic 'roundabouts' which make for slower negotiation of corners and junctions—mainly, in the lower gears.

(Sd.) A. W. WATERS,

Hon. Secretary, Bangalore Branch.

Membership

45 new members were enrolled during the month of April 1938.

These new members were introduced by the following:

5 by Major A. W. Waters, M.B.E., 2 by Mr. V. Duraiswami,

1 each by Messrs. H. H. Chapman, K. M. Oommen, T. Campbell-Gray, S. A. Tippetts Aylmer, Best & Co. Ltd., Mrs. G. W. Owen, Dr. Ingram-Cotton, Messrs. J. C. Standen, C. T. Chidambaram, N. R. Krishnamma, C. M. Burnett, S. Ramanujachari and H. B. Macpherson.

The remaining 25 were enrolled by the staff.

New Members

E. H. Copeland, Esq.,
C/o National Bank of India, Madras.

M. Patanjali Sastri, Esq.,
Krishna Vihar, Luz, Mylapore.

Capt. F. DeNetto,
3/3, Atkinson Road, Vepery, Madras.

S. Kaliswaran, Esq.,
26, Nowroji Road, Chetput, Madras.

H. Paul, Esq.,
Medical College, Madras.

M. Valot, Esq.,
"Savana Mills",
Pondicherry (At present away from India).

Dr. A. Camilo Miranda,
The Golden Threshold,
14, St. Mark's Road, Bangalore.

S. A. Kikkeri, Esq., B.E., A.M.I.S.E.,
Dwaraka, Brindavanam Street, Mylapore.

T. G. Young, Esq.,
C/o Messrs. Binny & Co. Ltd.,
Armenian Street, Madras.

J. F. Downs, Esq.,
201, Mount Road, Madras.

C. C. Johnson, Esq.,
11, Rest House Crescent, C. & M. Station, Bangalore.

A. R. Venkatachari, Esq.,
27, Lloyds Road, Royapettah, Madras.

J. Luckham, Esq.,
C/o The Dunlop Rubber Co. (India) Ltd.,
Mount Road, Madras.

P. Rajah Palaniandy, Esq.,
Cohagen Gardens, Harrington Road, Chetput, Madras.

E. H. M. Bower, Esq.,
The Hermitage, Orme's Road, Kilpauk.

S. O. H. F. Stenberg, Esq.,
C/o Western India Match Co. Ltd.,
Washermanpet, Madras.

P. H. Tippetts Aylmer, Esq.,
Hourinakadu Estate, Kutta P.O., S. Coorg.

Sami Venkatachalam Chetty, Esq.,
43, Strotten Muthiah Mudaly Street, G.T., Madras.

S. D. Shroff, Esq.,
Executive Engineer, P.W.D., Vellore.

A. J. Pandya, Esq.,
The Great Eastern Life Assurance Co. Ltd.,
Mount Road, Madras.

T. R. V. Sarma, Esq.,
Raja Partapgirjee's Palace, Residency, Hyderabad, Deccan.

E. N. R. Sutter, Esq.,
C/o W. T. Avery Ltd., 25-A, Errabalu Chetty Street,
Madras.

J. W. Simpson, Esq.,
C/o Imperial Chemical Industries, Ltd., Madras.

G. Narasimhamurthy, Esq.,
Andhra Insurance Co. Ltd., Chittoor.

M. P. Mani, Esq., B.E.,
Retired Executive Engineer, Thekady P.O.,
Madura District.

T. A. R. C. T. A. R. Kuppan Chettiar, Esq.,
Kondanoor, Ramnad District.

K. Krishna Menon, Esq.,
86, Poonamallee High Road, Kilpauk.

Mrs. Saraswathi,
"Ramabhavan", Chokkikulam, Tallakulam P.O., Madura.

H. Maitland Jones, Esq.,
Seacroft, San Thome, Madras.

Dr. M. K. Ramaswami Iyer,
Asst. Surgeon, Kollegal, Coimbatore District.

I. Lourenco, Esq.,
St. Bede's European High School, Mylapore, Madras.

J. M. Stirling, Esq.,
Agency Surgeon, Koraput, Vizagapatam.

C. P. Skrine, Esq., O.B.E., I.C.S.,
The Residency, Trivandrum.

D. Lamont, Esq.,
Willingdon Island P.O., South India.

H. E. Jeffery, Esq.,
Oorgaum P.O., S. India.

E. G. Salter, Esq.,
Superintendent of Roads Transport, Trivandrum.

D. P. Jog, Esq., B.E., I.S.E.,
Sedargadda Road, Gandhi Nagar, Bellary.

V. Daniel Chellappa, Esq.,
District Munsiff, Secunderabad.

P. R. Mavinkurve, Esq.,
No. 2, 1st Class Road, Malleswaram, Bangalore.

Rao Saheb C. Doraswamiah,
Advocate, Rama Vilas, Vellore.

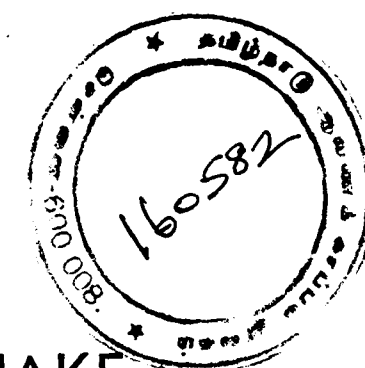
M. S. Calderwood, Esq.,
Dymock Estate, Vandeperiyar P.O., Travancore.

Capt. W. M. S. Ellie, R.E.,
5, Ulsoor Road, Bangalore.

C. Hill-Turner, Esq.,
C/o M. & S. M. Railway, Hubli.

A. K. Bosanko, Esq.,
C/o The Standard-Vacuum Oil Co. Ltd.,
Thambu Chetty Street, Madras.

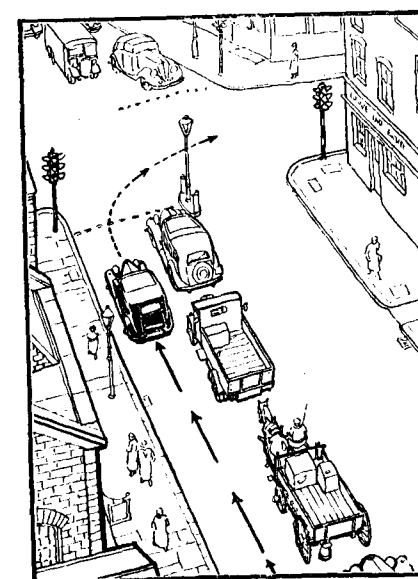
Major H. Catto,
7-D, Borebank Road, Bangalore.



MISTAKES SOME PEOPLE MAKE

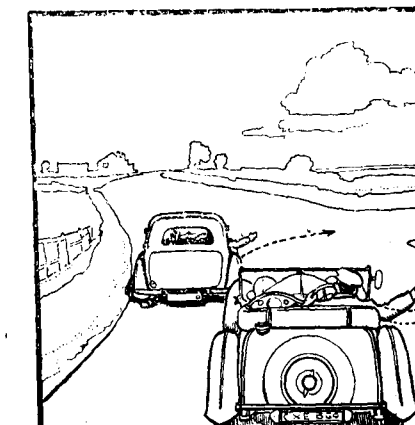
It is Human to Err, But Why Through Thoughtlessness?

(With full acknowledgement to and by courtesy of "The Autocar")

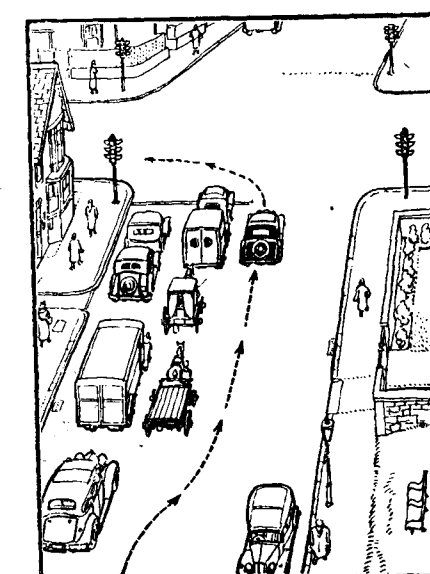


Drivers who intend to turn right or left should choose the correct traffic lane. This one did not.

C



The driver in front has signalled his intentions too late, and is in the wrong position on the road for a right turn.



It is obvious that the black car should not be where it is, yet how often do we meet "thrusters" of this kind.

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

Annual Meeting

THE Annual General Meeting of the Association took place in the Committee Room of the Chamber of Commerce in Bombay on Friday, April 29th, with the President, The Hon'ble Mr. R. H. Parker, in the Chair.

Railway Ownership

The Hon'ble Mr. R. H. Parker in his annual report on the activities of the Association has expressed strong disapproval of the ownership of railways by the State. It is also understood that similar views have recently been expressed by President Roosevelt in regard to Government ownership of railways in America.

Prevention of Overloading

In England chassis manufacturers have agreed to affix to each and every one of their productions a plate on which is marked the gross laden weight they consider it unsafe to exceed. The Minister of Transport will issue regulations making it an offence to operate a vehicle whose gross weight exceeds that specified by the makers. The enforcement of such a scheme should make for greater safety on the road.

Clause 35 of the new Indian Motor Vehicles Bill provides that the registering authority shall refuse, after 31st December 1938, to register any transport vehicle other than a motor-cab unless the application is accompanied by a document signed by the maker or assembler of the vehicle stating the greatest laden weight and greatest axle weight for which the vehicle is, and the several axles are, designed. In fact, all such vehicles imported into British India after that date must be accompanied by such a document.

Another clause makes it unlawful to drive or cause or allow to be driven in any public place any motor vehicle whose laden weight exceeds the registered laden weight specified in this document or certificate.

With the enforcement of this form of control we may hope to see greatly improved conditions on the road and a reduction in the number of accidents. Many have been attributable to overloading and faulty brakes combined with excessive speed.

Formation of Egyptian Roads Association

We have recently received advice that a Road organization has been formed with headquarters at Cairo called the "Road Association of Egypt" whose aims and objects are similar to the I.R.T.D.A. We wish the new Association every success in their efforts to obtain improved road and transport conditions in Egypt. Our experience, over the past ten years is always at their disposal.

C. P. Act to Tax Sales of Petrol

The Government of the Central Provinces recently passed an Act to levy a tax of one anna on every gallon of petrol sold. The Association strongly opposed this taxation on the grounds that it established a very dangerous precedent and also for the

reason that it represented an additional burden on a means of transport which was already heavily overtaxed.

The imposition of a tax on a particular commodity produced in this country makes the levy, in the Central Government's view, excise. The Centre, therefore, contests the constitutional right of a Provincial Government to levy excise on any articles not specified in the relevant provincial list of the Government of India Act.

There is, therefore, every likelihood of this issue being the first test case for the Federal Court. The point in question is of the widest importance affecting the fiscal relation of all provinces with the Centre.

Railway to Run Bus Service

Competition from road traffic is now being tackled in earnest by the railway administrations. Recently it was revealed that several of the railways had taken steps to offer special facilities to attract passengers on certain routes, while the question of the railways running their own bus services has been receiving special attention. Doubts as to whether the railways could legally enter this field under the provisions of the present Act have apparently been resolved and the North-Western Railway is to be the first system in British India to run its own bus service. This is to be done on a section on which the rail connection between two important towns is longer and more circuitous than the direct road connection between the two.

A new road between Lyallpur and Jhang, about 48 miles in length, will be completed and open to restricted traffic from about May 1. The restriction of traffic on this road will be effected by 20 licences being issued by the civil authorities, thus permitting only 20 lorries to ply for public hire. Of these 20 licences ten will be granted to the North-Western Railway administration and ten to other individuals nominated by the Deputy Commissioners of Jhang and Lyallpur.

The North-Western Railway administration are forming a private limited liability company, with an authorized capital of Rs. 4,00,000, but the first share issue for working this particular service will be 800 shares each of Rs. 100. Of this first issue the Railway will hold 60 per cent. and Messrs. Makhan Singh and Sons the other 40 per cent., the latter acting as Managing Directors, with two seats on the Board out of a total of five seats (the other three Directors being nominees of the Railway).

N. W. Transport Co.

This private limited liability company will be known as the North-Western Transport Company, Limited, and will, in the first instance, work the service with ten buses. The North-Western Transport Company's buses and those of the other licensees will ply alternately, to schedule timings, between Lyallpur and Jhang, with an extension in certain cases to the head-works at Trimmu, about 20 miles from Jhang. Passengers from stations south of Lyallpur to north of Jhang and vice versa will be carried by this road service on rail-cum-road-cum-rail tickets, and will thus avoid the journey by the all-rail route between these two points, via Shorkot Road.

This new method of working road services would appear to be the cheapest and best way of giving the public security



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of travel by road. There are practically no overhead expenses, which would be the case if the service were worked by the railway departmentally. The bus services, while strictly adhering to schedule timings, will not be overloaded; furthermore, by insurance effected, all passengers travelling by these services are covered, so far as injury to themselves and their property is concerned, while on the road journey.

**Motor Transport of Timber in the C. P.
Haulage Charges and Road Maintenance
Costs Diminish**

We are indebted to Messrs. Provincial Automobile Company of Nagpur for drawing our attention to the encouraging results which have been obtained from the use of motor vehicles for transport of timber on the 63-mile road from Allapilli to Ballarshah in the Central Provinces. In reply to questions in the Central Provinces and Berar Legislative Assembly on the 19th March, the Hon'ble the Finance Minister stated that approximately 50 bullock-carts were employed for transporting timber up to 1929 in place of which 8 heavy lorries with trailers are being used at present by the Timber Transportation Co., Ballarshah. The rate paid by Government to cartmen formerly was from six to eight annas per c. ft. against which the charges for transport by motor vehicles at present are as follows:—

Poles of teak or of other species	..	4 as. per c. ft.
Timber of species other than teak	..	4 as. per c. ft.
Teak timber other than poles	..	varying from 5 as. 3 pies to 6 as. per c. ft., depend- ing on the volume of traffic.

Thus there is considerable saving in transport charges in addition to which savings have also been effected in the maintenance cost of the road as shown by the following figures:—

<i>Prior to the commencement of lorry traffic.</i>		
1926-27	.. ..	Rs. 43,132
1927-28	.. ..	" 41,097
1928-29	.. ..	" 42,548
<i>After the commencement of lorry traffic.</i>		
1929-30	.. ..	Rs. 43,241
1930-31	.. ..	" 41,303
1931-32	.. ..	" 35,196
1932-33	.. ..	" 34,049
1933-34	.. ..	" 34,890
1934-35	.. ..	" 32,769
1935-36	.. ..	" 29,102
1936-37	.. ..	" 26,121

The road is said to be in a better condition now than in the past which is evidently due to the fact that pressure on the road surface is evenly distributed by the large pneumatic dual-tired wheels of the lorries while the narrow iron tyres fitted to all bullock-carts in the past had the effect of disintegrating the road surface.

Road Development in Madras

The limited resources of the Madras Government have compelled them to modify the seven years' programme of road development which was put through by the Raja of Bobbili as Chief Minister in April 1936.

As the Government of India did not agree to the utilization of the subventions from the Central Road Development Fund for the purpose of financing a road development loan, the Madras Government now propose to proceed with the more urgent and important schemes and to finance them partly from the ordinary subventions received annually from the Government of India, viz., Rs. 15 lakhs, and partly by loans to be raised in such a manner as may be found practicable on the security of provincial revenues. The Special Engineer has accordingly drawn up a programme of works for Rs. 118.61 lakhs to be spread over seven years.

The Board of Communications have already dealt with the proposals relating to major bridges. The proposals under the remaining heads have now to be considered. According to this revised programme, Government have allotted Rs. 48.61 lakhs for major bridges as compared with Rs. 75.90 lakhs provided in the original distribution. Of this, Rs. 35 lakhs will be utilized from the Road Development Fund and Rs. 13.61 lakhs from loan funds. For district bridges it is proposed to grant Rs. 30 lakhs as compared with Rs. 125.48 lakhs in the previous scheme. Rs. 10 lakhs will be set apart for the construction of new roads, improving existing roads by metalling, widening, straightening and providing by-passes. Another ten lakhs will be utilized for the railway feeder roads. Metalling existing roads in deltaic regions will cost Rs. 10 lakhs and surface improvement of trunk and other important marketing roads another ten lakhs. The original programme provided Rs. 102.01 lakhs for all these with an additional provision of Rs. 13.50 lakhs for plant.

**Automobile Association of Bengal:
Annual Meeting**

At the annual meeting of the Automobile Association of Bengal, held at Calcutta recently, the President of the Association, Mr. S. K. Sen, is reported to have indulged in plenty of plain speaking. Among other things, he stated that "the penal burden of taxation carried by the motorist remains grievous. Apart from the fact that it stifles progress, it is an unfair and unjustifiable imposition; unfair because it is laid on one section of the public to provide certain amenities for all; unjustifiable because it is penal, simply a revenue-producing impost applied to the motorist because those responsible for the management of the country seem devoid of sound financial ideas. Take, for instance, the tax on petrol. It is an excise which represents certainly 300 per cent. on cost, an unheard-of tax on a commodity strongly in industrial demand."

Decrepit Cars on Highways

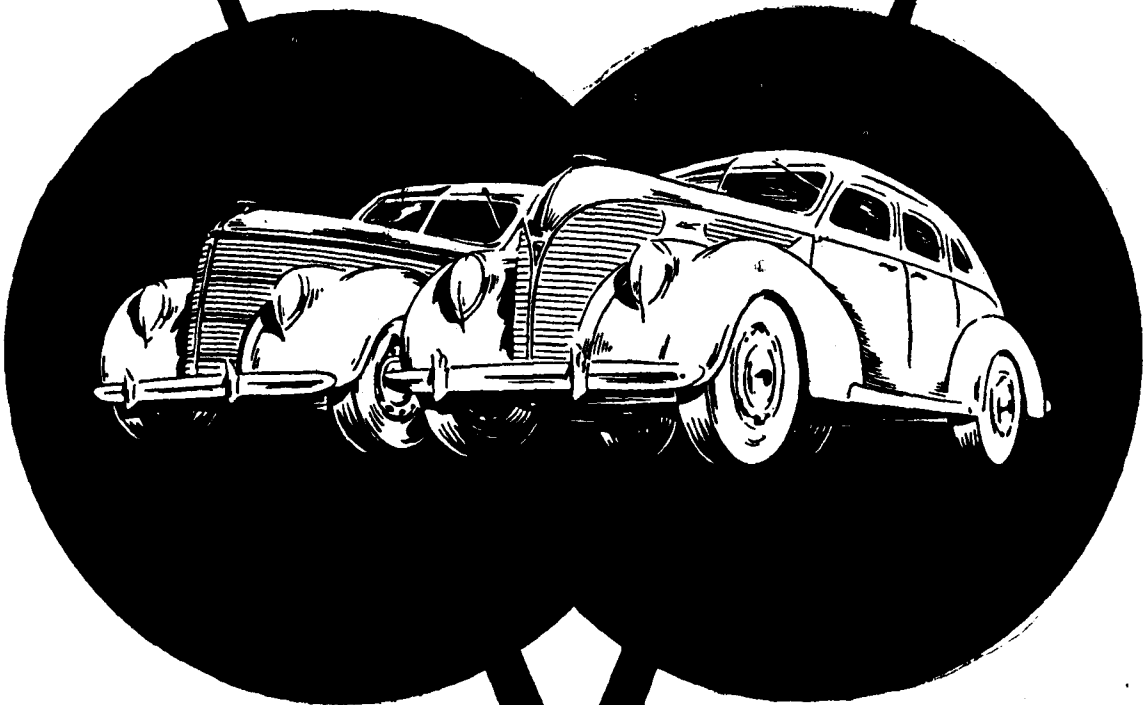
Commenting further on what he termed "the shortcomings of authority," the President said: "Customs duty on motor vehicles remained unchanged, and it operates effectively and destructively on progress by preventing the import of sufficient cars for proper replacement. As a result, there are thousands of decrepit cars on the highways of India to-day which constitute an ever-present danger to themselves and to others."

"Turning to communications, after four years of patient waiting, we are without the promised report on the development of Bengal's road system. Meanwhile very little has been done towards improvement of the highways throughout the eastern provinces of India.

"I noted with more than ordinary astonishment an announcement made in connection with the introduction of compulsory third party insurance. The introduction of this highly

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desirable provision is, according to the Minister for Communications, to take effect five years from the date of enactment of the Bill. To me this is an astounding proposal.

"Extensive inquiries were made prior to drafting the new Motor Vehicles Bill, and there is little doubt that public opinion was heavily weighted in favour of this most equitable suggestion. When applied to alterations in equipment, I can understand without difficulty that a transition period is necessary, both for owners and for manufacturers, in common fairness. Either compulsory insurance against third party risks is necessary or needless. There can be no possibility of compromise if the question is fairly and squarely faced.

"We stand solidly for its immediate introduction, and I call on every interested person and organization to protest with the utmost emphasis against legislation of such a shilly-shallying nature.

"It is, I know, the custom to criticise Governments, but those charged with our welfare do more than command criticism, they deserve it."

Bombay to London by Road

A meeting of considerable international importance was held in Bombay recently to consider the linking up of a modern highway from England to Bombay. The Western India Automobile Association gave a luncheon which was attended by the Member for Public Works and the Consuls and representatives of the Middle Eastern powers. Mr. Ormerod, welcoming the guests, explained that a road from England to India, only a few years ago might have been looked upon as a story for the Arabian Nights. The road was, however, very nearly an accomplished fact—it having been nearly completed from London to Istanbul. Its extension through Anatolia, Syria, Iraq, Iran and Afghanistan and India, however, still remained to be done, but it was a matter which Mr. Ormerod felt sure that, given the support of the various Governments concerned, the day when the road would be complete was not far distant.

Public Works Progress in Travancore

The lengths of roads newly opened and improved during the last year were 11½ miles and 101 miles. The total length of communications maintained during the year was 5,365 miles.

The expenditure on construction was Rs. 15,45,562, representing 64 per cent. of the total P.W.D. expenditure. Of this sum Rs. 5,09,292 was spent on new road construction, bridges and improvements, while the balance of Rs. 10,36,270 was spent on maintaining the existing means of communications.

Road Foundations

New Use for Timber in Travancore

An experiment in the use of pressure-treated timber for road construction, which, if successful, will revolutionize the timber industry in Travancore, will be tried shortly.

The Government has sanctioned Rs. 24,000 for the purpose.

A mile length of road in Trivandrum city and a mile length of road in the Nagercoil section of the trunk road will come under the experimental scheme which will be carried out by the Public Works Department under the direct supervision of Mr. Kamesam, former Timber Research Expert to the Government of India, who has been appointed Director of Development to the Travancore Government. The experiment will consist of the use of pressure-treated wood blocks as road foundation.

This method of road construction is extensively adopted in Europe and America.

In view of the rich forests of Travancore, which comprise a third of her area, this experiment will doubtless give an impetus to the exploitation of her timber resources.

New Yunnan-Burma Motor Road

A project hitherto little known to the public, relating to the construction of a motor road connecting Yunnan with the northern border of Burma, is now revealed. The road is expected to be usable before the monsoon breaks.

The road will connect with Lashio railhead the Burma State Railways. The Premier will visit the Shan States in connection with the new road which entails new trade and defence problems for the Burma Government. A new town which is rapidly rising a few miles from Lashio will probably be the headquarters of the Burma Frontier Force. It is understood in Rangoon that a large financing syndicate of London is backing a British and Chinese corporation in their proposed scheme to build a railway from Burma to Yunnan and thence to China. The scheme is also believed to have the support of the Export Credits Guarantee Department of the British Government.

Aerodrome at Mysore

Proposals are, it is understood, under way to start a flying club in Mysore and construct an aerodrome near the old Hinkal Race-course on the outskirts of the city.

Loan to Repair Roads

The Calicut Municipal Council, at its meeting held last month, decided to agree to the conditions imposed by the Government in their order sanctioning a loan of Rs. 1,19,000 for surfacing the roads in the municipality.

The Government laid down that the loan should be repaid in ten years.

Motor-bus Services on Motor Highways

According to the "Information Bulletin" published by the German Railways Tourist Office (30th August 1937), services of fast motor-buses are now running on a certain number of the new German motor highways. The German Railways have the monopoly of such services. When these new services were started, certain people predicted that the railways would be competing with themselves, but experience has shown this fear to be unfounded, because these new services have been organized in such a manner as to develop passenger traffic by close collaboration between rail and road.

Between two large cities, such as Hamburg and Bremen, for instance, the motor-buses run during the hours when there are no express trains. Even between two towns such as Halle and Leipzig, where trains follow upon each other throughout the day, the motor buses are patronised by a large number of passengers. Between Berlin and Magdeburg and Berlin and Stettin there are motor-bus connections earlier in the morning and later at night than what the rail service provides.

Design Trends to Correlation with Traffic Needs

In an article on the above subject appearing in the *Engineering News Record*, the author (Mr. C. N. Conner), considers

especially the design of rural roads of the type classified by the American Association of State Highway Officials in Class A (minimum daily traffic 4,000 vehicles) and Class B (daily traffic 750 to 4,000 vehicles). The design should permit safe speeds of 60 m.p.h. in flat country and 40 m.p.h. in mountainous areas. Abrupt variations of alignment, gradient, cross-section, and traffic conditions should be avoided, and where reduced speeds are necessary the provision of warning signs and signals should be adequate. The design of gradients must be influenced by the limited uphill speeds of heavy vehicles. It is found that modern commercial vehicles having a gross weight of 15 to 18½ tons are capable of speeds approaching 30 m.p.h. on gradients up to 1 in 20 which should therefore be adopted as the limiting gradient if undesirable congestion of traffic is to be avoided on important roads. The efficiency of internal-combustion engines is diminished by about 3 per cent. for each 1,000 feet of altitude, and gradients at considerable heights should therefore be less severe than those near sea-level. The American Association of State Highway Officials recommends a maximum gradient of 1 in 20 on roads containing more than two traffic lanes and on which the daily traffic exceeds 4,000 vehicles, of which at least 15 per cent. are commercial; elsewhere the gradient may be 1 in 16. On two-lane roads in Class B a maximum gradient of 1 in 20 is desirable but gradients up to 1 in 12 are admissible. Sighting distances should be longer on three-lane roads than on roads with either two or four lanes. The safe use of three-lane carriageways is limited in practice because the provision of adequate

sighting distance is frequently possible only at great expense; on long gradients it is suggested that a relief lane entirely separate from the original road should be provided for the accommodation of slow traffic. The minimum sighting distances recommended for roads in Classes A and B are 500 ft. on four-lane roads and 800 ft. on other roads in flat country. A minimum radius of curvature of 800 ft. in flat and 400 ft. in mountainous country is desirable, with minimum sighting distances of 800 and 500 ft., respectively. Spiral transition sections should be provided between curved and straight sections. Super-elevation of 1.25 inch per ft. should be provided on curves, and an empirical formula is given for the calculation of the amount of widening necessary on curved sections. Most State authorities in the U. S. A. now demand the acquisition of a site at least 100 ft. in width for new construction; in some cases the minimum is 200 ft. Such provision facilitates the subsequent reconstruction and widening which may become necessary. Verges should afford sufficient width and stability to accommodate vehicles which are obliged to leave the carriageway; a two-lane carriageway should have verges at least 8 ft. wide, preferably surfaced with bitumen-coated gravel, stone or slag. Turfed verges are recommended only for roads where the volume of traffic is very small. All ditches and channels should be constructed with such a gradient that surface water can be removed with the minimum of erosion, which is further prevented by the provision of stone or timber checks in ditches; deep ditches may be replaced by shallow channels below which pipe drains have been placed.

MOTORING FROM INDIA TO EUROPE

A new record from a new angle

"THREE'S NO CROWD" by D.M.B., published by Colonel C. A. Boyle and printed by *The Times of India Press*, Bombay, is a book which should be read by all who are keen on long distance motor touring although its title gives no indication, the book is a record of a tour from Lahore to London, written in a breezy style with no attempt at either technicalities or minor details, by the lady of the party. The other two were her husband and a Pathan chauffeur.

While the book offers little information as to distances, costs, formalities, etc., which are so essential to the motorist who is planning a motor trip to Europe, it is replete with information as to the difficulties that may be met with on the road and

how they were overcome. It also gives interesting information as to the "sight-seeing" that can be done *en route*, and in this respect is worth reading by other than motorists.

The arrangement of the book, with a sketch map of the route into parts, incorporated in the cover (front and back), and innumerable pen and ink sketches of scenery and incidents is pleasing.

Incidentally, while essentially the record of a lady's impressions of the tour, the book forms a record of the dogged determination of the party to carry through their original plans in spite of what might appear insuperable difficulties.

(Continued from page 173).

Tolls.

Although a short-term license for Mysore State has been obtained, Motorists are obliged to pay all the State tolls in addition.

Tolls in Mysore State. With the exception of certain exceptions, including Military and Civil Officers on duty, Motorists must pay tolls at toll gates on State Fund and District Fund Roads and bridges, regardless of any vehicle Tax paid, but are exempted from all Municipal tolls.

Any person may in respect of (i) Motor cycles, (ii) Motor cars or (iii) Motor cabs compound for all tolls (except at certain bridges). The composition fees per quarter are

	Rs.	A.	P.
1. Motor cycles:			
(a) With two wheels	3	12	0
(b) With trailer or side car	6	4	0
(c) With three wheels	6	4	0

2. Motor cars and cabs.

(a) Weighing more than 15 cwts.	11	8	0
(b) Weighing more than 15 cwts. but not more than 30 cwts.	16	0	0
(c) Over 30 to 45 cwts.	32	8	0

Bangalore C. & M. Station Motor Vehicle Tax.

Motorists who intend visiting the station for a period over six days are obliged to pay a full quarter's tax on their cars. The tax on a car weighing less than 15 cwt. is Rs. 8 for a quarter and Rs. 15 for a car weighing 15 cwts and over and no refund is allowable on these licenses.

Definition of the Rule.

"Possession for seven days in a quarter will render the owner liable to the tax for that quarter. Any person in possession after such seven days without a license will be subject to penalty not exceeding fifty Rupees in addition to the tax."

TWO NEW CHEVROLETS TO COMPLETE THE 1938 RANGE

1938 CHEVROLET IMPERIAL LIMOUSINE

This extra-large 1938 Chevrolet embodies everything you could ask for luxury riding. It is the ideal family or purdah car. In addition to all the engine and body features that make the 1938 Chevrolet the most popular car on the road, this model has ample seating accommodation for 7 passengers, generous luggage space, and a glass partition between the front and rear compartments. Every line spells dignity. Ask your dealer for a trial run.

THE 1938 CHEVROLET MASTER TOURER is already in the showrooms! This is the first 1938 tourer on the Indian market. And what a car! Fast, roomy, comfortable, rugged, the 1938 Chevrolet Master Tourer is the last word in value for money — the greatest achievement yet in tourer looks and performance. Drive it today!

Both these cars
can be purchas-
ed on easy
terms through
the General
Motors Hire
Purchase Plan.



1938 CHEVROLET **Master Tourer*



1938 CHEVROLET **7-Passenger Limousine*

WHAT IS A JOB?

DEFINITION BY GENERAL MOTORS

AS a part of a statement showing that customers, products, management, and capital are the necessary factors that go to make up a job, General Motors has disclosed that it has an investment of Rs. 18,000 in factories, tools, equipment and materials for each of its 205,000 employees.

The statement, which was contained in a booklet entitled, "What Is a Job?" is designed to stress the necessity of a better understanding of the various factors relating to employment.

It was explained that among the 205,000 General Motors employees there are about five men employed in factory production for each worker in research, engineering, purchasing, selling, advertising and keeping records.

"Jobs are not created overnight by the wave of someone's hand," according to the booklet.

"A job in a General Motors factory does not consist only of a man at work. Back of the man at work in the factory, there must be equipment and facilities. And there must be supervision and management—as well as engineers, research

workers, testers, and other trained men to determine what to produce, how to produce it, and when to produce it.

"We ordinarily think of capital as money. But capital isn't just money. We simply use dollars to measure the value of capital, just as we use scales to weigh sugar. For example, the major part of General Motors capital consists—not of dollars—but of land and buildings, machinery and materials. All of this capital represents savings of investors."

In issuing the booklet, it was explained that each year thousands of people ask questions on practically every phase of General Motors business, and it is believed that it might be advisable to prepare the answer to some of the questions in booklet form in order that anyone interested might "listen in" on the replies.

The subject of the booklet was believed to be of wide interest, inasmuch as General Motors provides income in many communities throughout the country for probably a million families, including employees, stockholders, dealers, dealers' salesmen and mechanics, and the employees of suppliers.

PONTIAC'S SUCCESS IN 1937

SIGNS OF EXTRAORDINARY VITALITY

PONTIAC Motor Division of General Motors Corporation has finished the year 1937 with the largest volume of sales since the introduction of the first Pontiac twelve years ago. Its share of the total business done by the automobile industry also was greater than ever before, it is pointed out by Mr. C. P. Simpson, Pontiac general sales manager, in a statement made to the American press:

"During the twelve months ending December 31, our dealers in the United States delivered 211,772 new Pontiac cars and 393,700 used cars. This compares with 178,931 new cars and 327,842 used cars sold in the calendar year of 1936. The largest previous year's sales of new cars were 196,096 in 1928.

"A comparison of sales throughout the world by model year instead of by calendar year is even more striking. Sales of 1937 model Pontiacs totalled 236,189 while in 1936 they were 173,137.

"Pontiac has gained tremendously in public acceptance during the last three years and has made many good friends, as reflected in the percentage of the available business that our dealers have obtained. In 1936 Pontiac registered 5.7 per cent.

of the business nationally except that in the high price brackets. In 1937 our percentage kept increasing month by month with 8.12 per cent. of the business in October and 8.24 per cent. in November, giving us a national figure for the year 1937 of 7.05, which is the highest in Pontiac's history.

"Our more than 4,000 dealers ended the year with the best net profit in their history, in spite of the recession of the past two months. Their gain in net profits over the year 1936 was 49.3 per cent.

"The 110 dealers in the largest cities in the country, where overheads are the highest and expenses of doing business the greatest, sold 38.8 per cent more new Pontiac cars in 1937 than they did in 1936, but they made 161.8 per cent more net profit, which is quite a remarkable record.

"Our dealers recognize that there is a temporary lull in business. With the exception of last year this has always been true at this time of the year ever since I have been in the automobile business. But they are well fortified and will be ready for the upturn in sales which they feel sure will come in the spring."

THE TENTH ANNUAL GENERAL MEETING

OF

The Indian Roads and Transport Development Association, Limited

on 29th April, 1938

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

GENTLEMEN,

I HAVE the privilege of addressing you at your Annual Meeting as your President this year. Before submitting to you my report on the work of the Association during the year under review, I would like to mention how gratified we are that Their Excellencies, Sir Roger Lumley, Governor of Bombay, Sir Archibald Cochrane, Governor of Burma and Sir John Hubback, Governor of Orissa, have honoured us by becoming Patrons of the Association. We have now Governors of six Provinces as Patrons, which shows an appreciation of the value of our work and this is confirmed in the following message from Sir Lancelot Graham last month on the work of the Sind Branch:

"I welcome your report as evidence of another year of valuable work, and I fully recognise that so long as you flourish, my Government will not be allowed to neglect the development of roads in Sind, even if it should entertain so suicidal a design."

It is with regret Sir Roger Lumley is unable to attend our meeting to-day and I trust that he may honour us at our future meetings as did his predecessors Sir Frederick Sykes and Lord Brabourne.

It is with sincere pleasure that we welcome here to-day the Hon'ble Mr. Nurie, the Member of the Government of Bombay in charge of roads. I shall refer later in my speech not only to what he is doing and is going to do but to things which we hope he will do.

Now coming to the work of the Association I am glad to report that further progress has again been made; in fact I think it fair to say we can record the passing of two definite landmarks towards our objectives, the details of which I shall deal with later in my address.

The development of motor transport and its protection from injurious legislation has been one of the principal aims of your Association. Its growth has been phenomenal largely on account of the many advantages it offers as an economical means of transport, in fact so great are its advantages that the railways have claimed a serious diversion of traffic from the railways to the roads resulting in considerable loss to their revenue. Your Council have always recognised this possibility but on the other hand they have maintained that road transport has brought many crores of rupees of traffic to the railways. If, however, both forms of transport are to be developed to serve the best interests of the public we have always urged, as you well know, that steps for their co-ordination are essential. It is therefore after the representations we have made on this subject over the past six years, that we welcome the formation last November of a Ministry of Communications under Sir Thomas Stewart, whose duties will be primarily to co-ordinate all forms of communications. This therefore I think we can justifiably claim to be one of our landmarks.

While we as an Association have always favoured co-operation between the different forms of transport and in particular between railways and road transport, I think it is very necessary to emphasise the fact that co-operation means each party helping the other and having due regard to each other's interests; in this case with a view to the good of the country as a whole. Far too often the railways, when considering road questions in the past, have opposed them on very flimsy grounds as being competitive with the railways.

That is not co-operation: that is opposition, and I do hope that the Member of the Governor-General's Executive Council who is in charge of Communications as a whole will give instructions in no uncertain terms that this type of opposition is to cease. I feel confident that we can rely on the Honourable Mr. Nurie and the Government of which he is a member to do all he can to ensure that the broad view is taken.

We cannot stand by and acquiesce in bolstering up railways to the extent to which it is uneconomical, nationally speaking, to do so. I am one of those who believe—and I hope every member of this Association agrees with me—that it is a mistake to invest large sums of national money in public utility undertakings. My test would be that commercial money was not available for the purpose and that the service was regarded as essential and that accordingly the direct financial returns were not the main or even a serious consideration.

In any other case it should be left to commercial money to own and manage railways, road transport and so on. Much of the recent financial embarrassment of this country would have been avoided if this policy had been followed. Railways and other public utility undertakings have passed through times when they appeared to be very reliable investments bringing in a steady return in the same way as first-class Government securities, but they frequently also pass through other times as the Railways in this country have recently done when they have been found to be distinctly speculative—when they have produced very varying results.

I go further and I say that in my opinion we should have a very much better transport service if the Railways were commercially financed and managed. In the nature of things Government Departments do not manage commercial undertakings as wisely or successfully as commercial men do. It may be a sad reflection, but human nature has not yet reached that stage of perfection when it has no regard to the rewards which it may expect for services rendered. I am not speaking from my own experience alone or from my own observation, but I have been acquainted with more than one individual who has had experience of high office both in state-owned and privately owned utility services and they concur in every way that from every point of view commercial management is superior, more efficient, more economical. I do not myself know of one public utility concern in the world which is owned by a Government, managed by a Government Department, which shows reasonably

satisfactory returns and is reasonably efficient when viewed from the Commercial standpoint.

Apart from the considerations I have already mentioned, as a rule commercial money is more readily available when it is required to maintain or improve the undertaking. Governments are too much actuated by considerations of a more general kind which lead them to starve the undertaking all too frequently at a time when that is commercially unsound.

The second landmark which I had in mind is perhaps of greater importance and one which your Association has done much to bring about. That is the new Motor Vehicles Bill introduced in the Central Assembly at the session just terminated and which is likely to become law early next year.

Your Association has for some years recognised that motor transport has outgrown the provisions of control embodied in the Motor Vehicles Act of 1914 and that in view of the close link between the development of roads and other forms of communications, a new Act is necessary which would need to embody new features of control if co-ordination is to become possible.

This new Bill has therefore not been produced at random but is the product of many years' work and much consideration by the authorities concerned. There are embodied in it recommendations made by your Association as far back as 1927 when your President and Vice-president gave evidence before the Indian Road Development Committee, as also recommendations made by your Association since then at the Road Conference in 1931, Mitchell-Kirkness Enquiry, 1932, Road-Rail Conference, 1933, Wedgwood Enquiry Committee, 1936 and the Motor Vehicles Insurance Committee, 1937, not to mention many communications between the Association and the Government of India on details contained in the Bill. In view of the close connection your Association has had with the new Bill from its embryo form up to its birth in the Assembly and publication, I think we can give the Bill, in so far as concerns its underlying principles, our wholehearted support.

The details of the Bill have yet to be examined by your Council and Branch Committees and I would emphasise that, should any clause be considered to be too harsh or likely to have an injurious effect on the healthy development of road transport, a vigorous protest will be registered.

The Bill has been sent to a Select Committee which will sit in Simla in July, and will probably be passed at the Simla Session of the Legislative Assembly, so that we shall waste no time in seeing that Government are in possession of our final views on the Bill.

While I have dealt at length with the interest your Association has taken in the gradual production of the Bill I would remind you that when it becomes law our responsibilities do not cease. For it is in the application by the provincial authorities of the clauses of the Bill once it becomes law that your Branches will require to pay particular attention to see that no harmful restrictions are introduced.

Now, as you know, the new Bill will be applicable to British India only and as it is the aim of this Association to bring about, so far as is possible, the free and unhindered circulation of motor transport throughout the country, I think I should mention the desirability of the efforts of the Association being directed in the near future towards establishing some form of reciprocity between British India and the Indian states particularly in regard to registration, taxation and general control of road transport.

I have heard it stated recently that one is inclined to exaggerate the importance of motor transport in India. This is a view I do not share for economically, socially and educationally

it has brought many benefits, while as a source of revenue to the Government of India it has risen from Rs. 9 lakhs in 1914 to 8 crores today, representing their second most important item of revenue. It has therefore become of primary importance to Government and even though it may be considered necessary to protect the country's investment in railways, it must not be forgotten that in the application of the powers given to Provincial Governments under the clauses of the New Motor Vehicles Bill, any harsh or unnecessary restriction of motor transport can only lead to a loss in revenue to the Central Government.

Now as regards road development I am glad to be able to report that some Provinces are making very definite progress, and although a few others show no marked improvement, it can be said on the whole that the expenditure of the Provincial shares in the Central Road Development Fund is being conducted or planned in a more scientific manner than in earlier years, more attention being now paid to long term programmes as well as to the construction of feeder roads. As you will see from the statement before you, the revenue accruing in the Road Development Fund is steadily increasing and the annual revenue today is roughly 1½ crores, but it is regrettable that provincial contributions for road programmes, which were practically discontinued some years ago to meet financial stringency, have as yet not been restored, with the result that the Central Road Development Fund has continued to be the only source of revenue available for planned development.

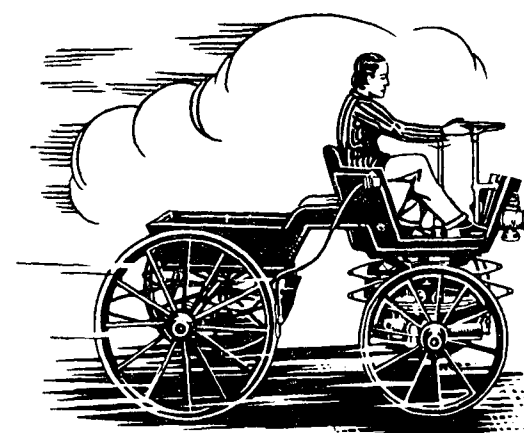
Gradually another source of revenue is expected to come to the assistance of road development in certain provinces, this being from the taxation of motor vehicles. Bombay is one of the Provinces where this is expected for it was our recommendation in connection with the Provincial Tax introduced two years ago that any surplus revenue derived therefrom should be devoted exclusively to roads. In the year 1936-37 a sum of roughly Rs. 8 Lakhs accrued in this manner, which it is expected will increase steadily in future years. Besides Bombay, similar contributions to the Road Bill are provided for in the Motor Vehicles Taxation Acts of Bengal, the United Provinces and Assam.

Turning to the actual road schemes, one of the most important is the Bombay-Calcutta trunk road scheme involving the linking up of the many existing stretches of road now lying unconnected between the two cities, of which the main missing link is that between Sambalpur and Tatanagar. At its meeting in January last the Standing Committee for Roads, of which I am a member elected by the Council of State, approved a grant of Rs. 3.24 lakhs to Orissa and certain States for constructing the link from Sambalpur up to Jamdha which will open up country at present inaccessible by road or rail.

Many provinces are going ahead with their programmes and you will recollect that reference was made at the annual meeting last year to the loan programmes in the Central and United Provinces and to the other programmes in Sind, Punjab, Madras, etc. Orissa during the last two years has drawn up schemes estimated to cost about Rs. 16 lakhs, for which grants have been allotted from the Road Development Fund, and further the projects estimated to cost Rs. 15 lakhs are understood to have been submitted for administrative approval.

The Punjab programme, originally intended to be spread over 12 years, has now been modified into an 8-year plan in consequence of the railways' objection to certain schemes, and a part of the programme which will occupy the Punjab P.W.D. for at least 3 years has been finally sanctioned. The Punjab Government further propose to take over 800 miles out of 1229 miles of Class II Roads administered by District Boards and to recondition them to the P.W.D. arterial road standard at

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a cost of approximately Rs. 31 lakhs. With the responsibility for these roads removed from their hands, the District Boards will have more money available for the improvement of earth roads.

The Bombay Presidency, I am glad to say, is planning a comprehensive programme of road development, thanks to the enthusiasm of the Hon'ble Minister in charge who is honouring us with his presence here today. This programme, which is to commence next year, envisages the expenditure of a sum of roughly 4 crores of rupees over 7 years, of which schemes amounting to Rs. 175 lakhs are to be financed from the Presidency's share of the Central Road Development Fund. The remaining schemes are to be financed by loans, supplemented, to some extent, by the Provincial Road Fund, i.e., the surplus receipts from Provincial taxation of motor vehicles. The programme includes the reconstruction of the Bombay-Poona Road and also the completion, subject to the approval of the Government of India, of the road from Bombay to Ahmedabad.

In Bengal unfortunately the report of the Special Officer, Road Development Projects, although understood to be comprehensive, is long overdue. There is at present very little progress in the expenditure of the sums which have accrued in Bengal's share of the Road Development Fund and the report of the Special Officer is anxiously awaited. It is now understood Government have decided to appoint a special Road Development Officer whose duty will be the execution of the works approved.

Sind is going ahead with its 5-year programme costing Rs. 35 lakhs to which reference was made at the last annual meeting. Plans and estimates for 17 roads included in the programme have been finally sanctioned and estimates for 11 more roads had been completed at the end of 1937, while considerable land acquisition work had also been completed. The Sind Communications Board has recently passed a resolution urging that a loan of Rs. 50 lakhs be raised to finance a further programme, which is now being considered by the Local Government.

Assam has prepared a new 10-year programme costing one crore of rupees which they propose to carry out when funds become available. The Province, in view of the very small share it gets from the Road Development Fund as its normal share, is depending very largely on special grants from the Reserve in the Fund, and schemes, from the general programme, costing some 25 lakhs of rupees have been selected for priority in the hope of grants being thus received in the near future.

Side by side with road development, attention is also being directed to road designs and in our News Letters you will have seen occasional references to the active steps being taken by Mr. Ormerod, a member of your Council, to secure that road designs keep pace with road traffic. Mr. Ormerod as well as your General Secretary attended the British Road Delegation to Germany to study the design and construction of the new modern net-work of German roads, and have brought with them very vivid impressions of the scientific designs adopted in the construction of these roads. I should also like to mention in this connection the very useful work being done by Mr. Trollip, the General Secretary of the Safety First Association of India towards securing the adoption of better road designs.

This year the Annual Roads Congress was held in Hyderabad early in January when a number of interesting papers were read and the Nizam's Government arranged for members to inspect some of the works of interest in the State. Your Association was represented at the Congress by your General

Secretary while many other members of the Association were present representing their particular interests. During the year the Congress published an interesting book on bridge designs, etc. Next year the Congress is to be held in Calcutta, an invitation having recently been received from the Government of Bengal.

The Government of India had agreed to give their financial support to the Congress for a period which has now expired. It therefore becomes incumbent upon the Provincial Governments to contribute their share towards the expenses of their delegates. I sincerely hope, in view of the value of the Congress, that Provincial Governments will give their approval to this grant. This is a matter which I think our Branches might suitably take up with them.

Another matter which has received the serious consideration of your Association is the proposal of the Government of India to fix a limit to the laden weight of vehicles operating in the mofussil. Their first proposal was $4\frac{1}{2}$ tons maximum laden weight, which your Council strongly opposed on the ground that if the object was to save the road surfaces, other factors such as speed, axle load and tyre equipment were of greater importance. As a result of these representations Government have increased the load to $5\frac{1}{2}$ tons on 2 axles, and fixed the maximum axle load at 4 tons, and have introduced in the new Motor Vehicles Bill certain speed regulations and maximum wheel loads for vehicles equipped with different types of tyres.

The prevention of overloading for reasons of road safety and economy in road maintenance is another question your Association has been anxious to bring about. In this connection it is interesting to note that a clause has been inserted in the new Motor Vehicles Bill whereby manufacturers of vehicles imported or assembled in the country will be required to give a certificate stating the maximum gross laden weight for which the vehicle is designed. Many Provincial Governments are providing themselves with portable weighing machines so that the Police authorities may check suspected lorries and take steps against those drivers contravening the law.

These transgressors however are not confined to motor transport operators but include the bullock cart owners whose heavily laden metal tyred carts do immense damage to road surfaces. I might mention there are only 150,000 motor vehicles of all sorts in the country whereas there are eight to ten million bullock carts, the latter mostly with metalled tyres, and the damage caused can well be appreciated. Your Council are therefore strongly of opinion that steps to prevent the overloading of carts is of primary importance and every encouragement should be given for the conversion of the metalled tyred carts to those equipped with pneumatic tyres if any appreciable saving in road maintenance costs is to be effected. Moreover if the fullest advantage is to be derived from fast moving motor traffic your Council believe that wherever possible the segregation of the fast and slow traffic is necessary by the provision of separate tracks for bullock carts. All these matters, to become effective, call for regulations which should be embodied in a Highway Act and your Association has already commenced to examine the possibility of such a measure being introduced by the various Provincial Governments.

It is satisfactory to be able to report progress in the conversion of bullock carts to pneumatic tyred equipment, which has been aided largely by their manufacture in the country. The numbers of carts on the roads with pneumatic equipment are not yet such as to make any appreciable saving in public money on road maintenance, but the owners of the vehicles are reaping the many advantages which this type of vehicle offers,

and we shall continue our efforts with the authorities in obtaining concessions in taxation to encourage their adoption.

The Transport Advisory Council met again last December in Delhi and while our application for non-official representation on that body again has been refused, I am glad to be able to report that that body has appointed a special Technical Sub-Committee to advise them on specific matters on which two non-official members may be co-opted. This therefore goes a certain way to meet our wishes and we shall have to give further consideration to the question of whether we should continue to press for full representation on the Transport Advisory Council.

This year there are three members of the Association on the Standing Committee for Roads at the Centre so that you can rest assured that your interests are well looked after in so far as concerns the questions coming before that body.

Our Branches have representation on all the Provincial Boards of Communications except the U.P. and we hope with the gradual extension of our activities it may not be long before we are able to co-operate with them. With a view to establish a closer contact with the Government of India your Council during the year examined the proposal to transfer the General Secretary and his office to Delhi; after due consideration from all angles they came to the conclusion that such a transfer would be inadvisable but they recommended instead that steps should be taken to make an effort to open a Branch in New Delhi. This I am glad to be able to report is now an accomplished fact, your General Secretary having obtained sufficient support in the area. The Branch was inaugurated on February 21st with a strong representative Committee and its area will cover the Delhi and United Provinces and Central India and Rajputana States. The Association has now therefore eight active Branches.

Your General Secretary has during the year visited Simla, Calcutta and Karachi and made several visits to Delhi, the last being rather a prolonged one as he sat as a member of the Central Legislative Assembly, during the Session recently terminated.

Owing to the very unfortunate illness of Sir Leslie Hudson a vacancy occurred in the Central Legislative Assembly. Your Council agreed to allow Colonel Smith, to fill this seat as an emergency and temporary measure and although it would not be possible for him to spare time permanently to be a member of the Legislature, I think for one Session it was probably well worth the Association's while for him to occupy a seat and thus to obtain many contacts which doing so ensures.

Aviation is another matter which has received the consideration of your Association. This year we have seen spectacular development in the air services, for in conjunction with the new "all up" air mail, our internal services have also been speeded up and extended. The grant of Rs. 92 lakhs made by the Government of India some four years ago has now been expended and there still remains much to be done in the provision of emergency landing grounds, and the equipment of existing aerodromes for night flying. If this work is to be effected a further grant will be necessary and it is understood the Department of Communications has the matter under consideration.

Not only has the Karachi-Bombay-Madras Service been extended to Ceylon but a new service from Bombay to Delhi and another from Bombay to Bhavnagar have been inaugurated. Kathiawar can almost be termed a suburb of Bombay, it being only 80 minutes away by air.

It is gratifying to record the interest some of the leading Indian States are now taking in aviation—and in particular

Bhopal, Indore and Gwalior—which has been responsible for the opening up of the Bombay-Delhi service.

A proposal has been made by Messrs. Tata Sons to open up a night service between Bombay and Calcutta which will place these two important cities no more than four hours apart. Such a service will be of immense advantage and we hope that it will receive the favourable consideration of Government.

To promote and further the development of air services your General Secretary during the year has made several tours by air and an article has been published explaining the advantages of this form of travel.

It is so evident that India calls for improved Flying Services that I think as a Transport Development Association we shall find that it will be our duty as well as our pleasure to pay a good deal of attention to this subject in future years.

The circulation of the Monthly News Letter is steadily increasing and revised mailing lists have been drawn up. Many readers have expressed appreciation of the matter embodied in these News Letters which includes statistics on motor vehicles operating in India and on road finance.

We have now nearly completed the collection of statistics on road mileages and motor vehicle taxation which it has been decided shall be issued as a supplement to our Monthly News Letters. I would here like to express our appreciation to the Provincial and Local authorities in so readily responding to our request for information.

The value of statistics has long been emphasised by your Association and it is understood the Government of India have the intention in the near future to make definite arrangements for its collection.

Our Branch reports every year are becoming more comprehensive and in order that they may be more readily available for reference we are now having a certain number bound together each year complete with the Association's annual report.

Recently your Association addressed the Government of India on the question of granting motorists visiting India on triptyques reciprocal arrangements with other countries of 90 days freedom from taxation. This means a total of 90 days from the date of arrival in India irrespective of the number of Provinces visited and will therefore require the co-operation of Provincial Governments before becoming effective.

The question of the improvement in traffic control together with the standardisation of road signs has also occupied our attention. We have co-operated closely with the W.I.A.A., the Safety First Association and other bodies in making representations on this subject.

I would like to take this opportunity to thank the *Times of India*, *Statesman*, *Madras Mail*, *Aviation* and many other papers and journals for the publicity they have given to our views during the year and the assistance they have rendered in furthering the development of communications.

Our membership, I am glad to say, shows a satisfactory increase and the general financial position of the Association has improved as a result of the increased support received from members which, as you know, if the extension of our activities is to continue, is essential.

Our thanks are due to Sir Leslie Hudson, Mr. F. E. James, Mr. Ramsay Scott, Mr. J. D. Boyle and other members of the Association for their willing assistance and co-operation in dealing with matters of interest to the Association in the Central Legislature.

(Continued on page 170)

1888-1938

AN anniversary is an occasion, not only of rejoicing, but of recalling the steps along the road by which progress has been achieved.

This year is the 50th Anniversary of an invention, small in its beginnings, which, more than anything else, has revolutionised road transport, and through it our very ways and habits of living. Fifty years ago the first practical pneumatic tyre was invented and patented.

Picture, in the year 1887, John Boyd Dunlop, the able and successful Scotsborn veterinary surgeon, sitting in his dog cart and wondering, as he was bumping along the rough farm tracks of Ireland, if there were no easier way of getting about than by a box-like carriage slung on iron-shod wheels which offered no relief to the stones and ruts they encountered.

Dunlop was now 47 years old, known and respected for his professional abilities throughout the length and breadth of Ireland. He was born on the 5th of February, 1840, in little Scottish village of Dreghorn, Ayrshire, where his father was a farmer. At the age of 19, he had finished his course at the Royal Veterinary College at Edinburgh and was a fully qualified veterinary surgeon. Three years later, he settled down to his life's work at Belfast. And it is to the jolts and bumps he suffered in his dog cart as he travelled from farm to farm on his professional visits that we owe the experiment which resulted in the first pneumatic tyre—the experiment which, more than anything, ensured the popularity of the motor vehicle and led to the formation of what is to-day, the world famous organisation known as the Dunlop Rubber Company Ltd.

Dunlop first turned his mind to the idea of a spring wheel. He tried it—but abandoned the idea. It wouldn't work. Then he thought again. Could anything be done with an air-filled tube? And, at this point of the story, his ten-year-old son, Johnny, comes into the picture. Johnny had a tricycle. The very thing! That was in the autumn of 1887.

That first Dunlop pneumatic tyre was a very primitive affair. On a wooden disc 18 inches in diameter Dunlop nailed—yes, nailed—a tube of sheet rubber which was inflated by a football pump. This tube was secured to the rim of the wooden disc by a covering strip of linen nailed to the wood. Then Dunlop took the wooden wheel with its primitive tyre and the detached front wheel of Johnny's tricycle (with its tyre of solid rubber) out into the yard adjoining his workshop.

First, using all his strength, he sent the tricycle wheel rolling down the yard. It failed to go the whole distance, wobbled, and fell over. Then, using as nearly as he could judge the same force, he repeated the performance with the disc wheel. It ran the whole distance and rebounded as it struck the gate. Dunlop knew that he was on the right track. Thus began the history of the pneumatic tyre.

So successful were those early experiments that on July 23, 1888, Dunlop took out a patent for his invention. It reads:

"Provisional Specification. 'An improvement in Tyres of wheels for Bicycles, Tricycles, or other road cars. I, Hon Boyd Dunlop, Veterinary Surgeon, 50, Gloucester Street, Belfast, do hereby declare the nature of this invention to be as follows:

A hollow tyre or tube made of india-rubber and cloth, or other suitable material, said tube or tyre to contain air under pressure or otherwise and to be attached

to the wheel or wheels in such a method as may be found most suitable.

Dated this twentieth day of July, 1888.

John Boyd Dunlop."

It is in honour of that occasion, fifty years ago, that the Dunlop Rubber Company Ltd is celebrating the Jubilee of the pneumatic tyre. The first pneumatic tyre made for commercial use can be seen in the Royal Scottish Museum at Edinburgh. It is the front tyre of the first bicycle to be equipped with pneumatic tyres, a tyre which was ridden for more than 3,000 miles, was never punctured, and never removed from its rim. A good beginning.

But, of course, the way of the pioneer is not easy. Folk made fun of Dunlop's invention. Cycling journals of those days enjoyed themselves finding new names with which to ridicule the pneumatic tyre. "Bolster" and "sausage" were two of the mildest terms they applied to it. But the tyres were to receive the kind of vindication that is both dramatic and final. William Hume, Captain of a Belfast Cycling Club, had just recovered from a nasty accident and people thought that his chances of winning any of the cycling events at the Belfast Queen's College Sports were pretty remote. However, he rode a bicycle fitted with Dunlop Tyres and won all the four races he had entered against some of the best known riders in Ireland. That was on May 18, 1889. The pneumatic tyre had come to stay.

A company was floated in Dublin and the prospectus which proclaimed the advantages of the new tyre said it was "indispensable for ladies and persons with delicate nerves", an over-modest description, for success was immediate.

The factory in Dublin was too small to meet the increasing demand. A move was made to Coventry, the heart of the cycle industry, but again the demand grew to such proportions that a second move was made to Aston Cross, Birmingham. In 1916, so great was the increasing pressure of business, that 400 acres of land were purchased at Erdington, Birmingham, and the "tyre town" of Fort Dunlop, with its own locomotives, transport system, fire brigade and ambulance services, canteens and sports ground, power station and water supply, came into existence.

What has happened since then is perhaps well known. Step by step and stage by stage in the development of mechanically propelled vehicles the research staff of Dunlop's have perfected new processes and introduced new materials to meet the enormous stress of speed and load. Only one of the problems that have been solved is to produce tyres that would resist heat and tread wear and yet carry the heavy loads necessary to maintain the present day commercial services. It is interesting to note in passing that compounds for tyre treads have been evolved which are so well protected against puncturing and cutting that they wear better than steel.

To-day, there is a Dunlop tyre, not only for the cycle and car, but for every kind of mechanically propelled goods vehicle, for horse-drawn and animal-drawn equipment, for farm carts, hand carts, for the wheel-barrow and for the air liner. Dunlop tyres for the largest Imperial Airways liners are 22 inches thick and can carry more than eight tons each. A recent achievement of the Company is an electrically conducting rubber (hitherto a contradiction in terms), and any static electricity which a plane may have accumulated in flight is discharged on landing in one-thousandth part of a second.

Caltex Petrol for Power and Economy in every town and city in India. Wherever you see a Caltex pump, you can be assured of courtesy, and you will be buying a petrol which will give you more mileage, faster acceleration, and a petrol that is better for your engine.

Insist on Caltex

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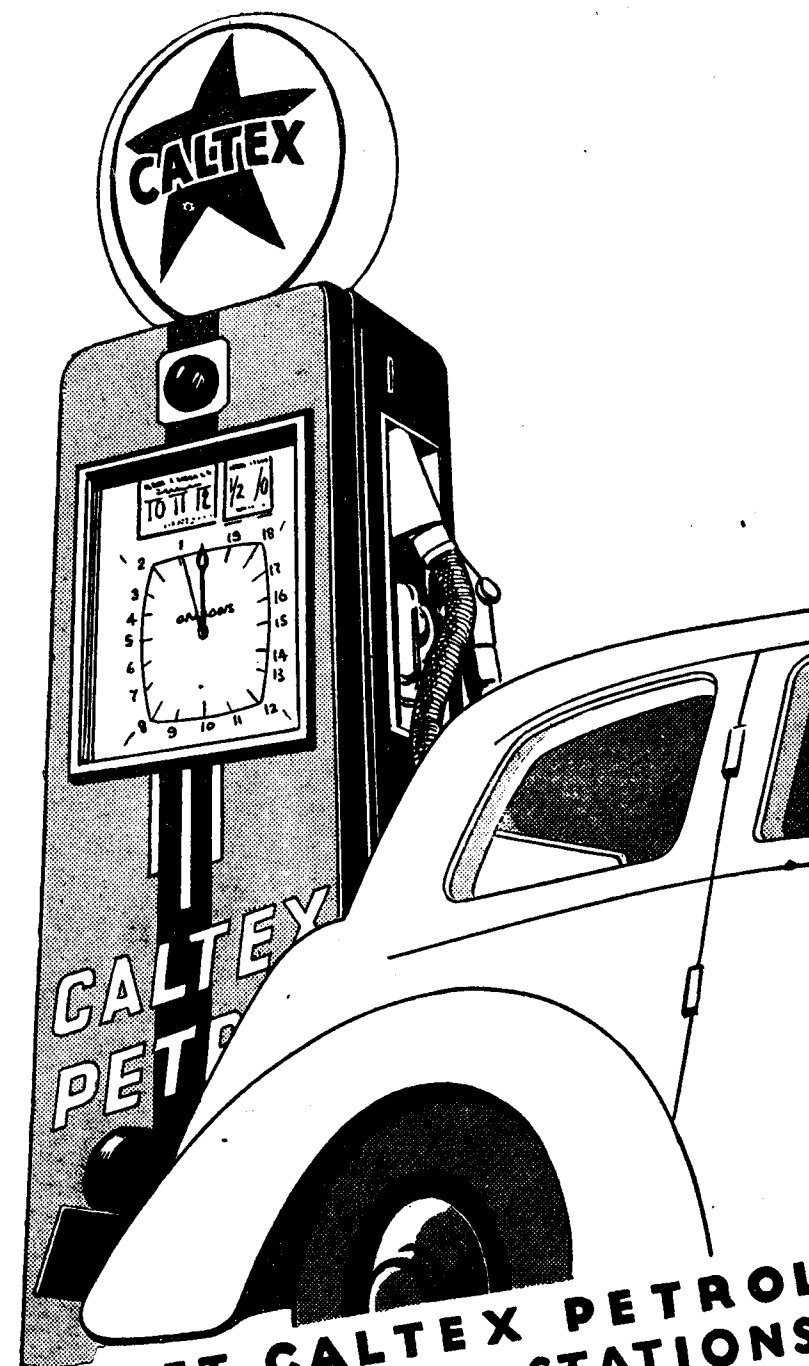
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MADRAS



There are now special Dunlop tyres for soft ground and snow, and the perils of desert travel are overcome by the production of a new tyre which permits motor vehicles to travel at a high speed over sand. In short, there is a tyre for everything on wheels, from a pram to a plane.

In a Dunlop catalogue of 1895 occurs an item familiar to all cyclists—a "Midget" outfit for repairing tyres. That "Midget" outfit is still part of the Dunlop range of accessories which now, however, includes a vast assortment of well-designed and strongly built tools for the cyclist and the garage owner. Tyre levers, air compressors, pressure and alignment gauges, lifting jacks, radiator hose, fan belts, cycle handle bar grips, but it is not possible to enumerate even a representative selection of the many accessories made by Dunlop for the easy manipulation of tyres and the effective repair of machines. So popular are Dunlop cycle-saddles that, as long ago as 1926, it was necessary to build at Tyseley, Birmingham, a complete factory for the production of saddle frames, and saddle tops are moulded in Manchester, at the factory of the Dunlop General Rubber Goods Division.

Perhaps the following interesting facts and figures will best convey some idea of the great and ever growing net work of the Dunlop industry to-day, and of the raw material that serves it, from that invention in 1888.

In 1926, the Company owned 85,000 acres of rubber plantations—the largest area under one management in the British Commonwealth. For the 12,000 Asiatics at work on these plantations, living accommodation is provided, fresh water supplies and hospitals and hundreds of miles of Motor roads have been built to enable the produce of ten million trees to be carried to the factories and to the railhead for shipment.

In 1930, a patented process was adopted whereby the rubber is obtained and transported to England in liquid form in ships' tanks.

The fabric needed for tyres must possess special properties and, in 1914, to meet those special needs, the Dunlop Cotton Mills were established. To-day, those mills cover 35 acres and employ more than 3,000 people in the making of a tyre cord of unequalled strength, elasticity and grip.

These are a few of the Dunlop successes in the sports field.

In 1934, Henry Cotton, in a round of 65, won the "Open" golf championship with a Dunlop ball of new construction. The ball, which was christened the "Sixty-five", has won the "Open" every year since and can be safely claimed the world's record golf ball.

The Dunlop tennis ball was introduced in 1924 and, within three years, it had been adopted for one-third of the Open Tournaments in Great Britain and Ireland.

The Dunlop "Maxply" has become Wimbledon's favourite tennis racket and is the choice of most of the leading players of all nations.

A few of the other sports goods made by Dunlop are—squash rackets, badminton rackets, hockey sticks, medicine balls, gymnasium mats, and dart boards.

In 1925, the New Liverpool Rubber Company Ltd. was taken over by Dunlop, becoming, in 1932, the Footwear Division. In that time the number employed at the factory has increased from 700 to more than 3,000 and the range of footwear goods greatly increased.

Thanks to the rise of liquid latex, rubber boots are now made seamless, stronger, lighter and more flexible than ever before. Formerly skins or rubber were wrapped round the lasts; now under this new and exclusive process, the lasts are dipped into liquid latex, which retains all the "nerve" and quality of the rubber.

This new and better way has been extended to the making of boots for cows and sheep which are suffering from various and, hitherto, costly diseases of the foot. These boots hold the surgical dressings in place and lead to a swift and effective cure.

In the General Rubber Goods Division at Manchester (which dates back to 1824 when the famous Chas. Macintosh opened a factory for water-proofing cloth and added the name Macintosh to our vocabulary), Dunlop now produces such varied goods as rubber-covered rollers for paper-making, printing, dyeing and bleaching; hoses to carry steam and petrol, or for suction; conveyor and transmission belts of all sorts and sizes up to six feet wide.

A few of the other Dunlop products at Manchester are, rubber floors in every conceivable colour and stripple; anti-corrosive rubber lining for tanks and pumps; hot-water bottles, toy balloons, and surgeons' delicate yet strong rubber gloves made direct from liquid latex.

By a new process, porous rubber has recently been introduced under the name of Dunlopillo cushioning. For the first time liquid latex is aerated to form a perfect upholstery, bedding, and seating material. This rubber, which is honeycombed with cells of air, possesses a natural "springiness" and is already widely used in public service vehicles all over the country, including the London Passenger Transport Board. It is found, in its various forms, in the "Queen Mary" (as mattresses), in the Shakespeare Memorial Theatre at Stratford-on-Avon (as seating), in hospitals, institutions, cinemas, on railways, and in more than 20,000 homes.

In 1933, the Company's weatherproof business was transferred from Manchester to London where, in a specially equipped five-acre factory at Edmonton, 1500 workers are employed making waterproof coats, fashionable rainwear, in fabrics proofed by a rubberless material, golf and ski-wear and a new rubberless fabric known as "Stormcloth" so closely woven that it offers maximum resistance to wind and rain.

In the scope of this article, it has not been possible to mention in detail the nine countries (four within the British Commonwealth) where factories for the manufacture of Dunlop products have been established. Nor has it been possible to discuss the widespread sales and distributing services which takes the world for its province and serves each market and each nation according to its needs.

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 station or port.

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.

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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).
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.....
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.

For Office use only
B. O. dated.....
Next Payment due.....
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TYPES OF BADGE FITTINGS SUPPLIED @ Re 1/- each.

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

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
Branch.....
Date.....19

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?

THE SEA INVADES NORFOLK.

Inhabitants Fly for their Lives on the East Coast of England

By Brian P. W. Twist.

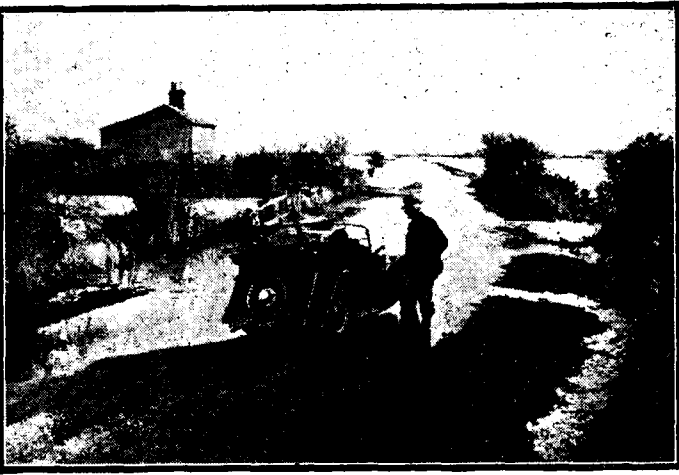
THE resources of modern civilisation have induced a feeling of security in mankind against the elemental forces of Nature. But Nature is not, and never will be, entirely subjugated, and is always waiting round the corner for a breach in the defences.

In England, with its non-tropical climate, a sudden demonstration of the elemental powers is especially terrifying. Imagine yourself peacefully carrying out the normal round of daily duties in a quiet Norfolk village. There is a gale of wind blowing from the direction of the sea, but there is nothing particularly extraordinary about that.

Just as dusk begins to fall, there is a white glimmer over the sand hills, and the roar of angry breakers seems to grow nearer. Surely it is nearer. What is this leaping, tossing foam rushing across the fields, where in the memory of man there has been no water before? Fly for your lives! The sea! The sea is upon us! The sea has burst its bounds.

This is no exaggeration of the recent calamity in Norfolk, where villagers were taken by surprise at the sudden encroachment of the ocean, and had to abandon their homes and property literally at a moment's notice. As they crouched for refuge on roof trees, on haystacks, on anything to raise them out of the advancing waves, lorries were rushed up to transport them to safety. Even as the calls for help went out, water entered the telephone exchange at Cley, but the operator stuck to her post.

The village of Horsey, well-known to summer holiday-makers on the Norfolk Broads, was the hardest hit. Normally an inland village, half a mile from the sea, it is now an island, completely cut off from the mainland. Many houses were overwhelmed, and their inhabitants have sought shelter in the neighbouring villages, where summer cottages, usually untenanted in the winter, have been pressed into service. Some have lost the whole of their scanty possessions. A motorist near Horsey



Only boats can be used along this road leading to the new island of Horsey, which is seen in the distance. A local inhabitant discusses the situation with a motorist.

was trapped before the advancing flood, and had to spend fifteen hours on the roof of his car before rescue arrived.

Altogether the sea ran some four miles inland, and the flooded area at its worst covered 25 square miles. Included in the expanse of water were Horsey, Hickling, and Martham Broads, which, normally fresh water, had been merged in the vast salt lake.

The whole of this flat Norfolk country is very near sea level, and between it and the sea runs a tall line of sandhills, a natural barrier. The dunes, formerly some 40 ft. in height, were weakened by the pressure of persistent north-west gales, and in many places have lost half their height.

The danger point was at the spot where the old Hundred Stream used to run into the sea, south of Horsey, through a gap in the dunes. It is said that in ancient times the Vikings sailed up the Hundred Stream to attack Norwich. However, that may be, about a century ago the outlet of the stream was artificially blocked up, and the water diverted into the River Thurne. The sea began to force its way up the long-dry stream bed, and soon the artificial defences collapsed. The breach, eaten away by the waves, which themselves were lashed on by the gale, grew wider and wider, till the sea poured through a gap 600 yds. wide.

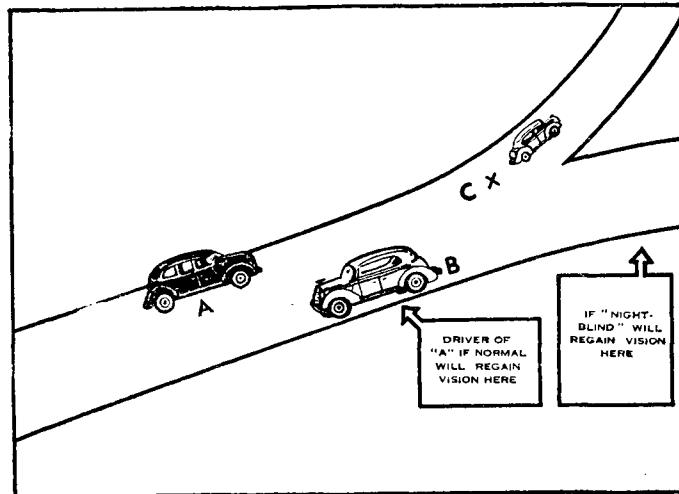
(Continued on page 170)



This cottage was completely cut off by the encroachment of the sea, though it is situated some two miles inland.

Night scene on the desolated flood area between West Somerton and Horsey, in Norfolk. The water was more than 7 ft. deep on this road. Note the white salt deposit left by the sea water.

NIGHT BLINDNESS IN TRAFFIC



Exposure to the glare of on-coming head lights causes a brief interval of partial or total blindness even in the normal eye. This is due to the practically instantaneous blindness caused by the glare of the on-coming head lights. Normally, vision is regained within approximately a second, but there are

(Continued from page 165)

Your Vice-President, Mr. Gough, recently left for England on leave, which explains his absence from this meeting today. I am sure you will all join me in congratulating Mr. and Mrs. Gough on their recovery from the very serious motor car accident they had some months ago and wish them a holiday which will completely restore them to health. Mr. Gough during the year as Vice-President has taken a very active part in the work of the Association, having during the absence on leave of the General Secretary, looked after his office; and during my frequent absence from Bombay the duties of President fell upon him also. Our special thanks are therefore due to him for having given us so much of his time.

I am sure you will all wish to join with me in an expression of appreciation of the work done by our General Secretary, Colonel Smith, and his staff of whom I would like specially to mention Mr. Nair as having done exceedingly good work.

In conclusion I wish to express my thanks to my colleagues on the Council and the Chairmen and members of the Branch Committees for the support they have given me during the year.

I now beg to propose that the Audited Statement of Accounts for the year 1937, which has been circulated, be approved and confirmed.

some abnormal people, who do not regain their vision for at least two or three seconds.

A car travelling at about 30 miles an hour covers nearly 60 ft. per second. So a man who is "night blind" may travel for some distance say, about 100 to 150 feet while totally blind or while vision is markedly impaired, his eyes being subjected to a brilliant glare from the head lights of an on-coming car.

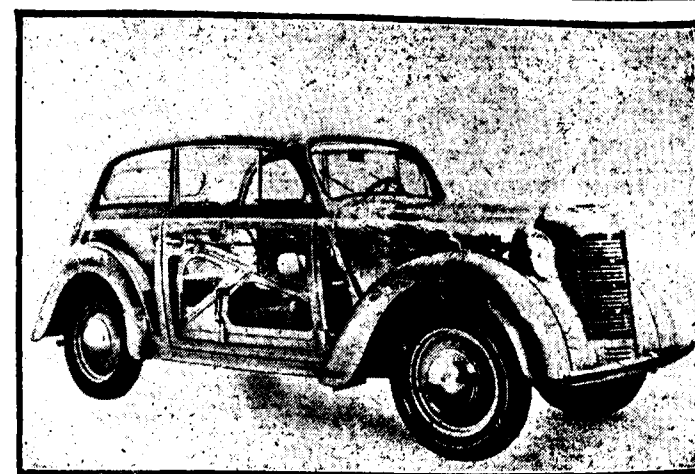
Night blindness is now recognized as an important traffic problem. This is otherwise known as "Glare Blindness" and affects a great percentage of Automobile drivers. Accidents too have occurred on account of this defect. The dangers of driving a car for several hundred feet while virtually blind are obviously very great. The diagram above graphically portrays, what would happen to car "A" if the driver of it is "night blind" at the spot C, if a car comes from the road on the left.

In Western Countries it is now suggested that a test for Night Blindness should be made part of the periodic examination of chauffeurs of public vehicles.

In such cases the best remedial measure would be for either one of the opposite cars, should stop with the lights "off" until the other passes. Of course the will to stop should be with both the drivers and the one who stops first should stay stopping until the other passes.

(Continued from page 169)

Wooden piles, sandbags, and brushwood were stacked together in an endeavour to mend the breach, but though 150 men were engaged in the work, the sea knocked down at high tide what had been laboriously erected when the water was low. So the battle has gone on for day after day, first one side and then the other gaining a temporary advantage. Three weeks after the first invasion by the sea, the water had receded only a few feet, and even if the defences are eventually secured, it is thought that it will be months before the country assumes a normal aspect. In any case, thousands of acres of land have been damaged by the salt water and some say that it will take five years or more for them to recover their fertility.



This latest model Opel exhibit was displayed at the recent Automobile Show at Berlin. The body was constructed entirely of Plexi-glass and came in for much attention.

NOTES FROM LONDON

MOTOR RACING IN ENGLAND

Austin Win in British Empire Trophy Race at Donington

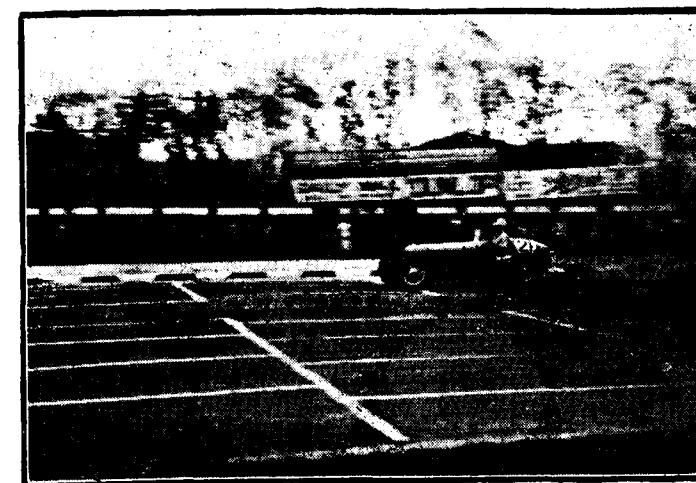
By Brian P. W. Twist.

MOTOR racing is achieving a greater boom than ever in England, after the thrills of the Grand Prix at the close of last season, and a big crowd at Donington Park saw Charlie Dodson, one time famous motor cyclist, win the British Empire Trophy Race on April 9th in one of the racing Austin Sevens.

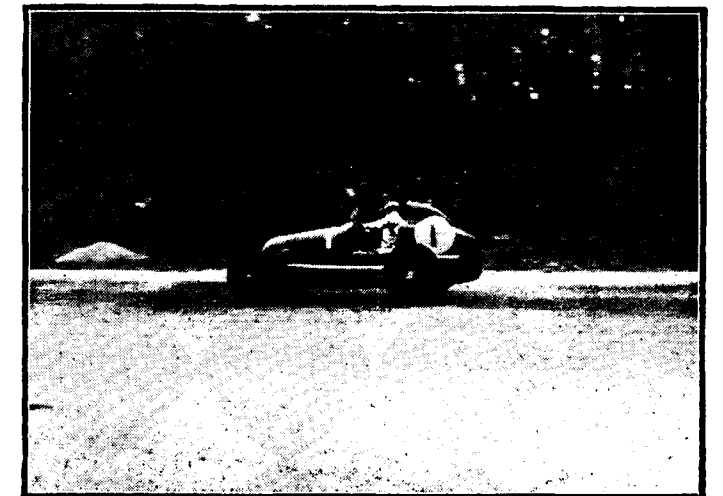
As a direct result of suggestions made after the Grand Prix by the crack continental team managers, the 3 1/8 mile Donington circuit had been considerably improved during the winter. The tricky run through the wood before and after Maclean's Corner had been widened, and here the cars, now travelling much faster, presented a thrilling spectacle. The sharp descent and rise leading to and from the Melbourne hairpin had been smoothed out, and the pits, which are situated just after the rise from Melbourne, had been moved back, and the pit area lay behind a low kerb, separating it from the course proper.

Dodson's victory was the first success for the new overhead camshaft racing Austins in a big race, and his average speed of nearly 70 m.p.h. for 200 miles on the winding circuit was most creditable, and gives hope of further exciting battles with the E. R. A.'s during the season.

The E. R. A. driven by "B. Bira", or Prince Birabongse of Siam, was second, at 73.72 m.p.h., the highest average of the race. The supercharged 1 1/2 litre E.R.A.'s, of which seven were entered, were conceding four credit laps to the Austins, and themselves received three credit laps from the scratch cars.



Raymond Mays snapped at speed, passing the pit area with his E.R.A., one of the "works" cars. He led on handicap till half distance in the British Empire Trophy Race at Donington.



C. J. P. Dodson, winner of the British Empire Trophy, at Maclean's Corner with his racing Austin Single-seater. He averaged 69.62 m.p.h. for 200 miles.

The two unsupercharged Delahayes in this last group were out-matched, and only Kenneth Evans, in his supercharged Alfa-Romeo, showed a turn of speed.

The E.R.A.'s had as rivals in their own class a number of Italian Maseratis, but all four of these cars failed to finish.

Amongst the British E.R.A.'s were the two "works" cars driven by Raymond Mays and Earl Howe. These represented an intermediate stage between last year's cars and the new 2 1/2 litre Grand Prix models which are being prepared in the works at Bourne, Lincs, to do battle with the foreigners in the big continental races.

The principal modification was a new type of hydraulic brakes, and it was trouble with these that caused Mays' retirement when he was leading on handicap just before half distance.

He was travelling at 140 m.p.h. on the long straight leading down to Melbourne hairpin, but as he approached the corner found the brakes inoperative. It was a nasty moment, but with considerable presence of mind Mays averted an accident by engaging bottom gear on the pre-selector box, which thus acted as a brake.

Earl Howe, in the other "works" E.R.A., had been giving his usual polished display, and proved that at 53 years of age he is still one of England's finest drivers.

He lay third on handicap in the opening stages, behind Raymond Mays and "B. Bira", but opening up passed the Siamese Prince in fine style. Then he came in to his pit with the engine misfiring. Plugs were changed, but the car still misfired, and he had to withdraw with valve trouble.

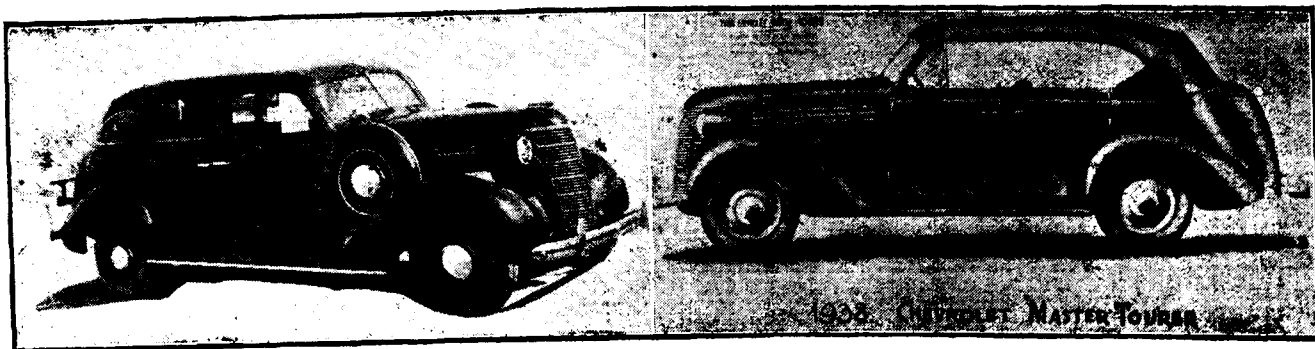
Dodson, who by virtue of his credit laps held the lead on distance throughout, was now in the best position on handicap also. His team mate, H. L. Hadley, however, was delayed owing to a slipping clutch on the other Austin.

"B. Bira" was making desperate efforts to close the gap, but even a lap speed of 75 m.p.h. was not enough to match the Austin's speed. With five laps to go "Bira" was a lap and a half behind, and though he caught up rapidly, at the finish Dodson had 1 min. 38 sec., or about three quarters of a lap, in hand. Billy Cotton, the well-known dance band leader, was third with another E.R.A.

(Continued on page 172).

TWO NEW CHEVROLETS FOR 1938

Imperial Limousine & Master Tourer



CHEVROLET has added two more cars to its great range for 1938—an Imperial Limousine built on 127-inch wheelbase and a Master Tourer having a 112-inch wheelbase.

The Imperial Limousine is an ideal family or "purdah" car with a seating accommodation for seven adult passengers. Among the many special features is a sliding glass partition between front and rear compartments. Like all General Motors cars the Imperial Limousine has knee-action springing, all-weather ventilation, all-steel body with turret top and super-hydraulic

brakes. Generous luggage space is provided by the inbuilt locking rear trunk. This handsome car is priced very reasonably.

The Master Tourer is a smart-looking job and its sleek lines are accentuated by the newly-designed radiator. It has ample accommodation for five adult passengers. The advantages of all-weather ventilation are provided by ventilating panes fitted on to the front windows. Anybody who likes an open tourer of outstanding performance and economy can do no better than purchase the latest 1938 Master Tourer.

(Continued from page 171).

RESULT.

	M.P.H.
1. C. J. P. Dodson (Austin), rec. 7 laps.	69.62
2. "B. Bira" (E.R.A.), rec. 3 laps.	73.72
3. Billy Cotton and W. E. Wilkinson (E.R.A.), rec. 3 laps.	71.47
4. Louis Gerard (Delage), rec. 3 laps.	71.08
5. K. D. Evans (Alfa-Romeo), scr.	72.60
6. H. L. Hadley (Austin), rec. 7 laps.	64.03
7. P. Maclure (Riley), rec. 3 laps.	67.01
8. J. F. Gee (Riley), rec. 5 laps.	64.56
9. J. Paul (Delahaye), scr.	67.12
10. F. R. Gerard (Riley), rec. 5 laps.	62.68
11. I. H. Nickols (M.G.), rec. 7 laps.	—
Team Prize:—F. R. Gerard, J. F. Gee, P. Maclure (Rileys).	

BULLOCK-SHOES

The Inspector of European Schools reports that over 22,400 cast bullock shoes have been collected by the pupils of 27 schools in the Presidency, as a result of the suggestion made by this Association last August.

Letters of congratulation and thanks have been addressed to each School, and the hope expressed that they will continue the good work.

It is rather an amazing figure, and motorists may well realise that at least some tyres have been saved from a nasty gash, and they have been spared the annoyance of delay on a dusty road while changing a wheel.

It is most gratifying to learn that the police have also co-operated in doing a good turn to motorists by a report received from the Coimbatore District where one police station has collected over 2000 such shoes.

MOTOR VEHICLE TAXATION IN MADRAS PRESIDENCY AND STATES

A consolidated statement showing the various short-term licences payable by visiting motorists in the Madras Presidency, Mysore State and Coorg.

	Madras Presidency						Mysore State						Coorg Province					
	7 days			30 days			7 days			30 days			7 days			30 days		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
1. Motor Cycles	1	4	0	3	12	0	1	0	0	3	0	0	1	4	0	3	12	0
2. Motor Cycles with side cars	1	12	0	5	0	0	1	4	0	3	12	0	1	12	0	5	0	0
3. Motor cars weighing not more than 15 cwts. unladen	3	0	0	8	12	0	2	0	0	6	0	0	3	0	0	8	12	0
4. Motor cars weighing more than 15 cwts. but not more than 30 cwts. unladen	4	4	0	12	8	0	..	..	..	..	..	..	4	4	0	12	8	0
Motor cars weighing more than 30 cwts. unladen	..	..	..	..	..	..	3	0	0	9	0	0	..	..	..	..	..	..
5. Motor cars weighing more than 30 cwts. but not more than 45 cwts. unladen	5	8	0	16	4	0	..	..	..	..	..	..	5	8	0	16	4	0
6. Motor cars weighing more than 45 cwts. but not more than 60 cwts. unladen	6	12	0	20	0	0	..	..	..	..	..	..	6	12	0	20	0	0
7. Motor cars weighing more than 60 cwts. unladen	8	8	0	25	0	0	..	..	..	..	..	..	8	8	0	25	0	0
8. For each trailer not exceeding 20 cwts. unladen	1	12	0	5	0	0	..	..	..	..	..	..	1	12	0	5	0	0
9. For each trailer exceeding 20 cwt. unladen	3	8	0	10	0	0	..	..	..	..	..	..	3	8	0	10	0	0
10. Motor cars constructed or adapted to carry eight persons or more including the driver	..	..	..	..	..	..	..	..	..	10	0	0	30	0	0	..	..	..

NOTE.—

MADRAS PRESIDENCY.

1. These short-term licenses should be purchased in advance on application to the Deputy Commissioner of Police in Madras or Treasury Officers in the Mofussal.

2. No refund is admissible on these short-term licences on any account.

3. If a money order for the cost of the licence together with particulars of the vehicle for which the licence is required and the date from which the licence should be valid is sent before entering the Presidency, to any licencing officer, then the money order receipt will be accepted as proof of having paid the tax.

4. If neither a money order as stated above, is sent nor the licence is obtained in advance the visiting motorist will be treated as a resident of the Presidency, and he will be obliged to pay a full quarter's tax on his car. If the visit is in the last month of the quarter he may obtain a refund of 3/5th of the tax by surrendering the licence to the authority on or before the 1st day of the second month of the quarter.

If the visit is in the second month of the quarter two months tax i.e., 4/5th of the full quarter's tax is payable and a refund of half the tax may be obtained, i.e., 2/5th of the full quarter's tax or surrendering the licence on or before the 1st day of the 3rd month of the quarter. If it is in the third month of the quarter 2/5th of the full quarter's tax is payable with no refund.

All the above rules apply to the Coorg Province also.

Quarterly Tax on various Vehicles in the Madras Presidency and Coorg.

	Rs.	A.	P.
1. Motor Cycles	7	8	0
2. Motor cycles with side cars	10	0	0
3. Motor cars weighing not more than 15 cwts. unladen	17	8	0
4. Motor cars weighing more than 15 cwts. and not more than 30 cwts. unladen	25	0	0
5. Motor cars weighing more than 30 cwts. and not more than 45 cwts. unladen	32	8	0
6. Motor cars weighing more than 45 cwts. and not more than 60 cwts. unladen	40	0	0
7. Motor cars weighing more than 60 cwts.	50	0	0
8. Trailer weighing not more than 20 cwts.	10	0	0
9. Trailer weighing more than 20 cwts.	20	0	0

The official quarters commence from 1st April, 1st July, 1st October and 1st January.

Coorg short-term and quarterly Licences can be obtained from the District Superintendent of Police, Coorg, Mercara or from any Treasury Officer in the Province.

Mysore Motor Vehicle Taxation Short-Term Licences.

These licenses can be obtained at all the Treasury offices in Mysore State, and at the Frontier toll gates.

Motorists who intend to stay in Bangalore Cantonment for a period over six days are hereby informed that it is enough if they take out a seven-day Mysore State License as they will be called upon to pay another tax in the cantonment after six days.

(Continued on page 157).

THE SOUTH INDIA MOTOR OWNER



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JUNE 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

Madras/Bezwada Road

The Kistna Anicut over the Madras/Bezwada Road has been closed for traffic for this year owing to the commencement of the flood season. It is therefore necessary for motorists travelling on the above road to rail their cars either from Guntur to Bezwada or Kistna Canal R.S. to Bezwada.

The Railway freight for a car is Rs. 10 from either of the above Stations or *vice versa*, and it is necessary to give 48 hours' notice to the Station Master for a truck.

North Arcot/Tiruvattur Road

A culvert in mile 27/6 of the above road is reported to be in dangerous condition and motorists are therefore requested to drive with caution.

Madras/Calicut Trunk Road

It has been reported that this road is being widened on an extensive scale from mile 421/4 to 441/7, and fresh berms have been formed in many places.

As the monsoon has broken in Malabar and as the work is incomplete, motorists are requested to drive only on the hard surface of the road, and not along the newly formed berms which may cause accidents to themselves or to their vehicles.

Tarakere/Mangalore Road

The decking of the Girder Bridge in mile 2 and 3/59 of the above road has sustained serious damage. Through traffic has been cut off, and until the bridge is repaired and made fit for through traffic, transhipment of passengers and goods is to be resorted to.

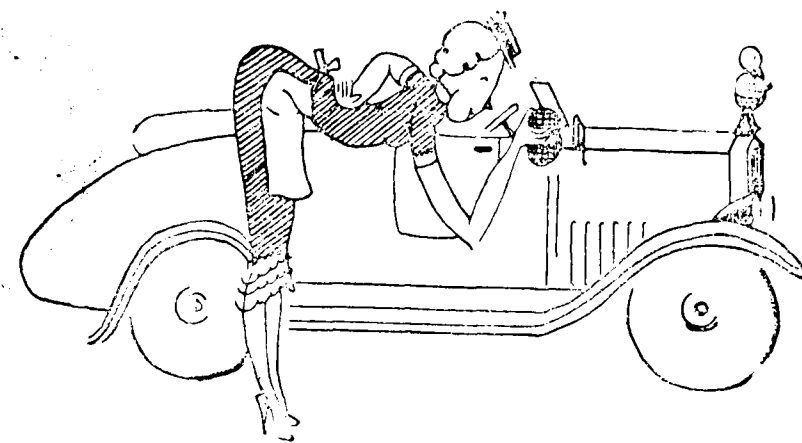
Madras Motor Vehicle Taxation

The Government of Madras considering the inconvenience experienced by visiting motorists for obtaining short-term licences have made arrangements to collect taxes at Police Stations and out-posts direct from the applicants and issue the necessary licences. The connected G.O. is appended for the information of our members including a list of such Police Stations and out-posts.

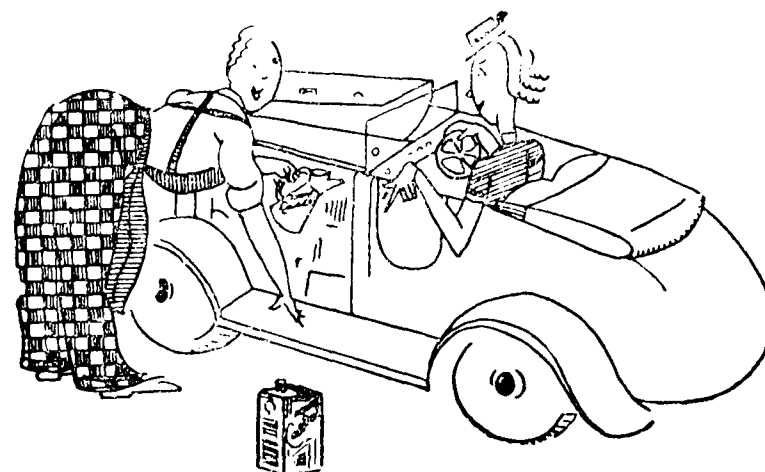
G. O. No. 2783 of 31st May 1938 regarding Madras M. V. Taxation

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

2. The tax shall be collected at the Police stations and out-posts direct from the applicants and licences issued. The amounts so collected shall be entered in the cash books maintained in the stations and remitted to the Treasury with a chalan



Don't you agree that if a girl has a car she ought to know how to look after it? For instance, yesterday I gave my car the thoroughest overhaul. I cleaned the mirror, put the mileage thing back to nought, and made my mascot some new trousers. Now it ought to run perfectly for the rest of the season. Oh, and then I went and had some Patent Castrol put in. That's the stuff that everyone says will save me from having to mess about under the bonnet.



**MADRAS M. V. TAX FOR JULY/SEPTEMBER QUARTER SHOULD
BE PAID BEFORE 1st JULY 1938.**

at the earliest possible opportunity. The officer in charge of the Police station or out-post shall also send at the end of each month to the Commissioner of Police, Madras, one set of duplicate copies of the licences issued during the month together with a statement showing the particulars of the amounts collected as tax and the date or dates on which the amounts were paid into the Treasury.

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

4. The Government agree with the Inspector-General's proposal that notice boards with suitable directions on them

should be put up in order to indicate clearly the places where short-term licences are obtainable. They consider that it is important to have these notice boards at the Police stations and out-posts and on main roads at the turnings leading to such Police stations or posts when they are not actually on the main roads. The Inspector-General is requested to report the number of notice boards necessary and the cost involved in erecting them and to state whether the expenditure can be met from the provision in the Civil Budget Estimate for 1938-39 under the head "12. Charges on account of Motor Vehicles Acts."

(By order of His Excellency the Governor)

H. M. HOOD,
Secretary to Government.

APPENDIX
NOTIFICATION

In exercise of the powers conferred by clause (1) of section 2 of the Madras Motor Vehicles Taxation Act, 1931 (Madras Act III of 1931), and in continuation of Local Self-Government Department Notification No. 817, published at pages 532 and 533 of Part I-A of the *Fort St. George Gazette*, dated the 24th May 1932, as subsequently amended, the Government of Madras are hereby pleased to

appoint the officers in charge of the following police stations and out-posts to exercise the powers and perform the functions of licensing officers under the said Act on and from the 15th June 1938 in respect of temporary licences for periods not exceeding thirty days and for periods not exceeding seven days :—

District.	Name of the road.	Name of police station or outpost nearest the frontier on, or very near to, the road in question.	Distance of police station from the frontier.	Frontier territory.
(1)	(2)	(3)	(4)	(5)
Vizagapatam	1 Ichapuram-Berhampur road	Ichapur police station, $\frac{1}{2}$ mile.	4 miles	Orissa Province.
	2 Ichapur-Jarada road	Do.	2 "	
	3 Mandasa-Parlakimedi via Garabanda	Kasibugga, $\frac{1}{4}$ mile.	11 "	
	4 Pathapatnam-Parlakimedi road.	Pathapatnam on the road	$\frac{1}{2}$ mile	
	5 Palasa-Parlakimedi road	Kasibugga, $\frac{1}{4}$ mile	16 miles	
	6 Tekkali-Parlakimedi road	Tekkali on the road	16 "	
	7 Parlakimedi-Tilaru road	Saravakota on the road	14 "	
	8 Gunupur-Elwinpet road	Elwinpet, $\frac{1}{2}$ mile	4 "	
	9 Parvatipur-Rayaghada road	Parvatipur, $\frac{1}{8}$ mile	15 "	
	10 Salur-Koraput road	Salur, $\frac{1}{4}$ mile	3 miles 4 furlongs.	
	11 Parvatipur-Narayanapatnam road.	Parvatipur, $\frac{1}{8}$ mile	5 " 6 "	
East Godavari	1 (a) Bhadrachalam-Kunavaram	Bhadrachalam, $\frac{1}{2}$ mile	1 mile	Nizam's Dominions
	(b) Bhadrachalam-Venkatapuram	Do.	12 miles	
	2 Dummagudem-Gollapalli	Dummagudem, $\frac{1}{4}$ mile	2 "	
	3 Jeelugumilli-Aswarapeta	Jeelugumilli outpost, on the road.	30 "	
West Godavari	4 Venkatapur-Jagadapur	Venkatapur, 1 furlong		Baster.
Kistna	Nil.	Nil.	Nil.	Nizam's Dominions
	1 Bandar-Hyderabad road	Munagala (road side)	7 miles	
	2 Do.	Jaggayyapet, 2 miles	7 "	
	3 Do.	Nandigama, 1 furlong	21 "	
	4 Do.	Kondapalli, 2 miles	7 "	
	5 Bonakal-Jaggayyapet road	Jaggayyapet, 2 furlongs	12 "	
	6 Nandigama to Madhira	Nandigama, 1 furlong	12 "	
	7 Bandar-Tiruvur road	Tiruvur (road side)	1 mile	
	8 Do.	Vissannapet, 1 furlong	10 miles	
Guntur	9 Bezwada town and Junction	Bezwada town station (road side).		
Nellore	1 Gurazala-Dachepalli and Pondugala road.	Piduguralla (on the road)	21 miles	
	2 Piduguralla-Dachepalli Pondugala road,	Gurzala (on the road)	16 "	
Kurnool	Nil.	Nil.	Nil.	Banganapalli.
	1 Banganapalli-Koilkuntla	Koilkuntla (on the road)	4 miles	
	2 Banganapalli-Tadpatri	Owk (on the road)	6 "	
	3 Panyam-Banganapalli	Panyam, 1 mile	5 "	

District.	Name of the road.	Name of police station or outpost nearest the frontier on, or very near to, the road in question.	Distance of police station from the frontier.	Frontier territory.
(1)	(2)	(3)	(4)	(5)
Bellary	1 Bellary-Rayadrug	Rayadrug (on the road)	6 miles	Mysore State.
	2 Bellary-Chitaldrug	Hirehal (6 furlongs from the road).	6 "	
	3 Kudligi-Jagaloor	Kottur (1 mile from the road)	9 "	
	4 Sandur-Kudligi	Ujjaini outpost (on the road)	12 "	Sandur State.
	5 Sandur-Hospet	Kudligi (on the road)	18 "	
	6 Hospet-Talavargatta	Gadiganur (on the road)	18 "	Nizam's Dominions.
	7 Kampli-Gangavathi	Hospet town (on the road)	9 "	
	8 Hadagalli-Dharwar	Kampali (on the road)	8 "	Bombay Province.
	9 Harpanahalli-Harihar	Hirehadagalli (on the road)	10 "	
	10 Halvagat-Ranebenur	Harpanahalli (on the road)	20 "	Mysore State.
Anantapur	1 Tumkur-Kalyandrug road	Halvagat (10 miles from the road).	15 "	Bombay Province.
		Teligi outpost (on the road)		Mysore State.
	2 Bangalore-Kurnool road	Kambadur (4 furlongs from the road).	1 mile	Mysore State.
	3 Pavagada-Penukonda road	Kalyandrug (on the road).	19 miles	
	4 Bangalore-Hindupur road	Penukonda ($1\frac{1}{2}$ furlongs from the road).	29 "	
	5 Madakasira-Madhugiri-Pavagada.	Roddani (on the road)	3 "	
	6 Bangalore-Chikkabalapur and Anantapur road.	Hindupur (on the road)	7 "	
	7 Amarapuram-Sira road	Madakasira (2 furlongs from the road)	4 and 7 miles respectively.	
Cuddapah	Nil.	Nil.	Nil.	
Chittoor	1 Madanapalli-Bangalore	Chilamathur (2 miles from the road)	4 miles	Mysore State.
	2 Punganur-Bangalore	Amarapuram (on the road)	3 "	
	3 Madras-Bangalore			
	4 Venkatagirikota-Kolar Fields road			
North Arcot	Nil.	Nil.	Nil.	
Chingleput	Nil.	Nil.	Nil.	
Salem	1 Bangalore-Hosur road	Hosur, $\frac{1}{4}$ mile	5 miles	Mysore State.
	2 Malur-Berigai road (to Shoolagiri and Krishnagiri).	Berigai, $\frac{1}{4}$ mile	11 "	
	3 Anaikal-Tali road (via Gumalapuram)	Tali (on the road)	5 "	
Madura, North	Nil.	Nil.	Nil.	
Madura, South	Kumli Ghat road from Travancore State.	Cumbum (on the road).	8 miles	Travancore State.
Ramnad	1 Koilpatti-Ponnamaravathi-Pudukottai road.	Neykuppai (on the road)	5 "	Pudukottai State.
	2 Tirupattur-Tirumayam-Pudukottai road.	Tirupattur (on the road)	8 "	
		Kilasivalpatti outpost (on the road).	1 mile from the frontier toll-gate.	
Tinnevely	3 Karaikudi-Pudukottai road via Pallathur and Tirumayam.	Pallathur (on the road)	5 miles	Travancore State.
	1 Nagercoil-Panakudi-Kalakad-Tinnevely.	Karaikudi (on the road).		
	2 Nagercoil-Valliyur-Tinnevely via Nanguneri.	Panakudi outpost (on the road).	3 miles 6 furlongs.	
	3 Shencottah-Courtallam-Tinnevely.	Valliyur (one furlong)	8 miles 5 furlongs.	
Coimbatore	4 Shencottah-Tenkasi-Tinnevely.	Courtallam outpost (on the road).	2 " 7 "	Mysore State.
	1 Maddur-Sivasamudram-Kollegal road.	Tenkasi (one furlong)	4 " 6 "	
	2 Mysore-Moogur-Kollegal road.	Kollegal (on the road)	8 miles.	
	3 Chamrajnagar-Mamballi-Kollegal road.	Do.	12 "	
	4 Chamrajnagar-Hasanur Ghat	Do.	4 "	
		Satyamangalam (on the road)	27 "	

District.	Name of the road.	Name of police station or outpost nearest the frontier on, or very near to, the road in question.	Distance of police station from the frontier.	Frontier territory.
(1)	(2)	(3)	(4)	(5)
Coimbatore (contd.)	5 Munar-Udumalpet road.	Udumalpet (on the road).	18 miles	Travancore State.
	6 Kolinjamparai-Pollachi road via Gopalapuram toll-gate.	Pollachi town (one furlong from the road).	10 ..	
	7 Nemmara-Kollengode-Pollachi road.	Do.	22 ..	
	8 Chittur-Meenachipuram-Pollachi road.	Do.	10 ..	Cochin State.
	9 Kolinjamparai-Kandaigoundan-shaloi-Coimbatore road.	Coimbatore Town West Police Station (two furlongs from the road).	18 ..	
The Nilgiris	Ootacamund-Mysore road	Gudalur (less than a furlong from the road).	14 ..	Mysore State.
Malabar	1 Virajpet-Cannanore	Mattanoor (quite close to the road).	17 ..	Coorg.
	2 Do.	Iritty outpost (close to the road).	7 ..	
	3 Mercara-Manantoddy	Manantoddy, 4 furlongs.	16 ..	
	4 Mysore-Tellicherry	Do.	10½ ..	Mysore State.
	5 Mysore-Calicut	Sultan's Battery, 1½ furlongs.	13 ..	
	6 Cheruthuruthi-Kolapalli	Pattambi—8 miles from road	10 miles	
	7 Cheruthuruthi-Kolapalli	Shoranur outpost—30 yards from road.	1 mile	
	8 Guruvayoor-Pattambi	Chalisseri (close to the road)	2 miles	
	9 Shoranur-Ponnani	Do.	12 ..	
	10 Guruvayoor-Pattambi	Chowghat (close to the road)	4 ..	
	11 Guruvayoor-Enamavu	Do.	8 ..	
	12 Cranganoor-Valapad	Mathilagam outpost (close to the road).	5 ..	
	13 Do.	Valapad (close to the road).	15 ..	Cochin State.
	14 Kalvatty	British Cochin (close to the road)	2 ..	
	15 Pullapalam	Do.	2 ..	
	16 Amaravathy	Do.	2 ..	
	17 Vadakkancherry	Vadakkancherry outpost (close to the road).	4 ..	
	18 Alathur	Alathur Station (close to the road).	10 ..	
	19 Chittur-Palghat	Palghat Kasba (close to the road).	8 ..	
	20 Pollachi-Palghat	Do.	12 ..	
	21 Thatthamangalam	Pudunagaram outpost (close to the road).	1 mile	
	22 Nemmara-Kollengode	Kollengode (close to the road)	6 miles	
South Kanara	1 North Kanara Frontier-Coondapoor road.	Byndoor Station (on the road side).	5 miles 7 furlongs	Bombay Province
	2 Sagar-Benhatti-Kollur road	Kollur outpost (on the road)	15 miles 4 furlongs	
		Byndoor Station (on the road side).	33 miles	
	3 Shimoga-Balebare-Coondapoor road.	Sankaranarayana outpost (on the road)	15 ..	
		Coondapoor Station (on the road side)	33 ..	
	4 (i) Shimoga-Brahmavar-Agumbe-Someshwar.	Hebri outpost (on the road)	11 miles 6 furlongs	Mysore State.
	(ii) Shimoga-Agumbe-Someshwar-Udipi.	Karkal Station (1 furlong from the road side)	27 miles 4 furlongs	
	(iii) Shimoga-Agumbe-Someshwar-Karkal.	Do.	Do.	
	5 (i) Kadur-Chikmagalur	Belthangady (100 yards from the road)	19 miles	Coorg.
	(ii) Charmady-Belthangady	Belthangady (100 yards from the road side)	..	
South Arcot	6 Hassan-Shirady-Uppinangady	Golithattu (on the road side)	21 miles	Pondicherry.
	7 Hassan-Kulganda	Kadaba (on the road side)	21 ..	
	8 (i) Mercara-Mangalore	Sulia (on the road side).	14 miles 6 furlongs.	
	(ii) Mercara-Jaloor-Kasaragod.	Do.	Do.	
	1 Pondicherry-Cuddalore	Cuddalore—one furlong off the road.	1½ miles	
	2 Pondicherry-Villupuram	Valavanur—one furlong off	2½ ..	
	3 Pondicherry-Mailam-Tindivanam.	Vanoor (on the road).	1 mile	
	4 Pondicherry-Kilianur-Tindivanam.	Tindivanam (on the road)	22 miles	
	5 Pondicherry-Merkanam	Merkanam (on the road)	14 ..	

District.	Name of the road.	Name of police station or outpost nearest the frontier on, or very near to, the road in question.	Distance of police station from the frontier	Frontier territory.
(1)	(2)	(3)	(4)	(5)
Tanjore	1 Kandangudy-Peralam Metal road.	Peralam (5 miles).	7 miles	French Territory.
	2 Velangudy-Kollumangudy Mud road.	(9 ..)	7 ..	
	3 Seshamoolai-Poonthottam Mud road.	(12 ..)	12 ..	
	4 Karaikal-Mayavaram road	Porayar (1 mile)	1 mile	
	5 Karaikal-Negapatam road	Nagore (3 furlongs)	3 furlongs	
	6 Pudukkottah-Arantangi road	Arantangi (1 mile)	10 miles	
	7 Tanjore-Pudukkottah road	Gandarvakotta (on the road)	1 mile	Pudukkottah State.
Trichinopoly	1 Pudukkottah road	Ilupur (on the road)	6 miles	
	2 Viralimalai to Thuvarenkurichy road.	Thuvarenkurichy (on the road)	12½ ..	
	3 Manaparai to Viralimalai road	Manaparai (1 furlong)	3 ..	
	4 Trichinopoly to Pudukkottah road.	Cantonment (4 furlongs)	6 ..	

Bangalore C. & M. Station Taxation

With reference to the report contained in page 157 of the May issue of the magazine, under this heading, it is gratifying to note that the C. & M. Station Municipal Authorities have introduced a system of issuing 30-day licences, and the connected notification is reproduced for the benefit of members:

AUTO CIN-DEK

A "PABCO" PAINT

FOR CARS, BUSES AND LORRIES

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

C. & M. STATION, BANGALORE.

MUNICIPAL OFFICE,

No. 4420/38 dated 13th June 1938.

Notification.

In exercise of the powers conferred upon them by Section 137 (1) (i) of the Bangalore Municipal Law, 1897, the Municipal Commission for the Civil and Military Station, Bangalore, approved of the following amendments to Schedule 'C' of Bye-law No. 3, Chapter II—Assessment and Collection—Tax on Vehicles and Animals, and to Section 1-A of that Bye-law in order to provide for the grant of short-term licences for 30 days for motor cars and motor cycles in the Station:—

(1) Add the following in Schedule 'C' attached to Bye-law No. 3, Chapter II, before the item "Motor Lorries":—

"THIRTY DAYS' LICENCE"

A short-term licence for 30 days starting from the date of possession or of arrival in the Station may be granted for a car or a motor cycle with or without side-car at the following rates if such vehicles are kept in the Station for more than 6 days from the date of possession or of arrival in the Station, no refund being permissible in respect of this licence.

	Rs.	A.	P.
For every Motor Car 15 cwts. and over	7	8	0
For every Motor Car under 15 cwts.	4	0	0
For every Motor Cycle	2	0	0
For every Motor Cycle with side car	2	8	0

(2) Add the following as proviso (3) in Schedule 'C' of Bye-law No. 3, Chapter II:—

"(3) that if any person who has paid the tax for a motor car or motor cycle with or without side car for a quarter ceases to possess any such vehicle within 30 days from the date of its possession or of arrival in the Station, he may be granted a refund after deducting the tax payable for 30 days."

(3) Add the following as proviso 2 of Section 1-A, of Bye-law No. 3, Chapter II:—

"provided also that in the case of a motor car or motor cycle with or without side car kept in the Station for more than six days but not exceeding thirty days from the date of its possession or of arrival in the Station a short-term licence of 30 days may be obtained."

2. The above amendments have been confirmed by the Hon'ble the Resident as required by Section 139 (1) of Bangalore Municipal Law and will come into force with effect from the 15th June, 1938.

C. F. V. WILLIAMS,
President, M. C.

This new system is a great convenience to motorists who propose to stay in the Cantonment for a period of over 6 days, and not exceeding 30 days. Hitherto, motorists visiting the Cantonment for more than 6 days, were obliged to take out a quarterly licence on payment of Rs. 15 for a car weighing 15 cwts. and over, and Rs. 8 for a car weighing less than 15 cwts. without any refund whatsoever although the stay might not extend to more than 8 or 9 days. Now it is possible for such a visitor to take out a 30-day licence on payment of Rs. 7/8 for a car weighing 15 cwts. and over, and Rs. 4 for a car less than 15 cwts., i.e., half the quarterly fees.

If a motorist takes out a 30-day licence, it must count from the date of its possession or of arrival in the Station.

The 6 days' grace is not abolished, but can still be taken advantage of to suit certain cases; for example—a motorist buys a car, or enters the Station to reside for a few months, say in the last six days of September or December; and if staying for

two or three months, he could take the 6 days' grace and then, on the 1st of October or January take out a half year or quarterly licence as suitable.

Note that if a resident of the Station is away on tour at the time his station licence expires, he is entitled by the rules to obtain by any means possible, a fresh Station licence and have it sent to him before he returns to the Station; and he cannot be made to pay a Mysore tax on his return through Mysore Territory. But this does not apply to visiting motorists, and therefore, visiting motorists should not take out 30-day licences till after arrival in the Station.

Coorg M. V. Taxation

As published in last month's Magazine, Coorg has now adopted, at the suggestion of this Association, short-term licences similar to those issued in Madras. A further advantage is now in force by the introduction of the recent orders empowering police officers at out-posts on the road to issue these licences. Motorists may now escape the annoyance of being stopped every few miles for not having a licence as in the past.

Route Itineraries and Letters

120 itineraries covering 82,780 miles were issued during the month.

580 letters, 670 telephone and personal calls were received, and 948 letters were despatched and 525 letters were delivered by peons.

Visitors to Bangalore C. & M. Station

Members are again warned that they should refuse to take out 30-day Mysore licences on entering Mysore State—at Frontier Toll gates. A seven-day Mysore licence is necessary, but after six days' stay in the C. & M. Station a C. & M. Station licence is necessary which is valid also throughout Mysore State, but a Mysore State licence is not valid in C. & M. Station for visitors residing in the C. & M. Station.

At our suggestion, arrangements are being made to exhibit placards in a conspicuous place at Frontier Licensing Offices with directions for visitors to the above effect.

Copy of Letter received by the Secretary, A. A. S. I., from Member No. 1515

"While thanking you for the service rendered to my car the lights of which were burnt out (at a time when I could not get a mechanic from any Service Station, the time being 7-30 p.m.), I have to appreciate the promptness of the Organisation and courtesy shown to me by the staff.

This is a practical experience of mine which prompts me to try my best to induce all my other friends in Chittor District to become members of this Association as early as possible."

"This Motoring"

"This Motoring", the film which was described in the March issue of the Magazine, was obtained from the A. A. London through the W. I. A. A., and two shows a night were given in the grounds of "AA" House every night between the 5th and 12th of May. All motorists were invited to view this enlightening history of motoring free of charge. 7,000 pamphlets were distributed amongst motorists in Madras; a magnificent and spacious marquee was kindly lent by our patron H. E. Lord Erskine, G.C.I.E.; and Mr. Sri Ram Babu very kindly provided a projector and all the electrical equipment.

The attendances, however, were most disappointing. The total number of cars which brought our guests to the pictures amounted to 22 only during the week; with the exception of

one night when a storm broke early in the evening, and the electrical equipment had to be dismantled, and no show was possible; 32 cars arrived and had to be turned away.

It was hoped that the film might have been shown again in Madras, but unfortunately the motoring public in Poona have asked for it, and it has been returned to the W.I.A.A.

Madras Scout's Report

Two new scouts were engaged during the month for the new branch offices at Trivandrum and Madura. They are being given a month's training in Madras before joining their respective branches.

They assisted in the parking arrangements at the various Cinemas throughout the month, and at the Connemara Hotel and the Willingdon Club.

Thirty-two cars were given assistance for minor breakdowns:—

- 12 Mechanical,
- 9 tyre trouble,
- 11 lack of petrol.

Of these 6 were A.A.S.I. members; 4, W.I.A.A. members; 1, A.A.B., and 1, A.A., London. 19 were non-members.

Two scouts were sent for special duty to Mysore in connection with the marriage festivities of Prince Jayachamarajendra Wadiyar.

They reported to the D. S. P. Mysore at 7 a.m. on the 15th May, and were instructed to report themselves to the "A" Division Inspector at the Palace. At 7-30 they did so, and were sent on duty to Ambir Villiar Gate, and assisted in the parking of cars.

SPEND YOUR SHORT LEAVE

On a sea voyage to the Sudan, to Port Said, to the Gulf and back via Cochin

or

Go eastward and visit Rangoon in the land of the Pagodas.

The Bibby Line can accommodate your every wish, and there are special return fares and concessions that make the voyages more attractive

and if

You are going home on leave, the Bibby Line is at your service with its splendid ships, quiet, efficient service and excellent cuisine to make travel a luxury. Remember Bibby Line has only one class and that is the First Class.

Apply to:—

HARRISONS & CROSFIELD LTD.,

(Incorporated in England)

COCHIN

OR

GILLANDERS ARBUTHNOT & CO.,

North Beach Road

MADRAS

From 7-30 a.m. till 12-15 p.m. 850 cars arrived of which 156 bore A.A. badges.

From 2-30 p.m. to 4-15 p.m. 350 cars arrived of which 51 bore A.A. badges.

From 5 p.m. to 8 p.m. 1506 cars, of which 350 bore A.A. badges.

In the evening they attended the Mysore Sports Club at a dance which lasted from 9 till 3-30 a.m. next day. There were 53 palace cars, 450 private cars, of which 59 bore A. A. badges. Petrol was supplied to one car, and a burst tyre repaired for another.

On the 16th instant they attended at Ambir Villiar Gate; from 9 to 11 a.m. 350 cars arrived of which 150 bore A.A. badges; from 1 to 5 p.m. they patrolled the main roads of Mysore, and saluted 39 cars. From 8 to 8-30 a.m. they attended the Lathemal Palace where a dance was held. 2569 cars were parked, of which over 500 bore A.A. badges.

On the 17th instant they attended at the Ambir Villiar Gate from 8 to 11 a.m. during which time 150 cars arrived of which 39 belonged to A.A. members; and again from 12 to 3 p.m. when 450 cars arrived of which 159 bore A.A. badges. In the evening they attended at the Lathemal Palace. 780 cars were parked, of which 219 were A.A. members' cars. One car was given help to its electrical equipment.

On the 18th instant they attended at the Ambir Villiar Gate from 7 a.m. to 12 noon. 350 cars arrived of which 109 bore A.A. badges. From 2 to 4 p.m. they patrolled the roads of Mysore and saluted 149 members' cars.

On the 19th instant they attended at the Ambir Villiar Gate from 10 a.m. to 1 p.m. 350 cars arrived of which 59 belonged to members. At the Garden Party at Lathemal

Average Price of Petrol and Oil Abroad

	PETROL		OIL	
	Per 5 litres	Per Gallon	Per 5 litres	Per Gallon
ALBANIA	2 gold fcs.	2/8d.	10 gold fcs.	13/6d.
ALGERIA	12 French fcs.	1/6d.	45 French fcs.	7/-d.
AUSTRIA	3.50 sch.	2/9d.	18 schs.	16/-d.
BELGIUM	13.00 Bel. fcs.	1/9d.	60 Bel. fcs.	8/-d.
BULGARIA	58.00 leva.	2/10d.	250 leva	12/6d.
CZECHOSLOVAKIA	16.00 kc.	2/3d.	65 kc.	9/-d.
DENMARK	1.50 kr.	1/4d.	7.50 kr.	6/8d.
ESTONIA	1.85 Est. kr.	2/1d.	10.00 Est. kr.	11/-d.
EGYPT	83 m/ms.	1/8d.	30 piastres	6/-d.
FINLAND	16.50 fmk.	1/6d.	85 fmk.	7/-d.
FRANCE	13.25 French fcs.	1/7d.	57 French fcs.	7/-d.
GERMANY	2.20 (Registered) RM	2/3d.	10.00 (Registered) RM.	10/-d.
GREECE	45 drachmae	1/9d.	150 drachmae	6/-d.
HOLLAND	.70 fl.	1/7d.	5 fl.	11/-d.
HUNGARY	2.75 pengoes	2/1d.	15 pengoes	11/6d.
ITALY	17.15 (Tourist) lire	3/-d.*	50 (Tourist) lire	10/-d.
LATVIA	2.50 lats.	2/1d.	11.50 lats.	9/6d.
LITHUANIA	4.90 lits.	3/4d.	15 lits.	10/6d.
MOROCCO (French)	10 French fcs.	1/3d.	40 French fcs.	6/6d.
NORWAY	1.50 kr.	1/6d.	8.50 kr.	8/6d.
POLAND	3 zloty	2/3d.	20 zloty	14/6d.
PORTUGAL	13.50 esc.	2/5d.	40 esc.	7/3d.
RUMANIA	50 lei.	1/6d.	400 lei.	12/1d.
SWEDEN	1.30 kr.	1/4d.	6 kr.	6/3d.
SWITZERLAND	2.25 Swiss fcs.	2/1d.†	10.50 Swiss fcs.	9/9d.
TURKEY (in chief towns)	80 piastres	2/7d.	240 piastres	8/-d.
YUGOSLAVIA	34 dinars	3/-d.	185 dinars	17/-d.

* Visitors travelling under the Hotel and Petrol Coupon Scheme can obtain reductions on the cost of petrol, according to the length of stay in Italy.

† If the visitor stays more than 3 full days in Switzerland, he can obtain a reduction of 15 centimes per litre (approx. 7½d. per gallon) up to a maximum of 300 litres, provided he has all petrol purchased in the country carefully entered on the special form available to tourists at the time of entry. Refund is made by the Customs at the time of exit.

Palace from 4 to 11 p.m. they assisted in the parking of 1596 cars of which 169 bore badges of the A.A.S.I. 2 cars were given assistance for lack of petrol, 3 for tyre trouble and 2 mechanical. On the 20th instant they attended the rehearsal of the State Drive of the Bride and Bride-groom between 8 and 11 a.m.; and the State Drive from 3 to 11-45 p.m. On the 21st instant they patrolled the roads round Mysore from 7 to 2 p.m. and gave help to motorists with routes and assisted 3 cars for mechanical breakdowns.

They report that the D.S.P. and "A" Divisional Inspector were most helpful and were very pleased with the work of our Scouts, especially with the way in which they handled the parking of cars; so much so, that 20 police constables were detailed for duty under them.

Bangalore Scout's Report

The Bangalore Scout's duty consisted of patrolling all the important roads in the City and Cantonment. He rendered special services to certain members, and obtained 19 licences for members during the month. He was instrumental in enrolling two new members.

The Scout assisted in the parking arrangements at the following places, besides attending at the five important Cinemas throughout the month.

The Bowring Institute on 4 occasions.

B.U.S. Club on 4 occasions.

At Cubbon Park Band Stand on 4 occasions.

St. Patrick's Church on 9 occasions.

Holy Trinity Church on 5 occasions.

Cubbon Park Tennis Club on 4 occasions.

Foreign Touring

(By courtesy of 'The Autocar', May 1938.)

A few months ago it was announced that Germany had joined the list of countries into which entry is now possible by British motorists without the need for international touring documents. The other countries in the list are France, Italy and Switzerland.

This sounded very pleasant news, but the situation is not quite so simple as it appears, and there are certain limitations imposed and monetary obligations incurred which seem rather to diminish the apparent attractiveness of the offer, and, indeed, may in the long run cause tourists a certain amount of trouble, particularly if they are not thoroughly versed in the exact rules and regulations, and are unable to speak any of the language of the country they are in.

With a view to clarifying the situation and setting forth as simply as possible exactly what the British motorist touring on the Continent may or may not do when crossing frontiers, the Foreign Touring Department of the Automobile Association was approached, and the following information may be taken as official and up to date.

I will deal with entry into the "free" countries in the order in which I have set them out in the first paragraph. It should be noted carefully that it is essential that valid passports covering every member of the party are carried everywhere in Europe, and cars must be equipped with G. B. plates of regulation size and pattern.

Before leaving England a certificate of re-importation must be filled up so that the British Customs can check in the returning car as the identical one taken out.

Germany. To-day international car and driving permits are not required, and all that is necessary to do is to produce an authorised German Translation of the British driving licence and car registration book. These translations are obtainable from German consulates and from the accredited motoring organisations such as the Automobile Association, Royal Automobile Club, Royal Scottish Automobile Club and Royal Irish Automobile Club.

On arrival at the German frontier a Customs Permit known as a Kraftfahrzeug-Vormerkschein is issued on payment of 2.50 Reichmarks. It is valid for one month, and the permit can be renewed for a further month on payment of another 2.50 Reichmarks, and may be obtained on application to any Customs at the frontier or in the interior.

But there is a point which should be noted carefully by British motorists. This is that the system automatically imposes entry through a German port, in which case a long sea voyage is incurred, or entry through a German port, or entry at a German frontier station south of Luxembourg—in other words, in the neighbourhood of Strasbourg. The reason for this is that crossing Belgium or Holland or Luxembourg, which are the shortest land routes to Germany, necessitates the production of full international car documents and an International Driving Permit. Thus, the obviously short run to the Rhine at, say, Dusseldorf or Cologne, across Holland or Belgium, is ruled out, and at least a hundred miles is added to the land journey across France. This would lie from Calais or Boulogne, through Reims, Nancy and Strasbourg, a distance of 372 miles, against 266 miles between Calais and Cologne direct.

France. No international car and driving permits are necessary. British driving licence and car registration book are

accepted. But under this system certain payments are necessary. These are for taking out a laissez-passer issued by the French Customs at ports and frontiers. The fixed periods for which these permits may be taken out are:—10 days, 20 francs; 20 days, 40 francs; 30 days, 60 francs; 90 days, 100 francs.

If the maximum period of 90 days is selected there is an extra Customs statistical fee of 10 francs. Under this system it is essential to take the car out of the country at the expiry of 90 days and re-enter it by means of taking out a new laissez-passer; otherwise the duty on the car falls due.

Italy. No international documents are necessary, the British driving licence and car registration book are accepted, but fiscal permits are required, and these can be obtained from the Royal Automobile Club of Italy, which maintains offices at the principal frontier posts, and is authorised to issue certificates of temporary importation as well as special triptyques, valid for various periods. The temporary importation certificate costs 18 lire, and is valid only for five days. Thus, if the stay is to be any but the shortest a special triptyque must be taken out, and this costs:—25 lire for 10 days; 35 lire, 20 days; 45 lire, 30 days; 50 lire, 60 days; and 60 lire when more than one entrance and exit is required. All the triptyques except the 60-lire type only permit one entry and exit. In addition, the tourist must enrol as a temporary member of the R.A.C.I., for which he will be called upon to pay a subscription of 60 lire and 25 lire for the club badge. It will be seen, therefore, that under this system for the shortest stay of not more than five days, the cost will be 103 lire, and proportionately more for longer stays or for crossing and recrossing the Italian rebates.

Switzerland. British driving licences and car registration admit a tourist, but he must obtain at the frontier a temporary importation pass known as a Carte d'Entree Provisoire. This is obtainable valid for 10, 20 or 40 days at a cost of 2, 4 or

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..... 1938

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.

6 Swiss francs respectively. If it is desired to stay longer, the permits may be renewed at any Customs office up to a total period of 40 days' renewal on payment of the appropriate fee, but application must be made before the expiry of the original document. Handsome petrol price rebates are given.

Other Countries. In all other countries in Europe where there are associations or clubs which are members of the International Touring Alliance, international documents are necessary. These countries include Czechoslovakia, Hungary, Holland, Belgium, Luxembourg, the Balkan countries, Scandinavia, Portugal, Poland and in the normal times, Spain.

It is not without interest that the companies running steamers to Norway and Sweden carry cars free when four persons are passengers. For example, the Swedish-Lloyd liners sailing from London every Wednesday and Saturday carry one to Gothenburg and return for £9-10s. With four passengers the car is free, with three it is half-price. The freights for motor cars are extremely low—up to 15 cwt. £2; 25 cwt. £3; 35 cwt. £4.

While anyone who has the welfare of international touring at heart naturally feels grateful for every concession granted to simplify the crossing of frontiers, a little simple arithmetic and reflection will show that although as already pointed out, it is becoming easier for British motorists to cross various frontiers without international touring documents, it is very doubtful if, except in the case of France, it is becoming much cheaper.

The great motoring organisations issue a full set of international papers which include Carnet, International Driving Permit, International Certificate for Motor Vehicles, Fiscal Permit, the assistance of their port officers on both sides of the Channel and on the cross-Channel boats, a G. B. plate, and, in the case of the A.A., a foreign touring guide and useful service maps. In addition, they carry out the necessary insurance of Customs duties for a nominal premium at a total cost, including an average insurance premium of something under £3. This enables the bearer to travel unhindered backwards and forwards for one year over practically the whole of Europe. It does not appear, therefore, that the small no-document saving is worth bothering about.

There is another point which I think should be stressed. One does not like to visualise an accident, however slight, or a breakage of some vital part of a car when on a foreign tour, but should such an eventuality happen, the motorist travelling without international papers, and thereby without the backing of one or other of the important motoring organisations, is at a very distinct disadvantage.

If he belongs to one of the powerful bodies he can arrange before he starts that, if necessary, a spare part can be dispatched by air mail on his account, and if he is so unfortunate as to become involved in an accident incurring any legal action he would undoubtedly bless the ability to get in touch with the Continental offices or associated clubs of the A. A. or the R.A.C.

Again, on entry into a French port, particularly in the busy touring season motorists travelling with international papers invariably find that formalities are fewer and delay less,

D

which is only as it should be when it is remembered that they form the great majority of the boat load.

Carnet Preferable in France.

Although the system of going into France without international papers has been in operation for nearly two years I have satisfied myself that only a very small proportion of motorists visiting that country avail themselves of the concession. In my opinion very wisely, they prefer the backing and complete liberty of movement afforded by carrying a Carnet.

Of course, most of us would think that the ideal would be reached if all Europe agreed to throw open its frontiers for a visit up to a certain period, say three months, to all motorists carrying valid passports. Perhaps it may come to that in due course, but even were it so I still think that it would be very well worth while for the motoring organisations to devise some scheme for which naturally a fee would be payable, whereby members could obtain instant backing should they find themselves or their cars in difficulties. A sense of security is always worth paying for.

Safety First Association of India

The following letter has been received from the Chairman of the above Association, and members are invited to submit their views on the proposals of the "Joint Town Planning Committee":—

Dear Sir,

A Committee has been formed in Bombay known as "The Joint Town Planning Committee". This Committee is actively working on road traffic and Town-planning problems, and I should be very grateful if readers of your esteemed paper would offer their suggestions which, it is hoped, will be of assistance to those who are engaged in this work.

The subject of Road Architecture, i.e., the geometry of the roads, is an entirely new one and a great deal of work is required to be done to enable our civic authorities to fit the traffic not only of to-day but of to-morrow as well. The Committee would therefore be very pleased to have suggestions from your readers on the draft proposals which it will regularly place before your readers.

This month the question of medial strip design has been engaging the attention of the Committee. Several highways of the dual carriageway type are being laid in India at present, and it is considered of sufficient importance to ask your readers to give their comments on this very important question.

Correspondence should be addressed to A. S. Trollip, Electric House, Fort, Bombay.

In the interests of Public Safety,
A. S. TROLLIP,

Chairman,

Technical Sub-Committee (J. T. P. C.).

New Motoring Publication

The A.A. Road Book of Scotland

The third of the series of A.A. Road Books—the Road Book of Scotland—has just been published by the Automobile Association. A companion volume to the two already covering

England and Wales, and Ireland, the new book has been issued to coincide with the recent opening of the Empire Exhibition at Glasgow.

The Road Book with more than 400 pages contains all the information which a motorist is likely to require when visiting Scotland for business, holiday touring or sport. Detailed road maps in full colour on a scale of 12 miles to one inch, and a key map linked with special itineraries covering 11,150 miles of road, make the selection of a route from one part of the country to another a matter of seconds.

Particularly interesting is the Gazetteer Section dealing with the historic, scenic and other attractions of more than 800 cities, towns, villages and lochs. A system of cross-reference by numbers and special markings, between this section and the itineraries gives that added enjoyment to a journey which can only be obtained by having advance knowledge of the past associations or present beauties of places en route. Drives from selected centres which take a motorist through some of the finest scenery north of the Border and 22 plans of Scottish towns are given as well as a descriptive article combined with sketch maps, which will help tourists to decide where to go and what to see.

A unique feature is a map in colour showing the domains of Highland Clans and Lowland Families and there is a section devoted to sport—golf, fishing, shooting, mountaineering and even winter sports. Detail of motor car ferries supplemented with photographs of the different types of vessels used, particulars of steamship communications with the Islands, and an Archaeological Glossary are also given in this book, which will be a fund of interest to Scotsmen and guide the stranger through some of the finest touring grounds in the British Isles. The price of the A.A. Road Book of Scotland to members of the Association is 8/6d.

Hony. Secretary's Report—Bangalore Branch

Owing to an abnormal increase in every branch of our routine work, due largely to the influx of members for the Mysore, and the Bangalore "Fortnight", this report must, for the first time, be confined to the bare, and essential, details.

Routine

95 motorists, including 7 non-members who it is hoped will join us, called at this office during May for information on almost every possible motoring subject. Thanks to the active and helpful co-operation of our head office, in the matter of keeping me supplied with a stock of itineraries, maps etc. it was possible to dispose of nearly every case, on the spot.

The obtaining of Madras, Mysore and Station licenses is a growing activity, and apart from the convenience to members of this service, we are able to point out the many pitfalls in the licensing systems in and around Bangalore and save members much trouble, and often, money too.

On one day, six members called, taking up an average of 20 minutes each, and on the same day 16 letters were despatched dealing with questions of reports to the Police authorities of change of address of members; itineraries refunds on surrendered licenses, etc. On another occasion, nine members called and there was a real traffic block in the office compound that day and I decided to augment my little car-park and roads by a new road to be cut right through the centre garden, 16 yards by six yards, and specially illuminated by night. Before this report reaches members, this road will be ready, and be helpful to visiting members particularly those (the minority) who have a preference for the forward gears.

Correspondence

132 letters were received from all sources.

Letters issued were:—

To the Secretary	85
Others—Outstation	10
Local	48
TOTAL	143

This is an increase of 15 over April.

Road Reports

Road information and slight errors in Routes have been received from touring members; these are in every case, most carefully and immediately reported to the Secretary.

Members' cheques

When these are sent from outstations for licenses, will members please remember to add the necessary banker's commission of four annas.

Refunds on licenses

These usually take from two to three months to effect, but they are kept in mind by a pending system, hence reminders or inquiries within one to two months are really not necessary.

Car licenses

Neglect to display these on the car is, everywhere, an offence, but I find the habit so prevalent, that it is necessary to keep a stock of adhesive plaster and gloy to make good the omission when such cases are detected at the office. The Scout also carries some when delivering licenses to member's residences.

Boundaries

I had hoped to give an outline of the Civil and Military Station boundaries and some remarks on certain roads and their names, but must reserve this for next month.

Acknowledgement

I am indebted to the Master and Members of the Bangalore Trades Association for a copy of their Committee's Report and Audited Accounts 1937-38, which I received from the Honorary Secretary.

The Florae of Bangalore

Visitors to Bangalore must have remarked on the abundance of flowers and blossoming trees in May. The most noticeable being the "Poinciana regia" or Flame of the Forest; called by

OVERHAUL YOUR MOTOR
FOR Rs. 10
New Mineral Plating, makes NEW
RING & REBORE JOB Unnecessary

OVERHAUL

INCREASES Compression Power & pep Top speed
CHECKS Oil pumping smoking.....Piston slap
SAVES OIL AND GAS

Reconditions motor while you drive. Not necessary to lay up
your car. Good up to 10,000 miles. Money back guarantee
Distributors for India and Burma

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1/37, Nagapier Street, Triplicane, MADRAS
Agents Wanted

the French, Flamboyant. It is also known in the South as the Gold-mohur. But I can find no authority for the name "Gul mohur", a name recently applied to this tree by an illustrated contemporary, although the name Gul does apply to some other plants. In May the scarlet and yellow flowers of this tree are at their best. Viewed from the 'Bull Temple' or in the vicinity of the Indian Institute of Science, a very large area of Bangalore appears as one big red carpet. In early June the green leaves begin to push through the blossoms and then the tree is like a huge bouquet of red roses mingled with fern.

Lighting-up time

Bangalore Motorists proceeding to Madras should note that lighting-up time there is usually 9 minutes earlier than Bangalore.

Routes

The road from Hosur to Salem via Uddannapalle and Royah Kotta was reported at the end of May to be in good order; nevertheless, one is advised to keep to the Krishnagiri road during the monsoon.

A. W. WATERS,
Hon. Secretary, Bangalore Branch,
A.A.S.I.

Membership

50 new members were enrolled during the month of May 1938.

These were introduced by the following:—

7 by Major A. W. Waters, M.B.E., 4 by Mr. V. Duraiswami Aiyer and one each by Messrs. A. W. Hopton, R. A. Goodsir, L. K. Smith, Mr. John of South Indian Motor Company, Messrs. Md. Kazim Khaleeli, P. Govinda Menon, R. K. Murthy, R. M. Watson, T. S. Rajam, L. H. Jacob, K. E. Eswara Iyer, U. R. Rao, M. Tripp, T. Williams, L. Dee, V. G. Sardvanam, and the Ocean Accident and Guarantee Corpn. Ltd.

The remaining 22 were enrolled by the staff.

New Members

Major T. H. Twigg, R.A.M.C.,

2, Edward Road, Bangalore.

F. B. Appelbee, Esq.,

C/o National City Bank of N.Y., Bombay.

Jubara of Parlakimedi,

Halls Gardens, Kilpauk, Madras.

E. Albert, Esq.,

Scherring (India) Ltd., Lingachetty Street, Madras.

Srimathi S. Veeralakshmiammal,

"Casurina", Spur Tank Road, Egmore.

F. R. Corner, Esq.,

Chitnanjan Mahal, Yelwal Road, Mysore.

W. J. Joy, Esq.,

C/o H. J. Foster & Co., P.O. Box 108, Madras.

Mrs. Ida L. Chambers,

Chrome Leather Co., Chromepet P.O.

A. J. Shuttleworth, Esq.,

5, Meance Avenue, Bangalore.

Fraser L. Peradon, Esq.,

The Bank of Mysore, Bangalore.

Major J. Doyle,

8, Brunton Road, Bangalore.

Miss L. A. Gideon,

M. & S. M. Railway Hospital, Perambur, Madras.

Mohamed Siddick Sait, Esq.,

Alexandra House, Ootacamund.

R. S. Rama Rau, Esq.,

Hermitage, Luz, Mylapore.

N. E. Smith, Esq.,

Bank House, Vizianagaram.

T. M. Kulandaiswami Pillai, Esq.,

The Travancore National & Quilon Bank Ltd., Pollachi.

James E. Potts, Esq.,

Dodge & Seymour, C/o T. A. Taylor & Co., Madras.

M. Srinivasa Appa Row, Esq.,

Zamindar, Kapileswarapuram, Camila Lodge,
Murray's Gate Road, Mylapore, Madras.

O. R. Underhill, Esq.,

Standard-Vacuum Oil Co., Cassimode, Royapuram, Madras.

D. Subramaniam, Esq.,

"Naick House", Tallakulam P.O., Madura.

S. D. Thyagarajan, Esq.,

Palmgrove, Mylapore, Madras.

G. A. Slater, Esq.,

"Curragh", Nungambakam High Road, Madras.

W. Meyer, Esq.,

C/o Volkart Bros., Eng. Department,
1st Line Beach, Madras.

J. G. Ferguson, Esq.,

Peirce Leslie & Co. Ltd., Calicut.

F. D. Paterson-Morgan, Esq.,

Madras Police, Malappuram, Malabar District.

Habib M. Chotani, Esq.,

57, Apollo Street, Fort, Bombay.

Major S. H. Sullivan,
17, Handin Road, Ulsoor, Bangalore.

W. F. Crichton, Esq.,
Maines Court, Basavangudi Road, Cox Town, Bangalore.

Capt. A. J. Kennedy, R.E.,
Fort St. George, Madras.

A. R. Ramanathan, Esq.,
Bedford House, Vepery, Madras.

D. N. Strathie, Esq., I.C.S.,
Madras Club, Madras

Kothari Textiles Ltd.,
Oriental Buildings, Madras.

J. Elliott-Lockhart, Esq.,
C/o Harrison Crosfield Ltd., Quilon, Travancore.

R. S. Ramasubba Aiyer, Esq.,
Palace Road, Cochin.

H. F. Kapadia, Esq.,
Secretary, Urban Bank, M. & S. M. Railway, Madras.

I. Vishnu Rao, Esq.,
District Court Pleader, Kovur, West Godavari District.

Rev. C. H. Williams, H.C.F.,
Wellington P.O., Nilgiris.

Mrs. S. Subbammah,
C/o Dr. S. Rajagopal Naidu,
3, D'Monte Street, San Thome, Mylapore.

W. P. Conrad, Esq.,
Bangalore Central Hotel, Bangalore.

V. L. Naras, Esq.,
Proprietor, Narasu's Mfg. Co., Salem.

R. G. Rajan & Co.,
1/37 Nagappa Iyer Street, Triplicane, Madras.

W. Duraiswamy, Esq.,
21, Lloyd Road, Royapettah, Madras.

P. M. Lahiri, Esq.,
Marikuppam P.O., S. India

S. J. Balraj, Esq.,
Executive Engineer, Famine Division, Bellary.

Miss O. M. Rego,
58, Pursawalkum High Road, Madras.

N. Seaton, Esq.,
Mandapam, S. India.

B. R. Somayajulu, Esq.,
Sreenivasapuram, Coimbatore.

V. Seetharam Chetty, Esq.,
Banker and Landlord, Chairman, Salem Municipal
415, Bazaar Street, Salem Town.

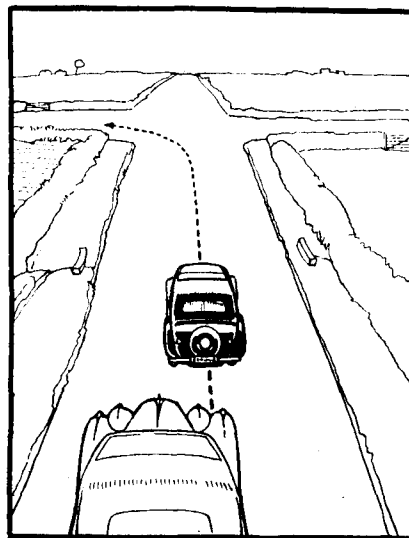
W. G. Reynolds, Esq., (Jr.),
C/o Messrs. T. A. Taylor & Co. Ltd.,
Armenian Street, Madras.

Lt.-Col. H. R. B. H. Irwin,
Ratan Tata House, Ootacamund.

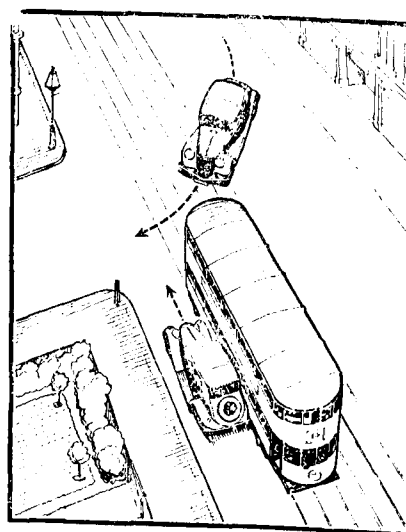
MISTAKES SOME PEOPLE MAKE

It is Human to Err, But Why Through Thoughtlessness?

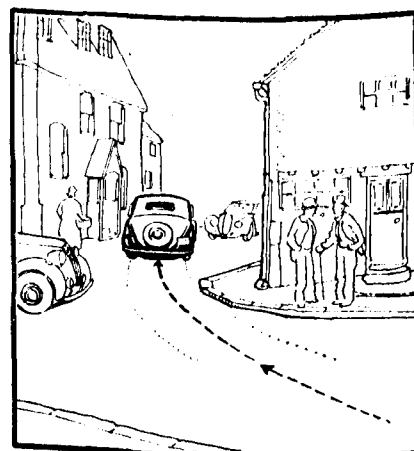
(With full acknowledgement to and by courtesy of "The Autocar")



The black car is monopolising the road: its position suggests that the driver intends to turn right. The car behind may try to pass on the left.



A stationary tram will conceal a number of potential happenings. In such circumstances it is better to wait until the road is clear.



It is obviously wrong for a driver to cut a blind corner like this, or, for that matter, any corner at any time.

TRIBUTE TO THE AUTOMOBILE ASSOCIATION

New Branch Office at Trivandrum opened by the Dewan



Sir C. P. Ramaswami Ayyar, Dewan of Travancore, speaking at the inauguration of the Branch Office at Trivandrum.

A tribute to the good work done by the Automobile Association was paid by Sachivothama Sir C. P. Ramaswami Ayyar, K.C.I.E., Dewan of Travancore, who opened the Travancore Branch of the Association at Trivandrum in the presence of a distinguished gathering.

The function was held in a spacious pandal outside the new premises of the Association's Office, which is situated on the main road, opposite the War Memorial. Among those present were Mr. C. O. Madhavan (acting Chief Secretary to Government), Lieut.-Col. H. L. Watkis (Commandant of the State Forces), Rao Saheb Udarasiromani T. Padmanabha Rao, Rajyarakshapraveena R. Pitchu Ayyangar (Commissioner of Police), Mr. C. N. Sriranganatha Sastri (Devaswom Commissioner), Mr. C. Kumara Das (Director of Industries), Mr. E. G. Salter (Superintendent of Transport), Mr. G. N. Tampi (Municipal President), Dr. H. Parameswaram (Director of Technology), and Mr. A. N. Tampi (Dean of the Faculty of Education in the University of Travancore).

Sir C. P. Ramaswami Ayyar, on arrival, was received by Mr. G. W. Owen (Secretary of the Association) and Mr. A. K. Tampi, Honorary Secretary of the Travancore Branch, and garlanded.

Mr. Owen, in a short speech, welcomed Sir C. P. Ramaswami Ayyar and thanked him and those present for evincing interest in the Association. At such short notice he was very reluctant to ask the Dewan to open the new office, but knowing the great interest that he, as Vice-Patron, had always shown in the activities of the Association, he had ventured to do so.

Mr. Owen thanked Sir C. P. Ramaswami Ayyar for the honour he had done them, and on behalf of the Association, requested him to declare the new premises open.

The Dewan, after opening the new Office amidst cheers, said he was very glad to associate himself with that function. He had been connected with the Association from almost its inception; he had been an office-bearer of the Association for many years, a member of the Royal Automobile Club and of the Automobile Association of Great Britain. The Automobile Association of S. India had done very useful work in the Presidency.

One of the thriving industries in Travancore was its motor industry. The Association's work was to give all possible assistance to motorists regarding roads, amenities of travel, road maps, instructions on roads, etc., and also information to those responsible for the maintenance of roads regarding the difficulties of motorists, and thus generally to help the administration and the motoring population with a view to making motoring safe.

In this respect the Association had done very good work. For example, it was at their suggestion that keen competition had been inspired amongst the European Schools in S. India for the collection of cast bullock shoes; as a result of which, some 25,000 shoes have been collected in the past few months. That might sound a small thing but it is very useful work indeed.

The motorist in S. India had cause to thank the Association for all they had done. As an Association helpful to the motoring public generally, they had done very good work elsewhere, and the speaker hoped that they would do the same in Travancore also, under the auspices of the new Branch.

With cheers for H. H. the Maharaja, the function came to a close.

H. H. the Maharajah of Travancore granted an interview the same evening to Mr. G. W. Owen.



Sir C. P. Ramaswami Ayyar, Dewan of Travancore, speaking at the inauguration of the Branch Office at Trivandrum.

A NEW BUS OWNERS' ASSOCIATION

Proceedings of the meeting of Owners of buses plying in Cuddapah District held on 16th June 1938 at 6 p.m., in building No. 13, Madras Road, Cuddapah.

Present—

1. Janab Muhammad Hussain Saheb.
2. Janab M. Khasumeah Sahib.
3. Janab Muhammad Ibrahim Saheb.
4. Janab S. Rahimthulla Saheb.
5. Janab Syed Sahebjan Saheb.
6. M.R.Ry. D. K. Krishnamurthy Naidu.
7. Janab Mahaboob Khan Sahib Abkani.
8. K. Bahadur Sahib of Proddatur.
9. M.R.Ry. G. Ramayya Garu.
10. Janab Peeran Sahib.
11. Janab Meeran Sahib.
12. Janab Abdul Baseeth Sahib.
13. Janab Valimeah Sahib.
14. Janab Shaik Alimurad Sahib uruf Babjan Sahib.

Election of President.

M.R.Ry. D. Ramasubba Reddi Garu, B.A., B.L., Pleader, Cuddapah is unanimously elected as President of the meeting.

Resolution No. 1.

Resolved that the owners of buses plying in Cuddapah district do form themselves into an association called "The Cuddapah District Motor Bus Owners' Association" with its headquarters at Cuddapah.

Resolution No. 2:

Election of Managing Committee.

The following office-bearers are unanimously elected:—

1. *President*:—Sri D. Ramasubba Reddy Garu, B.A., B.L., Pleader, Cuddapah.
2. *Secretary*:—Janab Muhammad Yacub Sahib.
3. *Joint Secretaries*:—Janab Abdul Gaffoor Sahib,
Janab Muhammad Hussain Sahib.
4. *Treasurer*:—Janab S. Khader Mohideen Sahib.

5. *Members*:—Janab K. Bahadur Sahib,
Janab Mahaboob Khan Sahib Abkani.

Resolution No. 3.

Resolved that each member having one bus should contribute Rs. 5, and those members having two or more buses should contribute Rs. 10 each as donation for the initial expenditure.

Resolution No. 4.

Resolved that each member owning only one bus shall pay a monthly subscription of Re. 1 and those members having two or more buses shall each pay a monthly subscription of Rs. 2.

Resolution No. 5.

Resolved that the bus owners of this Association are willing to take shares in the Cuddapah Automobile Transport Company under formation provided that their buses are taken over by the said company at valuation fixed by a Motor Engineer and also the present conductors and drivers will be employed by the said company.

Resolution No. 6.

Resolved that the Cuddapah Road Traffic Board are requested not to grant any permits to the new company (Cuddapah Automobile Transport Company) under formation unless the conditions mentioned in Resolution No. 5 are satisfied as otherwise there will be unhealthy competition on account of the increase in the number of buses.

Resolution No. 7.

Resolved to request the Cuddapah District Road Traffic Board not to increase the number of buses in excess of those running on 1-4-38 in any route at present.

Resolution No. 8.

Resolved to request the promoters of the new Cuddapah Automobile Transport Company under formation to send their prospectus for taking shares.

MD. YACUB,
Secretary.

(Sd.) D. RAMASUBBA REDDY,
President.

ARMCHAIR DRIVING

THE day has gone, thank goodness, when discomfort, draughts and cramped quarters were an inevitable part of car driving, for it is now realised that in the interests of safety the comfort of the driver is of the utmost importance.

There is one aspect of driving comfort, however, that is all too frequently neglected, namely, unobstructed vision. How often do we see drivers craning their necks in close traffic in order to manoeuvre their cars clear of near side obstructions. This adds materially to driving strain and the consequent decrease of safety. It would seem to be an elementary principle of car design and construction to provide the driver with the clearest possible view, and it is with this aim in view that Armstrong Siddeley cars are so constructed as to allow the driver to see the near side wing across the long bonnet. The high visibility forward is further reinforced by clear view all round, so that in all circumstances the driver is under no misapprehension as to the position his car occupies in relation to the road.

When this point is considered in relation to the comfortable, well sprung seating with a folding central arm rest on the left and an arm support on the offside door it has the merit of being real armchair driving. The steering wheel is correctly raked so as to fall into the comfortable driving scheme, and the

absence of any central levers makes for maximum leg room and consequent additional comfort. Indeed this ideally placed driving seat on all Armstrong Siddeley models is only one of the many safety features introduced into these cars. The pre-selector gear, centrifugal clutch and self-cancelling direction indicators make traffic driving merely accelerator and brake work, go, stop, go etc., without the necessity of declutching, as the engine will idle in gear without stalling, while out on the open road the car will cruise along silently at high speeds without effort. The powerful, progressive brakes, well positioned sun visors, silent working screen wipers and conveniently placed interior driving mirror are other safety features which add to the comfort of driving. As to ventilation, slide and wind door windows allow fresh air without draught and if the driver requires a cigarette while driving, a conveniently placed ash tray on the scuttle and a cigarette lighter that can be operated with one hand allow him to do so with complete safety.

For night driving a centrally placed fog lamp and finger tip dip and switch head lamps in conjunction with a stop tail light all play their part in making driving in the dark as safe and simple as in broad daylight.

Truly, a man can drive an Armstrong Siddeley car with the minimum of strain.



Going Shopping?
go with
SHELL MOTOR OIL

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

President and Vice-President

THE Hon'ble Mr. R. H. Parker has been unanimously re-elected the President of the Association and Mr. G. H. Cooke elected as Vice-President for the current year. The constitution of the Council for the year is as follows:—The Hon'ble Mr. R. H. Parker (President); G. H. Cooke, Esq. (Vice-President); Members: Messrs. H. E. Ormerod, S. Guevrek, Nurmahomed M. Chinoy, W. J. Turnbull, T. R. S. Kynnersley, W. B. Whiteside, H. A. Lindquist, F. W. Klatt, D. Nilsson, I. Morgan, and R. J. Watson, Sir Ness Wadia, Sir Reginald Ford and Sir Ernest Miller.

Sir Montague Webb

We learn with much regret of the death of Sir Montague de P. Webb, which took place early this month. As a Life Member, he took a great interest in the work of the Association, and he was also for some years a member of the Committee of the Sind Branch.

C. P. Tax on Petrol Sales

In our last month's News Letter we announced the intention of the Government of the C. P. to impose a tax on petrol on the basis of one anna per gallon of petrol sold. We wish to call the attention of our readers to the fact that while this is to all intents and purposes correct the Act actually provides for the collection from every retail dealer of a tax on the sales of motor spirit and lubricants at the rate of five per cent. on the value of the sales.

Tribute to Sir Jogendra Singh

We are glad to see the warm tribute paid by the Punjab Government to Sir Jogendra Singh, for the foresight he has shown in his road policy over the last 11 years while Minister of the Public Works. Punjab can surely claim to be the foremost province in India in road building—much credit for which is also due to Mr. Stubbs, the present Chief Engineer, Roads and Buildings.

British Transport Advisory Council

The Transport Advisory Council in their report on *Services and Rates* state that to avoid unnecessary overlapping of services and uneconomic competition, it is desirable to establish as great a degree of co-ordination as possible among the various forms of transport engaged in the carriage of goods, so as to ensure that each form of transport is used to the greatest national advantage, and that the best way to achieve co-ordination is to secure for traders adequate alternative facilities, with competition on fair terms, giving the trader an unfettered right to select the form of transport of which he approves and which is most economic for his purpose. The Council is of the opinion that the establishment of a Central Rates Tribunal, dealing with the rates for all forms of transport, is premature until the internal organization of the road transport industry

is more advanced. The Council makes detailed recommendations for the stabilization of wages, working conditions and rates within the transport industry. It agrees with the recommendations of the Baillie Committee (which reported in May last) regarding wages and working conditions, and which will probably be the subject of early legislation, and, as to rates, it considers that road hauliers should build up a rates structure for their own industry and makes detailed recommendations to that end. Meanwhile it is suggested that as early as practicable conferences should be held, either centrally or in traffic areas, between representatives of the railway companies and the road hauliers with a view to making voluntary agreements as to rates.

Increase in Road Transport in Britain

The following interesting facts are contained in the Ministry of Transport's census of vehicles in service during the quarter ended 30th September 1937:

Since September 1936 goods vehicles of all descriptions have increased by 19,695 or 4.3 per cent to a total of 478,922. This total includes 12,446 agricultural vans and lorries. The six and eight wheeled vehicles have decreased from 11,475 to 11,421 and vehicles licensed to draw trailers from 6,831 to 6,535.

The number of trucks, in the 2 to 2½-ton unladen weight class which now represents 21.1 per cent. of the total, increased by 19,541 in twelve months. There are still more vehicles (23.4 per cent. of the total) in the 1½ to 2-ton unladen weight class than in any other.

The number of vehicles in the 12-cwt. to 1½-ton class decreased in number by 11,428 but there was an increase of 9,744 vehicles in the "under 12-cwt." class which now represents 14 per cent. of the total goods vehicles. Vehicles weighing over 3 tons unladen show a decrease.

It is regretted that we are unable to produce similar statistics for vehicles in India but little by little the authorities are beginning to appreciate their value and steps are being taken for their collection. The difficulty is that it does not depend on one authority but dozens and it is no easy matter to get them all to see alike.

The imports into India for the twelve months ending March this year show a considerable increase in cars, buses, vans and lorries over the corresponding period 1935-36.

	1935-36	1937-38
Motor cars (including taxi-cabs)	13,590	15,697
Motor cycles (including scooters)	734	1,271
Motor omnibuses (including vans and lorries)	8,470	15,077

Growth of Motor Transport: World Census

In our April 1937 issue of the News Letter we gave statistics of the World Automobile census taken on 1st January

1937. We now give below the census taken on 1st January 1938, and their relation to road mileage in each continent.

	Area Square miles.	Road mileage.	Area to 1 mile of road.	Automobiles.	Units to 1 mile of road.
America	15,768,746	3,976,212	4.0	30,544,777	7.7
Africa	10,762,174	457,549	23.5	541,358	1.2
Asia	9,688,382	1,184,548	8.2	558,387	0.5
Europe	10,299,505	3,522,270	2.9	7,935,043	2.2
Australia, New Zealand and Oceania	3,228,568	546,539	5.5	969,380	1.8
World Total	49,747,375	9,687,118	5.1	40,548,945	4.2

The world registration of motor vehicles in December 1929 was 32,034,572 and in the same month 1937 the figure was 40,548,945. World road mileages have grown from December 1929—6,582,001 to 9,687,118 in December 1937. The greatest increase was from 1929 to 1930 due to the difficulty of obtaining reliable data but from 1930 to 1936 the increase in mileage each year has been steady and show a healthy growth. The proportion of the growth in the registration of motor vehicles in the world has been greater than in the case of highways for them to run on. The use and number of motor vehicles is progressing at a faster rate than the exten-

The observations showed that the delay at crossings varied considerably. In some cases road traffic was held up for as much as 4 out of the 8 hours and in others the loss of time amounted to only a few minutes.

Following evidence emphasizing the danger and inconvenience caused by level crossings, given by the Association, the Royal Commission on Transport as far back as 1929 expressed the definite opinion that they should be abolished and urged that the Ministry of Transport "should formulate and give effect to a programme on a wide scale for their speedy elimination on all classified roads."

Transporters' Freedom of Choice

At the annual meeting of the Institute of Transport in London the Minister of Transport in his speech said that by co-ordination he meant not the elimination of healthy competition but a realization of the need for so arranging our transport facilities that they offered the trader a reasonable choice whilst not, at the same time, producing a state of chaotic cut-throat competition. The different forms of transport were complementary and could and should be so arranged that together they meet in the best and most efficient manner all reasonable and legitimate needs of the public.

These are views to which transporters readily subscribe, but it would appear from recent decisions of the appeal tribunal

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MADRAS — BANGALORE

sion of highways and in nearly every country the authorities are faced with the problem of the steady growth of traffic congestion due to inadequate highway facilities and the improper use of the roads for purposes other than the free movement of motor transport units.

Level Crossings

Observations recently conducted by the Automobile Association show that traffic on the most important roads in Great Britain is interrupted nearly 8,000 times daily between 9 a.m. and 5 p.m. by the closing of railway level crossings.

The investigation carried out by the A. A. related only to 380 level crossings on selected roads carrying heavy through traffic and when it is remembered that there are 4,560 crossings in England, Wales and Scotland of which 1,082 are on classified roads, some idea is obtained of the enormous loss of efficiency they cause to the nation's road transport.

The A. A. figures show that on an average each crossing is closed to road traffic twenty times during the period of 8 hours. On this basis the 4,560 crossings interrupt road transport 91,200 times between 9 a.m. and 5 p.m. daily, a loss of 4,560 working hours if an estimate of 3 minutes is accepted as the average time which elapses between the closing and opening of the gates.

that practice does not accord with precept. The principle, for instance, that the question of price cannot be taken into account, constitutes an interference with one of the factors which influences the trader's choice. This is unwarranted if the road transport charge is economic. More recently decisions have been given which appear to result in a monopoly for the railways.

The Indian Motor Vehicles Bill which was recently introduced in the Central Assembly has as its objects a closer control over motor transport and its coordination with other forms of transport. The Bill in its present form will give powers to the Provincial Authorities which may lead to traders no longer enjoying the freedom of choice of transport they have to-day. A very close examination of the import of the various clauses of the Bill is, therefore, necessary before it becomes law.

This Association will be making its final recommendations on the Bill to the Government of India, after consultation with the Branches.

Proposed Road Loan for Burma

Our Burma Branch has recently forwarded a note to the Government proposing that a road loan should be raised to enable Government to proceed with an energetic programme of road development. The problem of cheap communications is

the greatest importance to Burma and the Branch feel that money now spent on the building of feeder roads connecting interior villages with river, rail and road would prove an excellent investment. The Branch has asked for a committee to examine the possibilities, costs and advantages of a road development plan on a very much larger scale than at present and that this Committee should draw up a comprehensive scheme covering a period of five or even ten years.

The example in India of the formation of a Department of Communications is cited as essential in Burma if an energetic scheme is to be prosecuted.

Road Development in Sind

An interesting experiment on road surfacing, aiming primarily at economy consistent with durability, is being undertaken on the Hyderabad-Karachi section of trunk road, which, if successful, will revolutionize the road construction programme of the Sind Government. Paucity of metal in the desert division has been a very serious handicap in the development of roads in the province. It has been estimated that it costs Government Rs. 42,000 to metal one mile length of road. By the new method now adopted which consists in covering road surfaces with asphalt 2 inches thick, the cost could be brought down to Rs. 5,000 per mile, which is a substantial reduction on that incurred in metalling.

Government also propose to spend Rs. 8,00,000 this year on its road construction programme.

Traffic Congestion

Mr. A. S. Trollip, General Secretary of the Safety First Association of India, who recently addressed the Rotary Club of Bombay, traced the history of traffic congestion from the time of Julius Caesar when the entry of chariots into the trading centres of the city was forbidden, and said that the time had now come when the streets should be kept for moving traffic by prohibiting or restricting parking or allowing minimum waiting time to load and unload or by making goods vehicles load and unload outside peak hours. Parking in a public street was a privileged use of the highway not contemplated by law. Main streets were provided for the movement of live vehicles and not for the storage of dead ones.

Analysing the causes in detail, he remarked that the number of vehicles had increased much more rapidly than the capacity of the roadway. More attention was paid to roadway widths between intersections than at them, which was where the real limit on capacity existed. Even if no time were lost in starting traffic, he maintained that the approaches to intersections ought to be exactly twice as wide as the roadways, carrying traffic at them, if the intersection was to be able to carry all the traffic that entered it.

Continuing, Mr. Trollip stated that the causes of congestion were many; they might be broadly classified under the headings of faulty use of the road and faulty street planning.

Traffic congestion resulted in delay and accidents, and therefore cost time and money.

"The remedies which suggest themselves," said Mr. Trollip, "can be conveniently dealt with under two headings, namely, making traffic fit the streets and making the street fit the traffic. Making traffic fit the streets is largely a question for the police, but in order to secure the full measure of usefulness from this, it is essential that local authorities should co-operate and provide finance to make the necessary minor engineering revisions.

The chief directions upon which this policy needs following are the segregation of slow from fast traffic; the provision of pedestrian facility; the freeing of streets for moving traffic; the automatic control of traffic at intersections, and means of attracting slow traffic to the left of the carriageway."

Master Plan

"Making traffic fit the streets is, however, palliative and is a reflection on the original designers of the city. Street systems should be made to fit the traffic. For this we must have a master plan based on the system of rings and radials to which all future developments should conform. This is not as costly as is sometimes thought, as it can be done by a bold application of the blessed gospel of opportunism, by the inevitability of gradualness."

Illustrating this point, Mr. Trollip pointed out that the most inspiring example of rationalized opportunism was the street system of Paris. There two or three generations ago, Haussman and his associates designed a scheme for replanning Paris, which is being steadily realized from that day to this with magnificent results.

Speaking of Bombay, Mr. Trollip deplored the number of missed opportunities, as rebuilding took place and leases expired, to redesign streets to suit the requirements of modern traffic, and to the question "who is at fault" he replied, "it is we; for the public itself must be educated to appreciate the advantages of planning as permanent progress is achieved only by educating from the bottom up, rather than supplying plans from the top down."

World Motor Taxation Compared

Below are the approximate figures of taxation of a typical motor vehicle (14 h.p.) in eight countries, based on S.M.M.T. calculation, and on an assumed annual mileage of 8,000. To show a comparison of these with India the taxation in Bombay Presidency is also given at the end.

	Vehicle.		Fuel.		*Other.		Total.
	£	s.	£	s.	£	s.	£ s.
Great Britain	10	10	10	2	7	15	28 7
France	..	..	17	7	2	0	19 7
Germany	..	..	14	16	0	19	15 15
U.S.A.	..	..	2	13	1	2	5 13
Australia	..	..	5	10	10	9	17 0
New Zealand	..	..	2	0	7	0	10 1
South Africa	..	..	7	10	4	0	15 7
British Malaya	..	..	4	19	..	..	4 19
India (Bombay City)	12	0	15	0	9	15†	36 15‡

* Includes compulsory insurance, sales tax, etc., where such imposts apply.
† Insurance.
‡ Import duty not included.

Canadian Roads

The Quebec Legislature has recently approved a measure authorizing the expenditure of a sum of about £10 million over a period of four years for the provision of a first class Highway system in the Province.

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Cochin Port Feeder Roads

Now that the programme of development of the Cochin Harbour and the construction of the railway into the Port is well advanced, we learn that the Travancore Government, appreciating the importance of road communications with the hinterland, are now examining the possibility of the construction of two roads connecting the Anamallais and the High Ranges plantations (Munnar) with the Harbour. These roads will be additional to the 50-mile stretch of road from the Anamallais to Chalakudi, estimated to cost Rs. 7 lakhs, proposed by the Cochin Government.

At present the produce from the plantations in the High Ranges is taken to Tuticorin Port.

The Travancore proposal is to put on the Alwaye High Range Road fifteen lorries of 2½-ton capacity to bring the produce as far as Alwaye from where it will go by rail to Cochin.

The other proposal is to open a 47¼-mile road from the Anamallais to Augamali (Travancore), S. C. Rly., at a cost of Rs. 12 lakhs. This latter will open up territory at present untapped and should stimulate industrial activity.

Roads Improvement Association—London

Presiding at the 51st Annual General Meeting of the Roads Improvement Association, held on 5th May at the Royal Automobile Club in London, Sir Arthur Stanley said: "The day still seems far away when we can praise the Government and the Ministry of Transport for the exceptional progress made towards providing adequate roads and bridges. Instead, our Annual Report opens with a lament that the road situation continues to be one of 'much cry and little wool.'"

He went on to say—"Roads are getting less and less serviceable"—the amount of road space per vehicle grows less and less while accidents increase, restrictions multiply, taxation mounts up.

MOTORING AT THE EMPIRE EXHIBITION

ALTHOUGH there is no organized display by the motor industry at the Empire Exhibition in Glasgow, visitors find many sidelights on the importance of motoring to other industries, and its part in the work of the Empire.

The War Office section of the British Government Pavilion provides examples of the progress of mechanization, and an interesting exhibit is a scale model of a Ford Utility Car, (Station Wagon) one-sixth size. There will also be an ingenious exhibit showing a Ford 8-cyl. engine, as used for some of the newest fast armoured cars and light tanks, cut-away to reveal the working parts in motion.

"If the Government refuses—in fact though not in words—to provide either the organization or the money which will ensure safe roads, what can be done to reduce the toll of road accidents? I offer a suggestion which would improve our roads and reduce the number of accidents by at least one-half within ten years.

"Give every victim of a road accident in which the road is the primary cause the legal right to prove in a County Court or in the High Court whether this is indeed the fact. If he can prove to the satisfaction of the High Court that the accident from which he is suffering in person or property was caused by reason of inadequate or unsafe road conditions the Court shall have power to order that the loss and damage he sustained shall be paid out of the public purse and not out of the sufferers.

"Test this proposal by a recent accident at Banstead which horrified the community. It is a most dangerous strip of road and the R.I.A. have tried to get it improved. The authorities admit it is so. They have widened the road to the north where the accident occurred where the conditions were much safer. They have acquired land for widening the road at the spot where the collision occurred. The work has not been carried out.

"Why? Because public authorities still rely on restrictions and penalties on the motorist to prevent accidents rather than on making the roads safe.

"Again why? Because they are not under any compulsion to make the roads safe and suffer no penalties if they do not do so.

"Should not the law be altered? If at the adjourned inquiry on the Banstead accident it is shown that the principal contributory cause of the accident was the long delay in dealing with a necessary road improvement, should not the Road Fund be called upon to pay compensation to the injured parties?"

Motoring has contributed importantly to the prosperity of the comparatively new British plastics industry, and an example of one of the most elaborate products carried out in this material, a motor-car instrument panel, is on view. This is the instrument panel actually used on the Ford "Ten", and is shown by the British Bakelite Co. Ltd.

Visitors to the large cinema in the Beardmore Colville Pavilion will have the opportunity of seeing the Ford motoring film, "Milestones and Melodies", which has a prominent place in a long and varied programme of industrial films.

NOTES FROM LONDON

By Brian P. W. Twist.

AT last the long-awaited report on the rebuilding of London has appeared. What reading it makes! Sir Charles Bressey and Sir Edwin Lutyens have allowed their imaginative genius full scope. If but half the projects outlined in the report come to fruition, the face of London will be utterly changed.

Discussing possible plans in a recent issue of *Motoring in India*, I remarked that some said that overhead roads would be favoured, some forecast tunnels, and some wholesale demolition. All three schools of prophets have hit the mark, and their wildest imaginings have been fulfilled.

A 1¾ mile tunnel under Kensington Gardens! A tunnel under the West End from Bond Street to High Holborn! A 2-mile overhead viaduct from Blackfriars Bridge to Camberwell! Ruthless demolition of the north and east sides of Piccadilly Circus, including the London Pavilion!

Sir Charles Bressey says, "Every route that can be suggested is open to objection, and demands the sacrifice of something dear to someone. Without demolition, little, if anything, can be effected, and even if the dingiest houses in mean streets are demolished, the residents will feel the blow as actually as if they lived in Mayfair. Indeed, the poorer the home, the greater the dread of losing it."

Plan Looks 30 Years Ahead

The plan is designed to cover the needs of the next thirty years. In 1931 the total population of Greater London was 8,204,000 people, and it is estimated that in the thirty-mile circle the population is likely to be 10,350,000 in 1941, and 10,760,000 in 1951, after which point no further increase is contemplated.

Everyday between 400 and 500 new cars come on to the roads of Great Britain as a whole, but even so there is still only one vehicle per 20 persons (excluding motor cycles), whereas in the U.S.A. the proportion is one to 4½. On the other hand, in Great Britain there are twelve vehicles per mile (again excluding motor cycles), while in France there are seven per mile, and in the U.S.A. eight per mile.

The report deals only with the Greater London area, but necessarily must be linked up with schemes for the rest of the country. Thus Sir Charles envisages an extension of the Barnet Bye-pass for a distance of eighty-seven miles towards the north, reaching a point between Nottingham and Grantham.

New Roads Better Than Modernization

Of special motor-ways, similar to the *Autobahnen*, he says, "it may well be found cheaper to construct entirely new motor-ways across unobstructed territory, half-way between existing main routes, than to apply a principle of modernisation to the ancient highways. The process of improvement will be hampered at every turn by the cherished features which cluster along the old main roads of the country—hedgerows and ancient trees, picturesque buildings, the churchyard, village green, horse-pond, etc., etc."

It would be as well to deal here, in view of limitations of space, principally with the suggested schemes for London itself and its immediate environs, in which motor-ways are not contemplated.

Surprisingly enough, no absolutely new bridges over the Thames are advised. A new bridge at Egham is certainly an important part of the plan for an outer ring-road round London, but this project has already been announced. One may also note that Wandsworth Bridge is at the present time in course of reconstruction, and in the Bressey plan forms one end of the South Circular Road. Waterloo Bridge is also being rebuilt, to carry six lines of traffic, while it was not so long ago that the new Chelsea Bridge was opened, and, to go back a few more years, Lambeth Bridge is of comparatively recent construction.

Sir Charles Bressey does not favour the much-discussed Charing Cross Bridge scheme, in spite of the recommendation of the Home Counties Traffic Advisory Committee in 1936. His objection is partly that of cost—the various schemes put forward have ranged from £13 millions to £30 millions—as he feels that such a vast sum could be well spent on other improvements. Principally, however, he regards a new bridge at Charing Cross as introducing fresh problems into the already congested areas north and south of the river.

The Thames between London Bridge and Lambeth Bridge forms a quadrant curve, and seven bridges in this area converge upon St. George's Circus and the Elephant and Castle, south of the river. The Elephant and Castle is indeed renowned as the most complicated crossing in London. A further bridge would thus provide "a dubious means of relief," in Sir Charles' words.

Overhead Viaduct for Chelsea Basin

A new tunnel under the Thames at Woolwich, however, is proposed, to form the eastern end of the South Circular Road, while further down the river there is the new Dartford-Purfleet tunnel, which was begun in 1936 and will, it is hoped, be completed in 1947. Duplication of the Blackwall and Rotherhithe tunnels, both of which have become extremely congested, is also recommended.

Another of the Bressey schemes is to extend the Thames Embankment at both ends. As long ago as 1889 it was proposed to extend the Chelsea Embankment westwards from Battersea Bridge, but no one has so far put forward a plan, as Sir Charles has done, to go as far as Putney Bridge. An overhead viaduct would span the Chelsea Basin and the West London railway, and the Embankment would then come to earth and shortly join the new Wandsworth Bridge road. This, as has been mentioned, is the western end of the new South Circular Road, and the Embankment extension would thus play an important part.

At the other end, the Embankment would be extended towards the Tower of London, and so towards the docks. This would form a link with the great overhead road coming in from the south at Blackfriars at present the eastern extremity of the

Thames Embankment. The riverside route would then be eight miles in length.

The eastern extension of the Embankment is also part of the City Loopway, which is the innermost of the ring-roads proposed. Involving much demolition, though in a dingy part of the City which might well be replanned, the northern part of the Loopway would strike round through London Wall and through a new cut to Aldersgate Street, and down into Farringdon Street and so back to Blackfriars.

Outer Circle Round the City

The next ring-road is an Outer Circle round the city, encouraging drivers to avoid the congested central area, in which, says Sir Charles, if nothing is done shortly road-users will have to submit to increased inconvenience, if not control and restriction.

Some distance further out, there is already the North Circular Road, with which, as an existing road, the report deals little. The South Circular Road, however, has lagged far behind, though it was recommended before the War. The proposed route incorporates existing roads, widened and improved, to a large extent. From Wandsworth Bridge to Woolwich, it would be about fifteen miles in length.

The furthest out of the ring-roads are the North and South Orbital Roads, avoiding so far as possible built-up centres, and giving access to London's "Green Belt". These would range from the Dartford-Purfleet tunnel in the east to the new Egham bridge in the west.

Tunnel Under Islington

One of the greatest projects of all is proposed new East-West Connection, to join Western Avenue, which at present terminates abruptly in Wood Lane, near Shepherd's Bush and Eastern Avenue, which ends at Leytonstone. The new road, going eastwards, would cut through North Kensington, Ladbroke Grove, and Paddington, and join the Marylebone Road. East of King's Cross, a tunnel is proposed, right under Islington, thus cutting out the busy crossing at the Angel. Much demolition would be necessary in Bethnal Green, but the district would not be harmed by vigorous replanning.

Then there are the improvements to the West End. Reference has been made to the proposed alteration to Piccadilly Circus the "heart of the Empire". There would be a large rectangular space, some 400 feet by 250 feet, with, it is hoped, the "Eros" statue still in the centre!

A rectangular centre is also proposed for Hyde Park Corner, but this would entail cutting off the corner not only of the Green Park but of Buckingham Palace Garden itself. The alternative is a tunnel from Grosvenor Place into Park Lane.

It is suggested that Park Lane itself should be converted into a twin carriageway road by including with it the parallel road now inside Hyde Park. This would certainly create a magnificent *boulevard*, with beautiful trees in the centre grass strip. Presumably another road would then be made to complete the ring in Hyde Park, though this is not mentioned.

Relief Road for Oxford Street

At Grosvenor Gate another ambitious project would start, with a relief road for Oxford Street, running from Park Lane to High Holborn, the latter part being through a tunnel under

Regent Street, Soho Square, and Charing Cross Road. It was necessary to choose this route for the proposed road, since north of Oxford Street the way is barred by the British Museum, which not even Sir Charles would care to move!

Though a direct East-West road, running through the heart of London, is proposed, there is not a scheme for a similar North-South road through the centre, at any rate under that title. There is the elevated Blackfriars road, and particularly in the south many new roads are proposed. Another viaduct is suggested to link the South Circular Road and the Rotherhithe tunnel, and Battersea Bridge would have a fine southern approach, with a tunnel under Lavender Hill and Chapham Common, to join the Brighton road. Northwards, this road would be extended into South Kensington, and so by the tunnel under Kensington Gardens, already mentioned, towards the East-West connection near Paddington.

Of the many other schemes, two remain which should be mentioned. One is the long-awaited extension of the Cromwell Road to join the Great West Road, keeping north of the river, but avoiding Hammersmith Broadway. **The other is a through road to connect Croydon aircraft with Victoria Station.** Actually at the London end there will be two branches, one passing over Vauxhall Bridge and the other over Chelsea Bridge.

I fear that readers in India not familiar with the geography of the Empire's capital city may not have been able to follow all these grandiose schemes, but most of the names mentioned are household words wherever English is spoken, and such bold proposals are worthy of more than passing interest. Whether Sir Charles' dream of the London of the future will come to pass is yet to be seen.

* * * *

More Killed—Fewer Injured

To turn from new roads to old, the accident figures for 1937 in Great Britain have recently been issued by the Ministry of Transport: 6,633 persons were killed, an increase of 72 over the previous year, but 1411 fewer people were injured, the total being 226,402. The greatest number of people killed in road accidents was 7,343 in 1934. Actually the total number of people killed last year was less than in 1929, when the figure was 6,696, although the number of motor vehicles registered had risen in the intervening period from 2,199,299 in 1929 to 2,770,625 in 1937.

The London County Council is issuing special recommendations to schools for the education of children against road risks. Notices have been issued bearing the words "Beware—Children", to be hung on lamp-posts or in other prominent positions. "Safety First" photographs have been distributed, and short films have been made illustrating possible dangers. It is probable that children will not be allowed to cycle to school unless they have received a license from the council, and have passed an examination in the Highway Code.

Indian Prince's 1928 Rolls Rebuilt

Another Indian Prince has been so satisfied with his old car that he has taken the trouble to have it entirely rebuilt. This was H. H. the Maharajah of Rajnagar, who recently sent his ten-year-old Rolls-Royce Phantom I car back to the works at Derby to be thoroughly overhauled. A new 4/5-seater 2-door all-weather body of sporting pattern was then fitted by Thrupp and Maberly, and as a result it is difficult to detect

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that the car is not one of the current series. The bonnet has been lengthened, compared with the old pattern, and modern streamlined wings are fitted.

The new State-owned passenger transport service in Travancore, Southern India, to which reference was made in a recent issue, is now in operation, and H. H. the Maharajah of Travancore himself recently performed the inauguration ceremony. Together with members of the Royal family, he rode in one of the new 'buses'.

Bigger Imports of German Cars

Some concern is being felt in England at the rapid increase in imports of German cars. It is believed that a subsidy is paid by the German Government to offset the import tax of 33½ per cent.

In the first two months of 1937, imports of German cars in the 12 h.p. class numbered 118. For the same period in 1938, the figure was 2339. American imports, however, have fallen. In spite of the German influx, the British balance of trade is still favourable, with 78,000 cars exported and 18,000 imported. During the first month of this year, the value of cars exported was more than £169,000 greater than in January, 1937.

Another great figure in the world of motor sport has passed over, with the death of Eric Fernihough while attempting the world's motor cycle speed record, which was formerly held at 169.7 m.p.h., in Hungary. Fernihough was 34 years of age, and first came into prominence while still an undergraduate at Magdalene College, Cambridge. After a most successful motor cycling career, during which he broke many records and won several Grand Prix races abroad, he was just taking up car racing, and had purchased the 2-litre Riley lately owned by H. G. Dobbs. With this car Fernihough won his class in the recent Inter-Varsity Speed Trials at Syston Park, and made third fastest time of the day.

R. A. C. Rally

The R.A.C. Rally, held much later in the year than usual, gained a great deal in enjoyment owing to the night stops at Tenby, in Wales, and Largs, in Scotland, for drivers on the various routes. Formerly competitors have had to drive right through on the 1000-mile road section, snatching only such time for rest as could be made up above the schedule average speed. This meant spending two nights on the road, and towards dawn on the second night many drivers used to fancy

they were "seeing things!" 231 out of the 237 starters reached Blackpool.

The climbs of Bwlch-y-Groes and Honister Pass were easy. The first test at the finish was one of speed, with a timed quarter-mile, after which cars had to pull up in 80 yds. Then the next eliminating test involved parking in a bay, first forwards and then in reverse, all against the watch. The third test was over a timed distance, like the first, but included an S-bend.

The winners of the various groups were:—10 h.p. Open, G. H. Goodwill (Morgan); 10 h.p. Closed, B. W. Fursdon (Wolseley); 15 h.p. Open, C. M. Anthony (Aston Martin); 15 h.p. Closed, A. L. Pearce (Triumph); Unlimited Open, J. Harrop (S. S.); Unlimited Closed, D. Loader (Ford V-8).

Car Catches Fire in Race at Brooklands

An unfortunate accident marred the International Trophy Race at Brooklands, when the new French Delage, an experimental Grand Prix car, caught fire and ran into the crowd on the first lap. A number of spectators were injured, and two have subsequently died. One was a woman, and the other was T. Murray Jamieson, the brilliant young designer who was responsible for the overhead camshaft Austin Seven racing cars. Jamieson had lately been working for E. R. A.'s, and had been engaged in the production of their new Grand Prix model, which has yet to make its appearance. His death is a severe blow.

The race was won by P. Maclure with a Riley, after a very close finish in which he beat Raymond May's E.R.A., crippled by misfiring, by 15 sec.

* * * *

Although Delahayes won both the Pau Grand Prix and the Cork race for France, the first really important race of the Grand Prix season was at Tripolis on May 15th, when the full strength of the Mercedes-Benz team turned out. Lang, von Brauchitsch, and Caracciola finished first, second, and third with the new 3-litre supercharged Mercedes cars, and Lang averaged the astonishing speed of 136.34 m.p.h.

* * * *

England's latest hill-climbs course saw its first meeting also on May 15th, with the opening meeting of the Bugatti Owner's Club at Prescott, near Cheltenham. A Baron made fastest time with a 2.3-litre Bugatti. The course is beautifully wooded, and its half mile length includes many tricky corners.

MADRAS FLYING CLUB NOTES

FLYING TIME FOR MAY 1938.

MAY opened with sunshine and ended with a welcome shower of rain. The Club had a busy month with 5 new pupils starting training, and 125 hours' flying to its credit. On the 1st day of May another Bombing Competition was held for which there were 11 entrants and very close were the results. Mr. S. J. P. Fernando, one of our latest pupils to obtain his 'A' licence, was the winner with 28 points out of a possible 30, which was a good effort, especially since he was competing against many more experienced pilots.

Most of the flying this month has been done by pupils which shows that there is a healthy interest in aviation in South India, possibly the arrival of the air mail four times a week is having its effect on those who are attracted to aviation for the more they see the air mail and our Club machines flying over Madras and its neighbourhood, the more does flying become a normal thing to do, and in fact a thing that everyone should understand and appreciate if they wish to be able to comprehend the tremendous social changes that aviation is effecting throughout the World each day.

There were few cross country flights but Mr. H. Aserappa of Ceylon who is training for his 'B' licence took the Leopard Moth to Colombo and back again.

Early in the month night flying took place on two occasions and solo flights were made by Messrs. V. Sundaram and G. C. Arya, both 'B' licensed pilots, the latter having recently returned from England where he has been a pupil at Air Service Training at Hamble near Southampton. It will be remembered that Mr. Arya was awarded an Aviation scholarship by the Government of Madras and so much has he learnt concerning matters aeronautical while in England, that already, only a few weeks after his return to India, he is employed by Messrs. Tata Sons (Aviation Department) as a pilot on their Air Mail line between Karachi and Colombo.

It is gratifying to note that 3 former pupils of this Club are on Tatas' staff as pilots.

As usual the weekly Sunday breakfasts were well attended in spite of the rigours of the hot Madras May mornings.

	H.M.
Dual instruction to members under training	43-15
Advanced dual to A, A-1 & B pilots	8-20
Solo flights by members under training	..
Solo flights by A, A-1 & B pilots	33-10
Pilot with passengers (A, A-1 & B pilots)	35-10
Joy rides	2-10
Cross country flights by the Club instructor	0-45
Test flights	0-10
Night flying Dual instruction	1-10
Night flying solo by 'B' pilots	0-35
Total Hrs.	124-45

The following members took dual instruction during the month:-

<i>Europeans:-</i>	
Lt. C. R. Davis	Advanced dual.
Mr. P. Triou	Dual night flying.
<i>Indians:-</i>	
Mr. T. M. Duraiswamy	Advanced dual.
Mrs. Kapadia	"
Mr. Arya	Advanced dual night flying.
Mr. Sundararajan	"
Mr. V. Sundaram	"
Mr. W. Parthasarathy	Advanced dual.
Mr. A. S. Moses	Dual.
Mr. K. S. Krishnan	"
Mr. C. V. Mathews	"
Mr. N. T. Reddiar	"
Mr. Paul T. Balasingham	"
<i>Ceylonese:-</i>	
Mr. S. J. P. Fernando	Advanced dual (instructional).
Mr. S. Aserappa	"
Mr. M. R. P. Jayasinghe	Dual.

CROSS COUNTRY FLIGHTS DURING THE MONTH OF MAY 1938

Date	Machine	Pilot	Passengers	Journey	Time
7-5-38	VT-ABH	Flt. Lt. Duncanson	With one passenger (Mechanic)	Madras-Conjeeveram	0-25
7-5-38				Conjeeveram-Madras	0-20
15-5-38	VT-ACU	Mr. T. M. Duraiswamy	Nil	Madras-Conjeeveram and return without landing	1-15
17-5-38	"	Mr. Fernando	Mr. V. Sundaram	Madras-Vellore-Renigunta and return without landing	3-10
18-5-38	"	"	"	Madras-Chittoor-Venkatagiri and return without landing	3 -0
25-5-38	VT-ABH	Mr. Fernando	Nil	Madras-Nellore and return without landing	2-50
28-5-38	VT-AHL	Mr. Aserappa	With one passenger	Madras-Trichy	1-55
28-5-38	"	"	"	Trichy-Colombo	2-45
31-5-38	"	"	"	Colombo-Trichy	3 -5
31-5-38	"	"	"	Trichy-Madras	1-45

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INDIA AND BURMA.

All automatic illuminated landing "T's" on aerodromes in India and Burma have been removed with the exception of that at Jodhpur.

MAILS TO CEYLON

On the 29th January Messrs. Tata Sons Ltd. inaugurated a twice-weekly passenger and freight service from Colombo to Karachi *via* Bombay and Madras with Waco aircraft, in preparation for the extension of the Empire air mail scheme which came into operation on the 28th February. On that date Ratmalana aerodrome was formally opened by the Governor of Ceylon, Sir Andrew Caldecott, and he stamped the first three mail bags and handed them over to the Postmaster-General for delivery to the aircraft. All first-class mail to countries in the Empire air mail scheme is now sent from Ceylon by air and letters now reach England in six days as against eight to nine days under the former arrangement; the postage rate is now 20 cents per half-ounce compared with 50 cents per half-ounce as formerly.

INDIA AND CEYLON

The following procedure has been laid down to help pilots in crossing the Palk Strait between India and Ceylon. All aircraft desiring to take advantage of the safety organization should first report at Rameswaram by circling over the reporting base installed by the Government, fly across the strait and again report by circling over the reporting base at Talaimannar and then proceed to Colombo. Aircraft flying between India and Ceylon should follow the line of Adam's Bridge, keeping to the N. side. In the event of an aircraft being unable to reach the mainland, an endeavour should be made to effect a landing on one of the sandbanks on the N. side of the Adam's Bridge. At Danushkodi and Talaimannar, the circling points are marked by a white triangle on the ground close to the buildings at these stations. Aircraft should continue to circle until a signal of acknowledgment is made from the ground to signify that the circuit has been observed and the markings of the aircraft recognized. The signal of acknowledgement is given by a man waving a flag on the ground mark. Aircraft, which are obliged because of bad weather or other causes to abandon the crossing, must return to Danushkodi or Rameswaram or Talaimannar and circle the same point a second time until the signal of acknowledgment is given. This second circuit will have the effect of cancelling the first circuit.

The passage of aircraft is reported by telegram between Danushkodi or Rameswaram and Talaimannar and an aeroplane would be deemed to be missing if, after having signalled its departure, it did not signal its arrival on the other side, or effect a cancellation circuit, within thirty minutes from the time of departure. In this event, rescue operations will be initiated by the Marine Superintendent, South Indian Railway, Mandapam.

ON TOURING ABROAD

A tour abroad is now becoming as much a part of a private pilot's education as the instruction he receives when he first begins to fly, and many flying schools in all parts of the world introduce pilots to this type of flying during training. There is a danger, however, that it may be regarded as excellent practice for those who intend to look upon flying as a career but hardly the most pleasant way in which a private owner can spend a holiday; the admitted difficulties foster this impression but provided he approaches it in the right frame of mind and makes adequate preparations a pilot should find a flying holiday abroad a successful and happy one in every way.

The difficulties have decreased greatly in the last few years and the tourist is certain of a welcome wherever he goes and will always find other pilots ready to give him help and advice.

To assist anyone who contemplates touring in Europe a new Shell air route schedule has been published. This has been compiled on the same lines as earlier schedules which have earned praise from all who have used them but is a more ambitious work, for it covers not one route but all the trunk routes of Europe; the map in the pocket of this issue gives some idea of its scope.

It is twice the size of the previous largest schedule, that issued to cover the route between London, Tunis, and Cairo, and as the information covers many more countries it is necessarily lengthy. For the benefit of those who are not familiar with Shell air route schedules, some details of the information appearing in this new one may be of interest.

The book opens with a section giving general information. Times of sunrise and sunset, the duration of twilight, time variations, and currencies are set out in the form of tables; there is a chart of distances between the main cities of Europe, details of landing and hangarage charges, the position of radio stations, meteorological information, as well as notes on the documents a pilot must carry and the distribution of Shell lubricating oil and fuel. The route information is divided into sections and is so arranged that each section is complete in itself; for example, there are two sections covering the route between London and Vienna, the first from London to Cologne and the second from Cologne to Vienna, and Cologne appears at the end of one as well as at the beginning of the next. The route information covers Customs formalities, restrictions, details of the position of any high masts or other obstructions, the location of prohibited areas, a route description, and a plan and description of each aerodrome. The latter embodies a diagram showing the position of the aerodrome, while a second sketch shows its arrangement. The description of the aerodrome gives all details likely to be of use to a pilot such as its position in relation to the nearest town and accommodation available for the pilot and his machine. In all, 90 aerodromes are described individually.

The schedule is designed to be convenient to handle in the cabin of an aircraft or an open cockpit and is of such a size that it can be slipped in the pocket of a coat. It is obtainable from any Shell main office, price 15s., or the equivalent in local currency. (By courtesy "Shell Aviation News".)

SALES AND SERVICE GUIDE

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

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MADRAS Heller & Co., 56 D, Mount Road.

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

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

Standard Cars

MADRAS—Union Co.

Triumph Motor Cycles

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

Vauxhall Cars

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

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Wolf Motor Cycles

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

Wolseley Cars

MADRAS—Union Co.

AGAIN

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