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Happy New Year



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Jan. and Feb. 1939.



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January 1939

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[Single Copy As. 8

Secretary's Notes and News

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

Great Western Trunk Road
Partial Closure—Poonamallee High Road—Chingleput District

THE Poonamallee High Road, from the 8th to 12th mile is closed to all through motor traffic from the 15th January 1939, to enable the cement concrete surfacing to be extended to Poonamallee.

From February 15th, 1939 the road in the above limits will be closed, in addition to all traffic between the hours of 7 p.m. and 5 a.m.

Outgoing through traffic will be diverted via McNicholas Road, or Harrington Road, and incoming traffic via Mount—Poonamallee Road.

Great Northern Trunk Road
Krishna District

The Anicut at Bezvada over the Kistna River is now fit for motor traffic and the same is thrown open to traffic from the 3rd January 1939.

Madras-Calicut Trunk Road
Malabar District

Under Rule 48 (1) of the Madras Traffic Rules, 1938, notice is hereby given that the portion of the Madras-Calicut Trunk Road, A-4 Section VIII Mongam to Kootilangady from the junction of the Malappuram—Parappanangudy Road miles 414/7 to 418/5 will be closed to all kinds of vehicular traffic for the period from 1st February 1939 to the 30th September 1939, for the purpose of carrying out comprehensive improvements to the road.

The following warnings will be put up to regulate the traffic:—

1. At the junction of road No. 57—Section III—Mallapuram to Manjeri "Road to Calicut closed—Proceed via Manjeri".
2. The same warning will be put up at the junction of road No. 57 Section II—Kottakkal to Mallapuram.
3. At the junction of Parappanangudy road "Road closed for vehicular traffic".
4. At mile 418/5 of A-4 Section VIII same as item No. 3.
5. At the Mongam Junction (near Hitchcock Memorial) "Road closed for traffic—To Mallapuram proceed via Manjeri".

Shimoga District

Shimoga Hydergherghat Road

The Kodasi Bridge at mile 6/37 on the above road has sustained damages on account of a beam in the third span having broken. Since the bridge in its present condition is considered unsafe for traffic, a deviation road has been formed for the traffic to pass through. It may take about 13 days from today for the bridge to be set right and made fit for through traffic.

Madura District

Trichinopoly Manamadura Road

There is an unbridged stream at 36th mile (from Madura) on the road from Trichinopoly to Manamadura via Virali-

malai, Tovarankurichi, etc., which is difficult to cross during rains. In dry weather this road is quite good and is recommended instead of the trunk road which is circuitous.

Kistna District

Pedana-Bantumilli Road

There is a heavy breach caused by the recent cyclone between miles 5/0 and 5/6 of the Pedana—Bantumilli Road resulting in a complete dislocation of vehicular traffic beyond the 5th milestone. Not only has the whole embankment been breached, but the three major bridges are damaged in such a way that it would not be possible to repair them immediately. Although the breaches in the embankment proper are being closed, no diversion can be provided by the sides of the damaged culverts as the surrounding fields are still under water.

The above road is closed to motor traffic beyond the 5th milestone (from Pedana) till the end of February when the repairs are expected to be completed.

Malabar District

Calicut Sultan Battery Road

The wooden deck of the bridge at mile 49/8 of the above road is in a dangerous condition. A diversion road has been opened from the 5th instant.

South Kanara District

Mangalore Mudigere Trunk Road via Charmadi

Until further notification, the culvert at mile 46/1 of Mangalore—Charmady Road will be closed for all bus and lorry traffic as it is in a dangerous condition.

Scouts and Car Park Attendants' Reports

Bangalore

Road patrols were evenly divided between the Bangalore City and the C. & M. Station.

There were several important functions such as "The Silver Jubilee Celebrations of the Bank of Mysore", Bangalore, and the opening of the new buildings of the "United India", both graced by the presence of H. H. the Maharaja of Mysore. Then there were: the "Feroshah" celebrations of the Wiltshire Regiment; the Market Show on 24th December; the midnight Service at St. Patrick's Cathedral, and lastly, the Xmas Dances and Entertainments at the West End Hotel at which place this Association arranged the car-parks, a fact which was advertised and also printed on this Hotel's Xmas Greetings Cards.

Other occasions on which Car parking arrangements were attended during the month are as follows:—

Bowring Institute: dances 7; Xmas Fête 1; Xmas Tree 1; B.U.S. Club:—4 and the Tree. Golf Club 2. Century Club 7. Cubbon Park and Band 4. Bowring Hospital Xmas Fête 1. Police Football Tourney 7. Mysore Bank morning Garden Party 1.

A total of 9 members and 4 non-members were rendered mechanical aid; one of these had been stranded 14 miles from home for hours when the Scout came across him, and a few minutes adjustment at 10.45 p.m. enabled this motorist to get home. Another was on the roadside from 5.30 p.m. to 6 p.m. when the Scout found him and was appealed to for aid and a fresh 'condenser' put in the distributor. Both the latter have promised to join us in 1939.

Two Station, 6 Mysore and 11 Madras Licences were obtained for members.

Six Badges were fitted to members' cars.

December may be said to have been a very busy month.

Madura

Five new members were enrolled by the Scout and he attended the parking arrangements at the following places:—

- New Cinema .. 2 occasions
- Pasumalai .. 1 occasion
- Y. M. C. A. .. 1 ..
- Rotary Club .. 2 occasions
- Edward Hall .. 2 ..

The Scout obtained M. V. Tax licences from the treasury and delivered them

to members, but as in Madras, he was unable to obtain them until the day following application, and so unable to deliver them to members the same day.

Trivandrum

(Not received).

Madras

The Madras Scouts and Car Park Attendants attended the Car Parking arrangements at the following places:—

The Elphinstone, Wellington, and Crown Cinemas.

Government House, Madras, Dance.

Government House, Guindy—Tea Party.

Madras Race Course, Guindy—5 meetings.

St. George's Cathedral (Church) and St. Andrew's Church—for Dramatical Song Service.

S. I. A. A.—for Exhibition and Park Fair, 10 days.

Congress Exhibition for 15 days.

Madras Musical Association—Parking for Evening Entertainment.

Mysore Association (Tea Party).

Military Boxing at Victoria Public Hall.

Assisted motorists as follows:—

6 want of petrol (4 members and 2 non-members).

4 Mechanical troubles—all members.

2 Tyre Troubles—all members.

3 Electricity trouble (2 members and 1 non-member).

Over 300 registration certificates and 100 urgent letters and routes were delivered.

Correspondence

To

The Editor,
"The South India Motor Owner",
Madras.

Sir,

I think it was in a recent talk by Mr. Owen that the historic town of Chandragiri was suggested as an objective for a motor trip from Madras. To anyone undertaking this run I would suggest an alternative return route via Chittoor, Vellore, Arcot, and Ranipet to Madras, a distance of about 140 miles.

The scenery on the Chandragiri-Vellore road would well justify the detour and, if time permitted, a run up from Chittoor to Palmaner, on the Bangalore road would be worth while.

From Chandragiri to Vellore the road surface is excellent, but, as I have not recently done the Vellore to Madras run, I cannot vouch for that portion of the trip. I enclose a few snaps which, if suitable for reproduction, will give your readers an idea of the scenery (appearing on page 24).

W. J. U. TURNBULL,
A.A.S.I. Member No. 163.

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 Licence 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.

JOURNEY'S END



All very well for the "literary gent" to assert that it is better to travel hopefully than to arrive. Few motorists would echo that pretty sentiment. They mostly like to know precisely when and where they will end a journey, preferring certainty to hope. No one, however, can make quite sure of anything without a little thought. It is worth while reminding yourself that no matter how smart and up-to-date your car may look, a neglected engine renders it old and inefficient—liable to let you down at any moment.

The commonest and worst form of engine neglect is carelessness over lubrication. Bear in mind that it is the engine that makes the car, and good lubrication makes the engine.

So put first things first, and insist on—

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Agents:

Membership

76 new members were enrolled from the 17th December to date.

The Committee thank the following members who introduced new members this year:

4 each by the Hon. Secretary, Bangalore Branch, Scout Rangarajan of Madura Branch and Messrs. Simpson & General (Finance) Co., Ltd.

3 by Mr. C. H. D. Leonard.

2 each by Messrs. H. W. Shelly, A. V. Meiyappan, Jayalakshmi Co.; and

1 each by Messrs. The Reliance Motor Company, Mr. Venkataraman of Addison & Co., Ltd., Rev. R. M. Bennett, Messrs. A. T. Chari, Cherian Verghese, B. J. Purohit, G. Gompertz, J.P., M. M. Salahuddin, C. E. Woods-Scawen, T. S. Subramania Iyer, Vernon & Co., L. Dee, C. R. Raghavachari, P. Saravanam, The Ocean Accident & Guarantee Corporation Ltd., P. N. Damodaran Mudaliar, Mr. Oosman, The British India General Insurance Co., Ltd., E. S. Danks, The Hercules Insurance Company, K. Ramaswamy of Messrs. Simpson & Co., Gordon Woodroffe & Co., Ltd., and Md. Kazim Khaleeli.

The remaining 32 were enrolled by the staff.

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BOMBAY . . . CALCUTTA . . . MADRAS . . . COLOMBO

A diversion road has since been opened.

Free Legal Defence

In wishing members a prosperous New Year, the Committee assured them last month that 1939 would be a year of further progress. Their decision to offer free legal DEFENCE as an additional benefit of membership of the Association is therefore a timely announcement.

The rules for this scheme have been drawn up by a special Sub-Committee after very careful consideration, in consultation with Mr. Jayaram Aiyer, the Association's Legal Adviser, and finally approved and confirmed by the Committee.

Since then a considerable amount of time and labour has been involved in compiling a panel of lawyers in the mofussil to represent members when the occasion arises. The panel is not yet complete, but the names of those lawyers who have already been selected appear on page 10 and further names will be added from time to time.

It is hoped to appoint a lawyer in every district and taluk headquarters wherever motoring offences are likely to be tried.

A copy of the rules has been sent to every individual member by post, and are published also in this issue for the information of future members.

Motor Vehicle Taxation

Members were warned by a notice in bold type on page 369 of the December magazine that their licences should be obtained on or before 1st January.

The licences cannot be issued in this office, but will be obtained from the Licensing Authorities and delivered to members if received in good time.

It takes 24 hours to obtain the licences from the Traffic Department and a few hours more to deliver them, even by motor cyclist, to various parts of the city. Members are, therefore, requested to please apply early next quarter, in fact any day after the 15th of February, to give the staff a chance of obtaining and delivering them before the rush.

The Licensing Authorities unofficially allow seven days' grace and yet motorists (even members) will not apply for their licences until the 6th, 7th or even 8th day, with the result we cannot possibly deliver them in time, and they run the risk of being summoned and fined for not carrying the necessary token.

Head Office Activities

December was particularly busy owing to the heavy demand for planned tours, itineraries, information regarding road conditions, taxation formalities, etc.

140 itineraries covering 66,050 miles were issued during the month of December 1938.

Two International Driving permits, 2 Hyderabad Triptyques and about 140 Madras and Mysore licences were issued during the month.

898 letters, nearly 1,200 personal and telephone calls were received and 1,280 letters were despatched by post, and 1,080 letters were delivered by hand.

Greetings from Sir Stenson Cooke

The following telegram was received on Xmas Eve from the General Secretary, A.A., London:—

"OWEN, AYEAYE, MADRAS. WITH COLLEAGUES ASSEMBLED TOASTING ABSENT FRIENDS

STENSON COOKE."

Copy of A.A. London Letter

The following letter has been received from A. D. Allen, Esq., the Assistant Secretary of the A.A., London:—

Dear Sir,

You will, I think, be interested in the accompanying press notices* typical of others that have appeared in leading English newspapers dealing with A.A. activities over the Christmas holidays.

With these, I send you a typescript of the broadcast* of Sir Stenson Cooke to the A.A. Staff at Fanum House, London, Home Area Offices and a number of Branch Offices. Let it be explained that the A.A. has its own private "broadcast" system (private telephone lines and loudspeakers) and from his office, Sir Stenson can hold a "mass meeting" of the staff throughout the country, and this without moving from his chair.

May we all, throughout 1939, remain on the same wave-length!

Yours faithfully,
(Sd.) A. D. ALLEN,
Assistant Secretary.

(*These appear on pages 22 and 23).

Branch Notes

Correspondence:—

The total for the year 1938 was 2130, which was made up by 789 for the first half year, and 1,341 for the last half year, which shows a steady growth. The figures for the year 1937 were:

First half—212 and the second half—593 making a total for 1937 of 805. The increase this year is 1,325 and the present daily average for say, 26 working days in a month is about 10 a day. Thus with licences interviews, personal visits, receiving members' subscriptions, issuing maps and badges on payment and the paying-in to banks and entering up cash accounts, etc., it will be seen that this Branch is kept fairly busy.

Madura

By Messrs. T. V. Sundram
Iyengar & Sons

Hony. Secretaries of the Madura Branch.

There is nothing particular to report except that as a branch office, it is fully

justifying its usefulness and during the month there was an increase both in members and enquiries from members.

Madura-Tiruparankundram Road

The attention of the Secretary, A.A. S.I. has once again been drawn to the inconvenience caused to the motoring public at the level crossings on the Madura-Tiruparankundram Road.

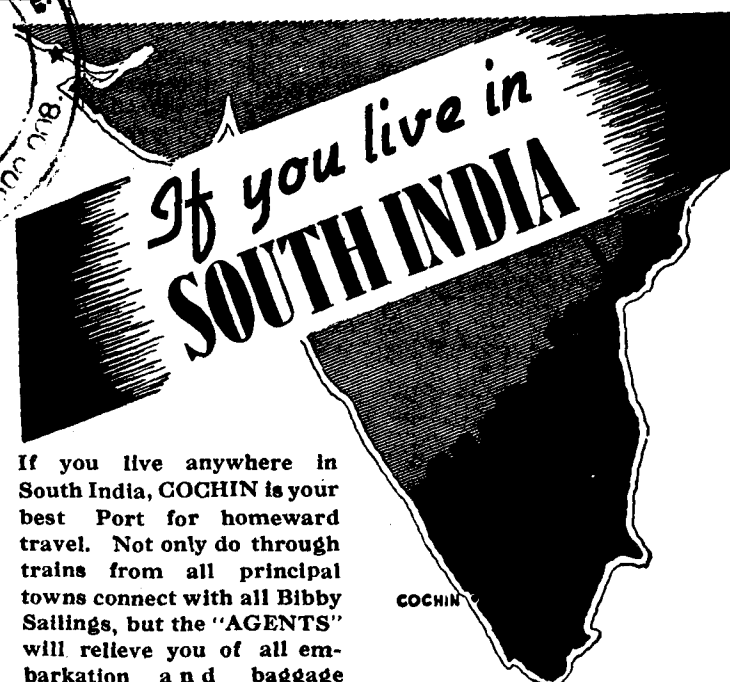
Getting Licence from the Sub-Treasury

Inordinate delay is caused in obtaining the M. V. Tax licences from the sub-treasury, Madura. Licences are delivered only the day after remitting the money; in spite of repeated requests to the authorities, no attention is paid by them and members are put to much inconvenience by the delay.

Trivandrum

By A. K. Tampi, Esq.

Hony. Secretary of the Trivandrum Branch.
(Not received).



If you live anywhere in South India, COCHIN is your best Port for homeward travel. Not only do through trains from all principal towns connect with all Bibby Sailings, but the "AGENTS" will relieve you of all embarkation and baggage worries without extra charge.

Bibby Liners are One Class Ships
FIRST CLASS, in everything

Better go BIBBY

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(Incorporated in England)
GILLANDERS ARBUTHNOT & CO., MADRAS



CASES OF MERIT

Cigarette Cases in 9-ct. Gold
and 18-ct. Gold, in Solid Silver,
silver with gold inlaid, silver
and enamel.

SHELDRIK BROS.

Diamond Merchants

Jewellers & Silversmiths

Licensed Valuers

KHALEELI MANSIONS MOUNT ROAD MADRAS

92 members and 4 non-members called at the office for routes, advice, and, of course, the licence "tangles" which seem to beset this little island station and its surroundings. Of the 92 members who called, 41 were from out-stations.

The Automobile Association of Southern India

List of Lawyers

1. M. C. Malli Reddi, Esq., B.A., LL.B., Advocate, Anantapur.
2. M. Narayana Chowdry, B.A., B.L., Vakil, Anantapur.
3. R. Bhuvaramurthi, Esq., B.A., B.L., Advocate, Cuddalore N.T., S. Arcot.
4. R. Srinivasan, Esq., Advocate, Cuddalore N.T., S. Arcot.
5. V. K. Nagarajan, Esq., Pleader, Chidambaram, S. Arcot.
6. S. Ramamurthi Iyer, M.A., B.L., Advocate, Kallakurichi, S. Arcot.
7. P. G. Krishnamurthy Ayyangar, Esq., Advocate and Government Pleader, Villupuram.
8. K. Srinivasa Sarma, Esq., B.A., B.L., Vakil, Vriddhachalam, S. Arcot.
9. V. G. Ramachandrayyar, Esq., M.A., B.L., Advocate, Tirukoilur, S. Arcot.
10. P. K. Srinivasa Raghavacharyar, Esq., Pleader, Tindivanam, S. Arcot.
11. T. A. Thathachari, Esq., B.A., Pleader, Kallakurichi, S. Arcot.
12. S. Chidambaram Iyer, Esq., Pleader, Villupuram, S. Arcot.
13. G. Nagabushanam, Esq., B.A., B.L., Advocate, Bellary.
14. B. Anantachar, Esq., B.A., B.L., Vakil, Hospet, Bellary District.
15. F. Jagannadhan, Esq., B.A., B.L., Advocate, "Johome", St. Thomas Mount.
16. P. D. Sankaranarayana Pillai, Esq., Advocate, Ponneri, Chingleput District.
17. A. Subramania Ayyar, Esq., B.A., B.L., Vakil, Conjeevaram, Chingleput District.
18. C. Srinivasa Rao, Esq., 1st Grade Pleader, 32 Sannadhi St., Madurantakam, Chingleput District.
19. T. K. Sarangapani Ayyangar, Esq., B.A., B.L., Advocate, Madurantakam, Chingleput District.
20. A. Krishnaswami Ayyangar, Esq., B.A., B.L., Pleader, Poonamallee, Chingleput District.
21. N. Raghupati Rao, Esq., B.A., 1st Grade Pleader, Poonamallee, Chingleput District.
22. M. Vasudevalu Chettiar, Esq., B.A., B.L., Vakil, Ponneri, Chingleput District.
23. M. C. Rajagopalan, Esq., B.A., B.L., Advocate, College View, Saidapet, Chingleput District.
24. K. M. Doraiswamy Aiyangar, Esq., B.A., Pleader, Conjeevaram, Chingleput District.
25. J. G. Christian, Esq., B.A., B.L., Tiruvallur, Chingleput District.
26. K. K. Ramachandra Rao, Esq., Vakil, Coimbatore.
27. Rao Sahib K. Raghavendra Rao, Advocate, Coimbatore.
28. M. D. Rangaswami Iyengar, Esq., M.A., B.L., Advocate, Cuddappah.
29. G. Subba Rao, Esq., B.A., B.L., Vakil, Cuddappah.
30. N. C. Krishnaswami Aiyangar, Esq., B.A., B.L., Lakshmipuram, Trivellore, N. A.
31. Mijar Ganesh Pai, Esq., Vakil, Mangalore, S. Kanara.
32. N. N. Suvarna, Esq., B.A., B.L., Advocate, Diamond Buildings, Mangalore.
33. G. V. Choudary, Esq., LL.B. (Lon.), Bar-at-Law, Guntur.
34. K. V. Sundara Rao, Esq., B.A., B.L., Pleader, "Rose Villa", Guntur.
35. B. Durga Prasada Rao, B.A., B.L., Dist. Court Vakil, Masulipatam, Kistna District.
36. G. Ramiah Naidu, B.A., B.L., Masulipatam.
37. M. Parthasarathi, Esq., B.A., B.L., Pleader, Kurnool.
38. K. Ramanathan, Esq., 1st Grade Pleader, Nandikotkur, Kurnool District.
39. B. Simhadri, Esq., B.A., Pleader, Nandyal, Kurnool District.
40. B. V. Subba Reddy, Esq., B.A., B.L., Pleader, Nandyal, Kurnool District.
41. P. Punniiah, Esq., Advocate, Nellore.
42. M. Visvanatha Rao, Esq., Pleader, Nellore.
43. C. K. Srinivasa Rao, Esq., B.A., B.L., Vakil, Dharmapuri, Salem District.
44. S. C. Doraiswamy Iyengar, Esq., Advocate, Salem.
45. V. Krishnaswami, Esq., B.A., B.L., Pleader, 28, Bakthapuri Street, Kumbakonam.
46. N. Subramani Aiyar, Esq., B.A., B.L., Vakil, 59, Bakthapuri Street, Kumbakonam.
47. K. Govindarajulu Naidu, Esq., B.A., B.L., Advocate, Mayavaram, Tanjore District.
48. S. A. Srinivasa Sarma, Esq., Advocate, Mayavaram, Tanjore District.
49. V. Raghunatha Iyer, Esq., 1st Grade Pleader, Mannargudi, Tanjore District.
50. S. Ramaswami Iyengar, Esq., B.A., B.L., Local Government Pleader, Mannargudi, Tanjore District.
51. T. S. Margasahayam Pillai, Esq., M.A., B.L., Negapatam, Tanjore District.
52. V. Govindaswami Iyer, Esq., Pleader, Pattukottai, Tanjore District.
53. S. Navaneethakrishna Naidu, Esq., B.A., B.L., Advocate, Pattukottai, Tanjore District.
54. S. Jagadisan, Esq., B.A., Pleader, Papanasam, Tanjore District.
55. V. Srinivasa Iyer, Esq., B.A., Vakil, Papanasam, Tanjore District.
56. A. Janardhana Sastri, Esq., B.A., B.L., Vakil, Shiyali, Tanjore District.
57. K. S. Subrahmanyam, Esq., M.A., Pleader, Pidari West Car Street, Shiyali, Tanjore District.
58. M. Suriamurthy, Esq., B.A., B.L., Vakil, Nagore, Tanjore District.
59. J. M. Arthur Thambiraj, Esq., B.A., B.L., Advocate, Vijayapuram, Tiruvallur.
60. G. Natesa Ayyar, Esq., B.A., B.L., Pleader, Tanjore.
61. G. Ramachandra Aiyar, Esq., Advocate, 1869, West Main Street, Tanjore.
62. R. Ramaswami Aiyangar, Esq., Govt. Pleader, Tiruturaiundi, Tanjore District.
63. B. Ramanajulu Naidu, Esq., 1st Grade Pleader, Tiruturaiundi, Tanjore District.
64. G. Seshadri Ayyangar, Esq., Pleader, Negapatam, Tanjore District.
65. P. Avoodiappa Pillai, Esq., B.A., B.L., Vakil, Vannarpet, Tinnevely.
66. N. S. Subbier, Esq., Vakil, Palamcottah, Tinnevely District.
67. Khan Sahib P. Sharfuddin, M.A., B.L., Advocate, Khalif Mahal, Trichy.
68. B. Veeraraju, Esq., B.A., B.L., Advocate, Vizagapatam.
69. S. Fadmanabhachari, Esq., B.A., B.L., Advocate, Madura.
70. H. Siddaveerappa, Esq., B.A., LL.B., Advocate, Davangere, Mysore State.
71. D. Venkatesaiya, Esq., B.A., B.L., Advocate, Kolar, Mysore State.
72. K. M. Subba Rao, Esq., B.A., LL.B., Advocate, "Chandramouli", Lakshmipuram, Mysore.
73. D. Vasudeva Rao, Esq., B.A., B.L., Advocate, Chickpet, Mysore State.
74. Mahmood Shariff, Esq., B.A., LL.B., Advocate, C. & M. Station, Bangalore.
75. Md. Hanief, Esq., B.A., B.L., Advocate, No. 111, Lubbay Masjid Street, Bangalore.
76. S. Gundu Rao, Esq., B.A., LL.B., Advocate, Krishnavilas Agrahar, Mysore.
77. G. M. Chendrasekhar, Esq., B.A., LL.B., Gubbi, Tumkur, Mysore State.
78. A. H. Ramaswamy, Esq., B.Sc., LL.B., Pleader, Chikmagalur, Mysore State.
79. M. D'Souza, Esq., M.A., LL.B., Advocate, Chikmagalur, Mysore State.
80. P. S. Gonsalves, Esq., B.A., B.L., Central Station, Bangalore.
81. O. S. N. Sheriff, Esq., M.A. (Litt.), Advocate, 149, Commercial Street, Bangalore.
82. K. V. Subramanyam, Esq., Pleader, Kolar, Mysore State.
83. T. B. Rangachar, Esq., B.A., B.L., 184, Commercial Street, Bangalore.
84. Titus G. Lobo, Esq., B.A., B.L., Church View, San Thome, Madras.
85. N. Gopalaswamy, Esq., B.A., B.L., c/o K. S. Jayarama Iyer, Esq., East Mada Street, Mylapore, Madras.

The Indian Roads & Transport Development Association Ltd.

Monthly News Letter

ROADS CONGRESS

Change in Dates and Proposed Exhibition

WE are informed that owing to unavoidable circumstances the dates of the Fifth Indian Roads Congress Session (referred to in our October News Letter) have been postponed by one week. The session will now be held at Calcutta from the 12th to the 18th February 1939. Mr. S. C. Chatterjee, Personal Assistant to the Chief Engineer of Bengal, Department of Communications, Writers Buildings, Calcutta, is responsible for all local arrangements and members are advised to apply direct to him for any details relating to local arrangements.

Providing there is sufficient support from exhibitors it is proposed to arrange for an exhibition of road plant and other things likely to be of interest to members. The site proposed is a space in the Maidan area on Lower Circular Road, near the Institution of Engineers where the Congress will meet. Applications for space should be made to Mr. Chatterjee at the above address as early as possible.

MADRAS BROADCAST

The General Secretary while visiting Madras recently gave a talk on the Radio on the subject of "The future of Road Transport". After analysing the problems, with which the authorities are confronted, both technical and financial, to provide economical roads for both slow and fast moving transport, he proceeded to analyse the implications of the new Motor Vehicles Bill and their effect on motor transport.

BOARD OF COMMUNICATIONS IN CENTRAL PROVINCES

The first meeting of the Board of Communications of the Central Provinces was held on November 21st at Nagpur. The General Secretary, Lt.-Col. H. C. Smith, attended as the nominee of the Association. The meeting recommended the allocation of a certain percentage of the sum available for the widening of the more important roads and the provision of dustless surfaces on roads running through villages.

CENTRAL PROVINCES BRANCH OF ASSOCIATION

The General Secretary while in Nagpur enrolled a number of new members and it is hoped that shortly it may be possible to open a branch of the Association there to deal with transport matters in the Central Provinces.

BOMBAY ROADS

The increasing revenue derived from taxation under the Provincial Motor Vehicles Act and credited to the Provincial Road Fund, shows most satisfactory results. The latest information shows that for 1937-38 Rs. 9,12,915 were credited to the fund which is an increase of Rs. 96,000 over the previous year. The net balance in the fund at the end of March last was Rs. 11,86,650.

The reconstruction of the Bombay-Poona Road, which is to be completed in the next four or five years, it is understood, will be carried out from the Provincial Road Fund. Later the reconstruction of the Bombay-Nasik Road will be undertaken.

BOMBAY BOARD OF COMMUNICATIONS

At a meeting of the Board of Communications held on December 9th particular attention was called by our member to the increase in Ribbon Development in the Bombay Municipal area and the suburbs and the need for some drastic action to be taken to prevent its growth. A demand for financial assistance from the Bombay Municipality to construct a bridge on the main road was agreed to conditional upon some action being taken to prevent Ribbon Development.

PROVINCIAL ADVISORY TRANSPORT BOARD

The Council of the Association has recently made representations to the Government of India suggesting that at the next meeting of the Transport Advisory Council, consideration be given to the question of an Advisory Transport Board being appointed in each Province to advise their Provincial Government on all matters of transport. This is considered necessary, for under the new Motor Vehicles Bill any person

having a financial interest in any transport undertaking, whether as a proprietor, employee or otherwise, is debarred from becoming a member of either the Provincial or Regional Transport Authorities to be set up to operate the Bill. In order that the Provincial Governments may not be deprived of expert advice on these matters the Association is suggesting that the existing Boards of Communications be converted into Boards of Transport and Communications and that a special Transport Subcommittee consisting of members having expert knowledge of transport in the Province be appointed to advise Government on these matters. The branches of the Association may also take this matter up with their respective Provincial Governments.

REGIONAL AREAS

Another matter of considerable importance arising out of the Motor Vehicles Bill is the constitution of regional areas. Under the clauses of the Bill a regional area may not be less than an entire district or the whole area of a Presidency town. The Association, while admitting the desirability of a closer control over and regulation of motor transport, is strongly of opinion that the Regional areas to be set up should be as large as is administratively possible. The branches of the Association have therefore been invited to examine the possibility of their respective provinces being divided into areas, which will cause the least hindrance to the development of motor transport taking into consideration the normal flow of traffic and the geographical and administrative conditions.

LONDON TRAFFIC

The Minister of Health, speaking at a dinner in London recently, referred to the reaction of the unplanned growth of modern cities upon our daily lives.

As an example he pointed out how the internal combustion engine which began by speeding up traffic is now slowing it to such an extent, that in London and other large cities, it is often quicker to walk.

In 1904 the average speed of the bus journey (it was the day of the horse bus) from Swiss Cottage to Oxford Circus was nearly nine miles an hour.

In 1937 the average speed of the same journey by motor bus is nearer 8½ miles per hour.

An interesting experiment recently carried out by a well-known newspaper confirms this unfortunate position. The experiment proved that the average speed of London traffic is back to that of the horse bus. It will drop still further unless a single authority is established with powers over all main routes instead of those now possessed by the many local Councils.

London's daily transport of merchandise and men has outgrown the thoroughfares and nothing will be achieved until an extensive reconstruction of London's road system is carried out.

YUNNAN-BURMA ROAD

In our April News Letter reference was made to the possible opening up of the above all-weather road to link up Yunnanfu, the capital of the Chinese Province of Yunnan, with Lashio, the rail-head of the Burma railways, a distance of 400 miles. The changed conditions in China during recent months has given considerable importance and publicity to the need for the early completion of the work. Rumours are to the effect that the road was completed but owing to landslide during the monsoon it remained closed for a time. Doubtless due to the military operations and the closure of Chinese ports the need of the road as a means of supplying China with goods is of paramount importance and every effort is being made to build a route which hitherto was nothing more than a mule track into a reasonably good motorable road for regular traffic.

ARAKAN-PROME ROAD

Another proposed road construction scheme in Burma is the linking up of the Arakan district with Prome and Rangoon. At present the only communication with Arakan is by sea so that the new road would serve as a valuable additional means of communication and open up a large area *en route*. It would no doubt be a costly construction and would call for serious consideration as to the advisability of such an undertaking at the present time.

ROAD-RAIL COMPETITION

In our last month's News Letter we reproduced a memorandum of the Roads Federation on the above subject. We now learn that the English railway companies are demanding a "square deal"

in being freed from various restrictions, amongst which is the statutory regulation of the charges for the conveyance of merchandise, etc.

It is not necessary to enter into the justice or otherwise of the railway case further than to say that they are up against a form of competition which is taxed to the extent of one-tenth of the British national revenue, that is subject to restrictive regulations to a degree approaching prohibition and most important, that is denied suitable roads upon which to operate and so make the best use of its efficiency and yet can manage to provide a service superior to the rail.

It should be possible for two such vital services, road and rail transport to co-operate to the increased efficiency of both.

MOTOR TAXATION IN ITALY

As from January 1939, there will be no horsepower tax in Italy. The tax has already been partially abolished in Germany and wholly in France. The immediate results in the Reich, where the relief applied only to new cars, are said to have been surprising. Car sales throughout the country doubled themselves in a surprisingly short space of time.

ROAD-RAIL ACCIDENTS

Figures in India in regard to motor accidents are not sufficiently accurate to make a comparison with those on the railways—but the following comparison from England is striking and may be of interest to our readers.

In 1937—21,860 railway engines from movement alone killed 340 persons exclusive of trespassers and suicides. This means one person killed for every 64.29 railway engines running. In the case of mechanically propelled vehicles, however, with 2,938,485 running on the roads there were 5,254 persons killed which works out at one killed for every 559.28 mechanically propelled vehicles owned. Can we assume from this that the railway engine is 8.7 times more dangerous than a motor vehicle?

Taking the argument a step further let us compare it with the actual travel miles. In 1937 railway mileage was 456 millions thus giving 0.7 persons killed per million miles run. For this comparable period road vehicle miles exceed 29,000 million which indicates a death-rate of 0.18 persons killed per million miles. Here again it would

appear that railway travel is nearly four times as dangerous as road travel.

MOBILITY OF INFANTRY

Recent manoeuvres in England show that with the mechanisation of the infantry they now move at 15 miles an hour on reasonably good roads instead of three miles, the average speed hitherto.

ROAD DEVELOPMENT IN INDIA

Mr. T. R. S. Kynnersley, the newly elected President of the Bombay Branch of the Institute of Engineers (India), pleaded for a vigorous policy for the development of roads, so that the trade of the country could be improved, from which the railways would benefit in partnership with others.

He pointed out that roads were falling into disrepair and that the excuse of paucity of funds, was not sufficient reason for the failure of Government to deal with this problem. There were other means of finding finance such as those adopted by other countries.

CENTRAL PROVINCES TAX ON PETROL SALES

In our July News Letter we referred to the appeal made by the Government of India before the Federal Court against the right of the Government of the Central Provinces to levy a sales tax on motor spirit at the rate of 5 per cent. on the value of the sales. The Federal Court has now given its decision in favour of the action taken by the Government of the Central Provinces. This will be welcomed by the Provincial Ministries with straightened resources, several of whom are already reported to be considering the exercise of these powers.

While the Association has been strongly opposed to any taxation by Provincial authorities of a product which is already bearing taxation of approximately 250 per cent. of its landed cost, little can be done under the circumstances. It is however hoped that the revenue derived from such source may be applied to roads—so that the owners of motor transport may at least benefit from this additional burden by the provision of better roads. On the other hand taxation by Provincial Governments of a product which the Central Government looks to for revenues is likely to have an adverse effect on Central Revenues and may result in a falling off of the amounts distributed to Provincial Governments from the Central Road Fund.

(Continued on page 28)

INSTANTANEOUS SUCCESS OF THE ENTIRELY NEW

MORRIS 'EIGHT'



DRIVERS—
PRAISE ITS GREAT PERFORMANCE & ECONOMY
PASSENGERS—
SAY IT IS "AS ROOMY AS AN ORDINARY TEN!"

- 4-SPEED GEARBOX
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- LARGE REAR OPENING LUGGAGE BOOT
- COMPENSATED VOLTAGE CONTROL

Distributors:—

ADDISON & Co. Ltd.
MADRAS AND BRANCHES

Sensational successor to the 'Eight' which sold to nearly a quarter of a million motorists, this new Series E Morris 8 embodies features hitherto completely denied to the 8 h.p. motorist and has an overwhelming advantage in roominess

over every other '8.' Still more remarkable are its performance and economy—even greater than the '8' it replaces! A trial run will convince you what an immense step forward this is in light car motoring.

MORRIS INDUSTRIES (INDIA) LTD.; WORLI, BOMBAY

Safety First

The following draft proposals have been received from the Joint Town Planning Committee of Bombay who invites suggestions and criticisms. Correspondence should be addressed to the Chairman, A. S. Trollip, Esq., Electric House, Fort, Bombay.

Town Planning

Design of Motor Vehicle Fuelling Stations in Relation to Traffic

1. *Siting*—Sites for petrol stations should be sought which will cause the minimum interference to passing traffic, both in turning and visibility.

2. Service stations should not be placed at bends, on corners, nor at street junctions, unless they are set sufficiently far back not to interfere with the flow of traffic or visibility. Service stations on hills should be so arranged as to have reasonably level parking space.

The ideal site, of those which meet this requirement, is one which is on streets free from objectionable gradients for some distance in all directions and that lie practically level or with only a slight up-grade away from the streets. A site of this type has no distractions to the motorists such as trolley lines, traffic aisles, safety zones, or islands.

Sites close to churches, schools, auditoriums, fraternal buildings, and other structures of part-time use are to be avoided.

N.B.—A station located on the outside of a bend is preferable to one on the inside of the bend.

3. No pump should be placed nearer to the street boundary than 20 feet.

4. The Stations should be set back 30 to 40 feet from the highway in suitable places.

The exits and entrances of a large station create traffic equivalent to an average street and if in addition the entrance is blinded by structures it is much worse as a collision point than a street junction. The design and location of filling stations has an important bearing on the problem of preserving amenities.

Where no footpath has been provided the station should be set back from the road line to allow for an adequate footpath. The station opposite the Queen's Statue, Bombay, brings out this point.

5. No building, pump, or other obstruction should be allowed in front of a prescribed building line.

6. In certain respects petrol filling stations are nuisances, as they are responsible for noise, smell, and danger to pedestrians, so that it is of special importance to control their situation and design. If it is desired to lubricate and wash cars, proper arrangements should be made for the drainage of the liquids used. If in the nature of the work a spray is used, it should not be allowed within 50 feet of a residential building. In a properly zoned city, petrol and service stations would not be permitted in residential areas.

7. Stations should preferably be placed on alternate sides of the road to avoid cars having to make right hand turns, thereby cutting across the traffic stream.

8. They should preferably be sited off minor streets with their entrances and exits on the minor street.

Access

1. Entrances and exits should be easy so that vehicles may enter or leave without inconvenience to other entering or passing traffic.

2. Two means of access should be provided—one to be used as an entrance and the other as an exit. Each should be distinguished by an appropriate notice—'IN' and 'OUT'.

3. These entrances should be arranged on the clockwise principle, i.e., the vehicle being on the left side of the road should go IN at the first entrance and OUT of the second entrance.

4. The exit in particular should be sited that both the driver of an emerging vehicle and the drivers of vehicles in the street can see each other in good time.

5. The front elevation of the station should be as open and low as possible, so that the drivers of vehicles passing the station and drivers of vehicles leaving the station can see each other in good time.

Generally

1. Along roads it is desirable that a standard sign signifying the presence of a petrol filling station should be fixed in advance, so that drivers will be advised of the position of the station.

2. Adequate provision should be made to accommodate waiting vehicles

off the highway, i.e., sufficient parking space should be made available within the compound for at least three normal-sized vehicles at the same time. This principle precludes the use of kerbside pumps.

3. The number of fuelling stations should be limited. They should be of simple straightforward pattern, designed to harmonise with the landscapes in which they are set.

No filling station, in any area to which this rule applies, should be permitted by the occupier thereof to be visible unless its appearance is such as not to affect injuriously the enjoyment by the public of any view of or from any rural scenery or any place of beauty or historic interest or any public park or pleasure promenade or any street or place which is of interest by reason of its picturesque character.

4. Advertisements should be controlled and limited to the name of the filling station.

5. The filling station should be kept in a tidy and orderly condition.

6. No visible lamp giving intermittent illumination should be used in or in connection with a filling station.

Plans and Specifications

No person should be allowed to establish or alter the appearance of any filling station unless he has given ample notice of his intention to the authorities concerned. This should be accompanied by such plans, specifications, or other information as may be necessary for the purpose of showing the work intended to be done particularly the following:—

(a) The proposed position of the filling station in relation to any highway or premises.

(b) Any fence, wall, or screen proposed to be used.

(c) The materials of which the filling station is intended to be constructed.

(d) The colours with which it is intended to paint or otherwise colour any part of the filling station.

Terminology

In the memorandum the word 'road' and 'street' have been used in the following senses:—

A road is a highway connecting towns or villages with one another.

A street is a highway in an urban or suburban district which affords principal means of access to abutting property.



*The camera
with the magic circle!*

Voigtlander's new FOCUSING BRILLIANT combines the advantage of the well-known Brilliant Camera—the large, very bright view in the finder, with the advantage of a reflex camera—needle-sharp focussing. The "Magic Circle" allows most exact focussing due to the ground circular screen and the magnifying glass in the Finder-hood. Now there can be no uncertainty about the correctness of focussing: the finder image changes suddenly from being blurred to maximum sharpness. Other attractions: Special optical finder for sports shots 'hold all' including Yellow Filter and Exposure Meter, etc. And above all, a fast lens made by Voigtlander who have been optical craftsmen since 1756.

Voigtar f/4.5 Rs. 130	Voigtar f/3.5 Rs. 144	Skopar f/3.5 Rs. 170	Hellar f/3.5 Rs. 198
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**FOCUSsing
BRILLIANT**



Voigtlander

Traffic News

Issued by G. RADCLIFFE GENGÉ, Publicity Officer, Western India
Automobile Association, or A. S. TROLLIP, Hon. General Secretary,
Safety First Association of India

TRAFFIC LIGHTS ON MARINA

Numerous Methods Available

THE road authorities are considering the installation of traffic signals along Marine Drive. The signals will control both vehicles and pedestrians. How they will be actuated has not yet been decided upon.

Several methods are available: they could be actuated by pedestrians desiring to cross or by the vehicles themselves or by manual control by a traffic policeman or they could be actuated by time, e.g., two minutes open to vehicles and half a minute closed to vehicles or open for pedestrians; or they could be progressively controlled, i.e., the successive signals could be set so as to give a vehicle a clear run through at a determined speed, say 25 miles per hour.

The method of control will probably have to be manual control during times of heavy pedestrian cross-traffic, and automatic control during lighter traffic hours. That active body, the Safety First Association of India, is preparing a memorandum on the subject for consideration by the traffic authorities.

SETTING DOWN OF PASSENGERS

When the kerb outside the shop or office is occupied by parked cars, it is unfortunately the practice to set down the passenger from alongside a parked car, in order to save him or her from having to walk from the nearest space available for parking.

This practice is selfish and wrong and represents an unwarrantable obstruction to moving traffic. The law says, and common courtesy demands, that in setting down a passenger the driver should pull up to within two feet of the kerb.

ONE-EYED CARS ARE DANGEROUS

Cars sometimes appear on the roads after dark with only one headlight on. It is impossible for other motorists to know whether it is the right or left one, until they are almost abreast of the offending car.

Good drivers always carry two or more spare bulbs, so that when one burns out they may replace it and keep their headlights in efficient condition.

DISMOUNTING FROM A CAR

The position of the driver in the majority of cars makes it most convenient for him to dismount from his car by the right hand door. When doing so the careful driver looks right to see whether it is safe before he dismounts and exposes himself to the dangers of oncoming traffic.

Owner-drivers have little excuse for doing even this, for they can dismount from the near-side door. A thinking front-seat passenger would be pleased to make way for the driver to dismount in safety.

CINEMA MANAGERS... DON'T!

The practice which some cinemas have adopted of broadcasting handbills into the street is one that should be stopped. It litters the streets and, what is of more importance, it is a danger for children who rush to secure as many of the handbills as they can.

With children it is a game, but it is a serious potential hazard to other traffic.

DODGING GLARE DISCOURTEOUS

There is only one defence against motorists who ignorantly or discourteously fail to use depressed or swivelling beams as they pass, or who drive with improperly adjusted headlights.

Reduce speed to a standstill if necessary—and concentrate your gaze on the left edge of the road, dodging the full brilliance of the oncoming light as much as possible. Reduced speed also is necessary in order to avoid pedestrians or objects that may not be seen on account of the blindness produced by the glare.

STARTING ENGINES IN COLD WEATHER

Usually the first difficulty encountered by a driver in cold weather is a balky motor with a pronounced tendency not merely to stall but not even to start.

Petrol vaporizes less easily, oil in the engine and grease in the transmission are stiffened by the cold, and batteries, because of the greater demand made upon them, may have a low charge or even be frozen.

The good driver is not put out by these difficulties, states a W.I.A.A. communiqué, for there are satisfactory ways of overcoming them. In the first place, by disengaging the clutch when starting, he spares his engine the burden of turning the transmission gears through oil so stiff that it might be grease. Pushing out the choke, he allows the starter motor to turn the engine over a few times before switching on the ignition. This allows the engine to suck in a charge heavily laden with petrol, which fires more easily when the ignition is turned on.

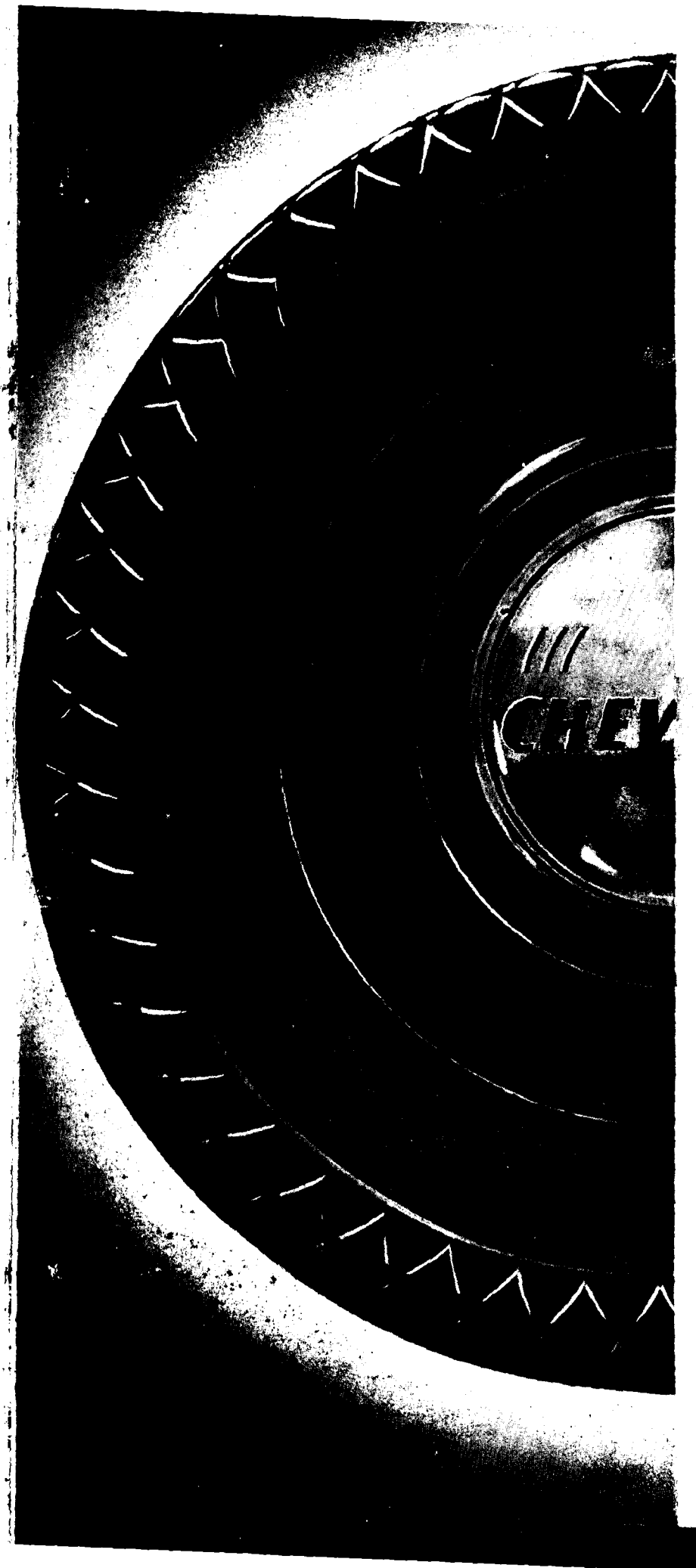
Then, before engaging first gear and moving off, the good driver warms the engine by allowing it to idle a few minutes. He never races the motor. Why? The reason for warming the engine in the first place is to increase the lubricating efficiency of the oil, because with cold oil the friction is greater. If the engine is raced when cold the pistons move up and down very fast in poorly lubricated cylinders. The resultant friction is so damaging that such racing may eventually necessitate expensive repairs. Many good engines have been destroyed by motorists whose impatience has led them to believe that racing the engine is a good way of warming it up faster.

"I'M SOBER ENOUGH TO DRIVE"

You've all heard someone say: "Let me alone. I'm sober enough to drive. I'll just go slow." These words are a sure sign of trouble. For it is not always the drunken driver who causes accidents. The Safety First Association of India states that many serious accidents are caused by drivers who have had just a few drinks—enough to interfere with their good judgment.

The safest rule is: Don't drink if you drive; don't drive if you drink; and, don't ride with anyone who does! In fact—

The drivers who think
They're able to drink
And still can manage their cars,
Can do more harm
With just one arm
Than an army of men from
Mars.

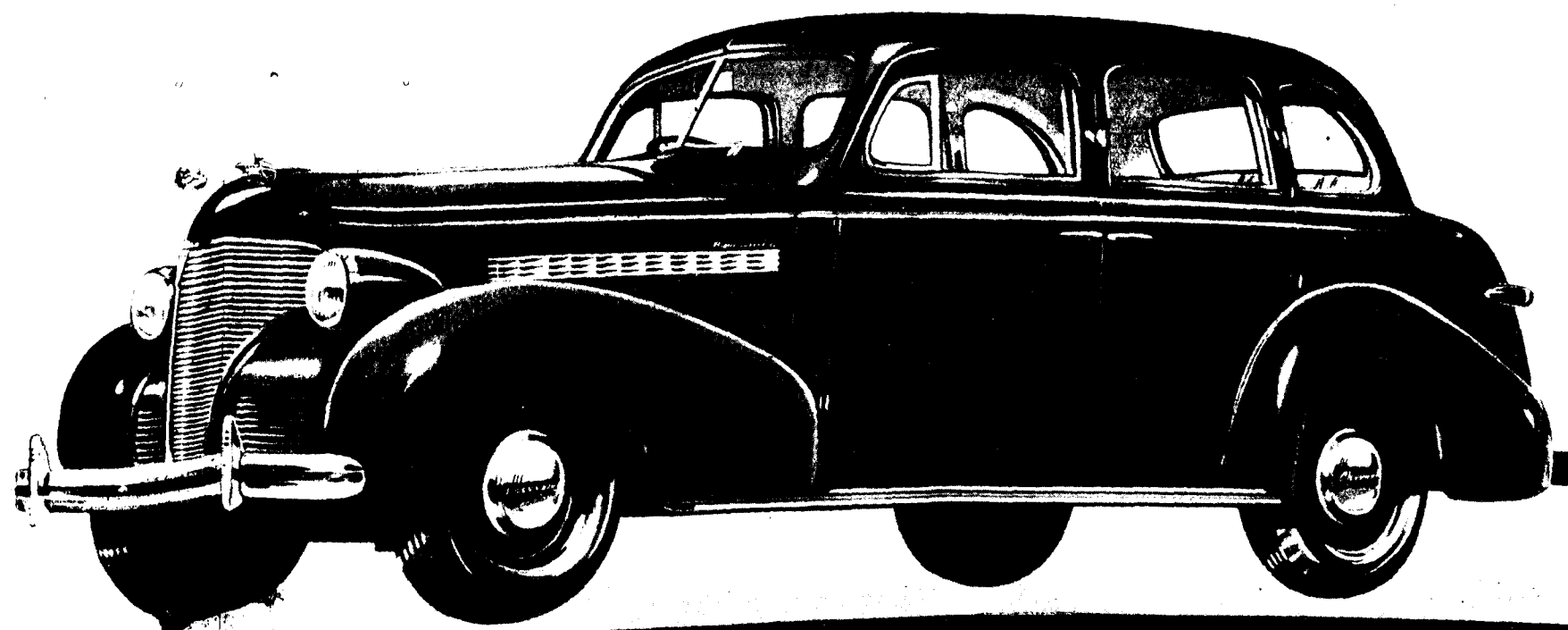


Popularity Counts

Like a beautiful girl, the 1939 Chevrolet is popular everywhere. But its beauty is more than skin deep. It is as beautiful in action as in aspect. It is delightful to drive and handsome to own.

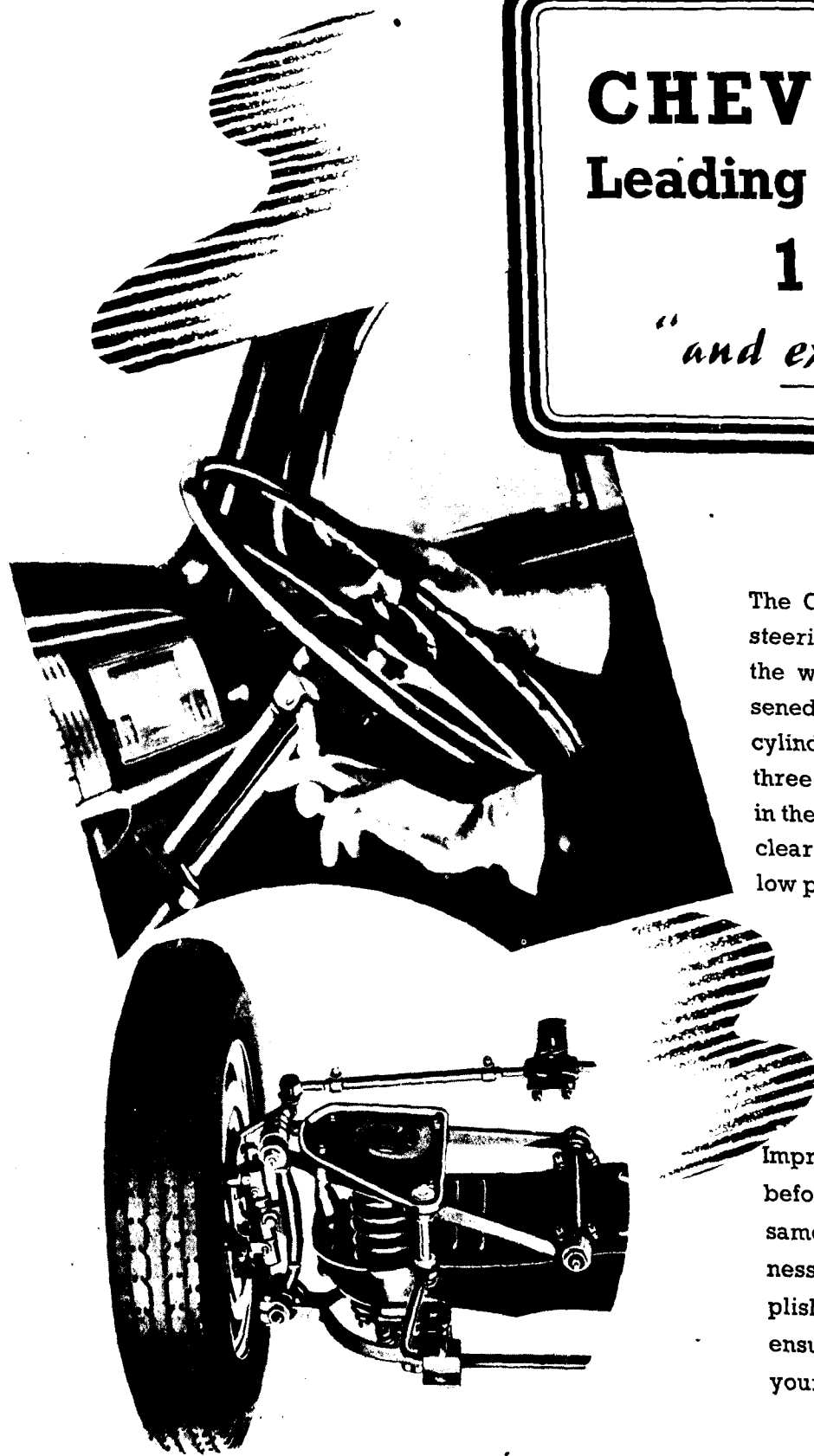
People who said (last year) "Motor car design has reached its ultimate" were wrong. They were a year ahead. For now—in 1939, the Chevrolet, world's most popular car, produces many features which are completely new. The Knee Action suspension has been improved to give the same smooth ride, but greater stability in corners. The gear shift has been promoted to the steering column—leaving the floor space clear. All around, improvements and refinements add to your pleasure and comfort. Yet the price is typically Chevrolet—and competitive.

tomorrow's car
...to-day



CHEVROLET

1939



★
CHEVROLET'S
Leading Features for
1939
"and exclusive too"

The Chevrolet gear shift is now on the steering column immediately beneath the wheel. The manual work is lessened considerably by a vacuum cylinder in the transmission. Now three people can sit in perfect comfort in the front seat, the floor space being clear. Chevrolet De Luxe is the only low price car to have this refinement.

Improved Knee Action. The problem before the Engineers was to give the same smooth ride, but even more firmness on corners. This has been accomplished by means of a stabiliser, which ensures perfect steadiness. Try it for yourself in the 1939 Chevrolet De Luxe.

OWN CHEVROLET
HER MAKE

[January 1939]

KEEP ONE WINDOW OPEN!

Here is a valuable suggestion from the Safety First Association of India: If you keep at least one window of your car open, even if only a little bit, you will prevent fogging of the windshield, avoid getting groggy from foul air, and lessen the danger from carbon monoxide gas which may leak into your car from a defective exhaust pipe.

A good driver uses his brakes as little as possible, say the W.I.A.A.; and the Safety First Association add that he slows down well in advance of the place whereat he wants to stop, allowing the engine compression to slow his car to a speed where slight pressure on the brakes will bring it to a gentle, full stop.

This will save fuel, tyres, brakes, and wear and tear on the entire car.

WEAVING IN AND OUT OF A ROUNDABOUT

Roundabouts in Bombay vary from a small circle, as at Kemp's Corner, to islands enclosing several blocks of buildings, as at the Opera House, or to large enclosures, such as Bhatia Baug near Victoria Terminus. In the layout of a roundabout it is essential to have a length of not less than 100 feet in order to enable vehicles to weave in and out.

In the process of weaving, drivers should give the appropriate hand signals, in good time, to indicate to drivers of following vehicles their intentions; and they should weave in circles or in straight lines according to the configuration of the traffic circle. This applies particularly to slow-moving gharries whose drivers frequently give a signal and act on it at the same time.

PROJECTING LOADS ON VEHICLES Protection and Signalling Needed

Drivers of vehicles who have loads that project beyond the limits of their vehicles, are reminded that they must conform to two essentials: first, they must arrange the loading so that their control of the vehicle is not hampered (this means full visibility to the front and sides and freedom to use the steering wheel and other controls); second, they must keep their loading within the limits of their vehicle, if possible, and if it is not, must arrange for those portions of the load that project to be protected and signalled so that other road users will be protected physically and by way of warning. During the day a clean white cloth with black diagonal stripes placed across the rear end of the projecting load will afford a good indication to overtaking motorists. At night, suitable red lamps placed at the

THE SOUTH INDIA MOTOR OWNER

extremities of the load will serve the purpose. Care should be taken not to obscure the vehicle's rear lights and registered number.

RIGHT OF WAY AT A ROUNDABOUT

Motorists are reminded that traffic circulating within a roundabout, also cars leaving a roundabout, have the right of way over cars entering the roundabout. These rules are simple deductions from the rule "give way to traffic on the right," but apart from this it must be obvious that it is necessary to let traffic within the roundabout circulate as quickly as possible. Drivers who approach Kemp's Corner roundabout, from the seaside, by way of Gowalia Tank Road should wait to allow circulating traffic to get into Pedder Road.

WHY CORNERS NEED CAMBER Dangers of Bad Road Design

Camber was at one time necessary to carry the rain off the road into the drains situated alongside the carriageway; but modern concrete and asphalt roads need almost no camber for this purpose. This refers, of course, to the straight way; but on curves—especially short-radiused ones—camber is still required to counteract the effect of centrifugal force.

This force is always present at curves and tends to push a car over in an outward direction; it is necessary to provide camber to balance this. The amount depends upon the speed of the vehicle. This aspect of camber has not been given the attention it deserves, especially in India's city streets, where street curves are being laid according to a barrel cross section. The same cross section (viz., the barrel) is continued on curves, with the result that a reverse camber is placed on one-half of the carriageway. The effect is sometimes disastrous, for even good drivers unfamiliar with the situation may be tempted to take the curve at such a speed that their cars will topple over. In such cases the road can be blamed as being contributory to the accidents.

Engineers having such situations in their territory would be well advised to signalise "Slow—Reverse Camber," even if this points out to the world that they forgot an elementary fundamental principle in their original design.

LOOK TO THE LEFT OF ROAD AT NIGHT

Motorists who drive at night will be interested in a suggestion recently issued by the Safety First Association of India. When passing other cars at night, the

Association advises, watch the left edge of the road and avoid looking into other cars' headlights. This reduces the period of blindness following exposure to dazzling lights.

KEEP YOUR DISTANCE

It sounds unfriendly, but is just a piece of friendly advice from the W.I.A.A. to motorists. When driving on the highway, the Association suggests, learn to keep a safe distance between your car and the one ahead. This will help to protect you from sudden movements on his part, and will enable you to see the road ahead and prepare for emergencies.

This is one of the safe driving practices suggested by the W.I.A.A. and endorsed by the Safety First Association of India to help you enjoy your driving in safety.

AHMEDNAGAR AND SCHOOL SITING

The Chief Officer and Engineer of Ahmednagar Municipality is to be congratulated on the way he has tackled the question of siting of schools in relation to traffic. He has checked up every item in the memorandum issued by the Joint Town Planning Committee of Bombay and is proposing to take action on the lines indicated therein.

WHEN APPROACHING INTERSECTIONS

Motorists, waiting at an intersection for the proceed signal, are inclined to move up too near to the crossing. They should remember that this is the place and the time for pedestrians to cross the road, and they should therefore wait behind the imaginary line drawn between the buildings on their right or left.

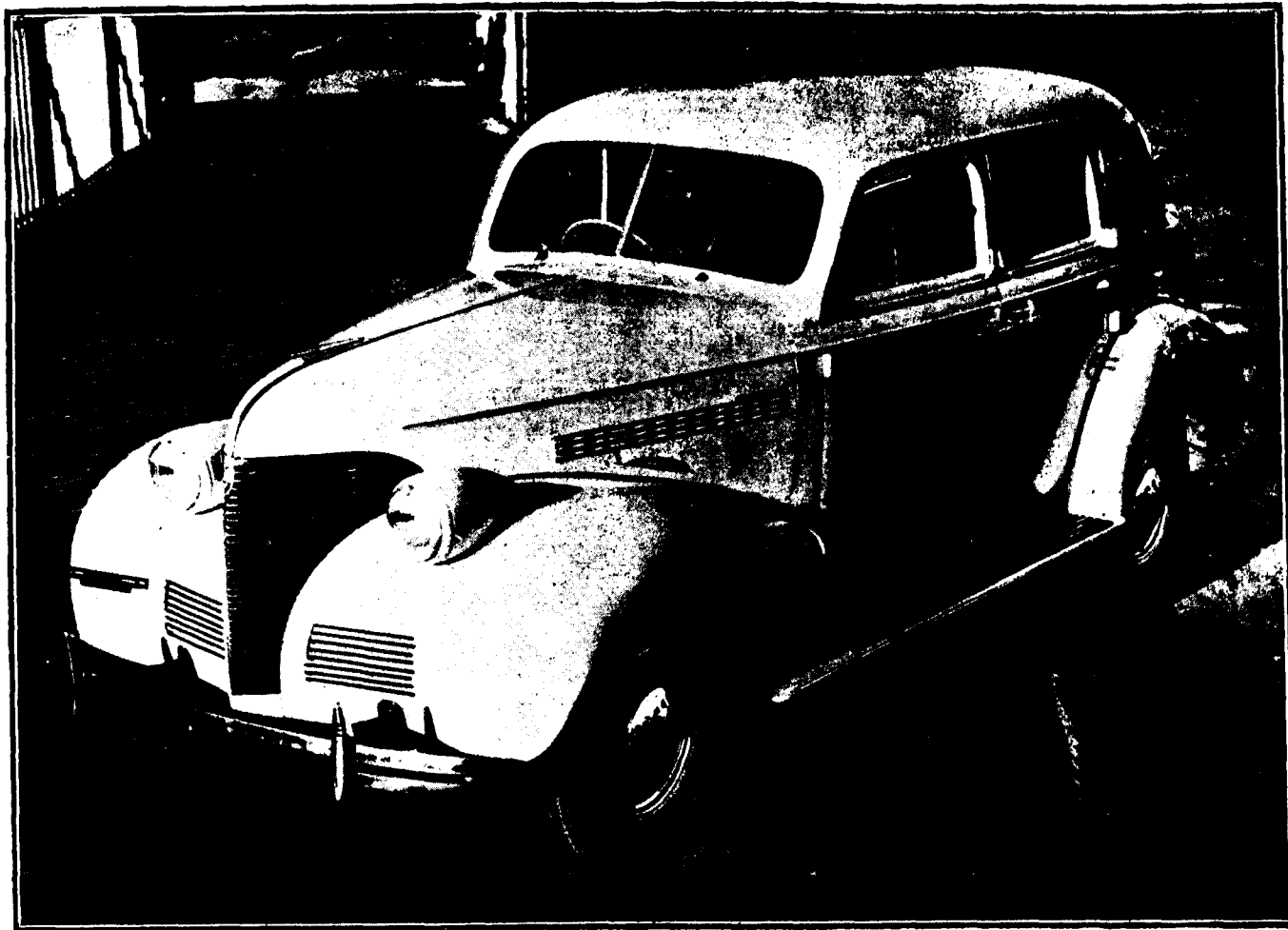
When the traffic authorities in India have more money they will mark such a line on the carriageway, and then there will be no excuse for drawing up behind this line when waiting for the proceed signal.

You can always distinguish a good driver, says the W.I.A.A., by the consideration he shows for other traffic.

BROADCASTING HANDBILLS

A serious danger to traffic arises from the practice of throwing handbills into the streets. Cinema advertisers are the worst offenders, but other firms are following their example. It produces unsightly litter, distracts drivers' and others' attention, and, worst of all, brings children into danger by causing them to run into the street to pick up the scraps of paper. The practice should be stopped.

Fourteen Million People Say "Chevrolet"



"Tomorrow's Car Today"—Chevrolet Master De Luxe 4-door Touring Sedan.

It is only natural that the tens of thousands of Indian motorists who of necessity seek for a car that will give them the most for the least should engage the primary attention of an organisation whose enormous facilities for research, production and service have placed it well in front of the front rank of motor vehicle manufacturers.

And it is because General Motors' Chevrolet cars have for many years led the world in low-cost car manufacture that they have been able to produce for 1939 a still better unit in dozens of substantial respects than any of the remarkably efficient Chevrolets hitherto put on the roads of the world.

Not without reason has the 1939 Chevrolet been launched in India, as overseas, as "Tomorrow's Car Today," for external and mechanical improvements give this unbeatable price-leader an even greater pull over all other cars, irrespective of name or origin, than ever before.

Mechanical innovations usher in brand-new concepts of safety, comfort, performance and operating ease, with a host of time-tried Chevrolet fundamentals. Two series of superb cars are the vogue—the De Luxe and Master, identical in the basic design and construction of bodies, engines, transmissions, clutches, rear axles and brakes.

The De Luxe features a completely redesigned independent front suspension; springing has undergone sweeping revision, resulting in the smoothest of riding, positive control and unimaginably easy steering.

An improvement destined to mark an epoch in motor car engineering is the gear-shift mechanism in De Luxe models. This, by a flick of the finger, and without taking the hand from the wheel, now performs all the operations hitherto carried out with the conventional gear-shift lever. With the latter now replaced, there is a clear floor and ample

space for three people in the driving compartment.

Improvement comparable with that resulting from Chevrolet's original adoption of the revolutionary knee action device in 1934—five years before any other manufacturer—is the improved knee action riding system on the new De Luxe models. This advance embodies a whole system of co-ordinated units, scientifically balanced, and which enable the car to negotiate the very worst type of roads with the smoothness normally experienced only on firm and level concrete or macadam roads. This innovation alone represents years of work by General Motors' engineers. It is not found on any other car in or near the Chevrolet price range.

Numerous mechanical improvements throughout the chassis contribute their due part towards making Chevrolet the most advanced car of the year. Clutch, transmission, rear-axle, lubricating and

(Continued on page 28)

"BUSTLING THE BUSES!"

SRI GOPALAN
K. SRI BALASUBRAMANIAM MOTOR SERVICE,
KOILPATTI.

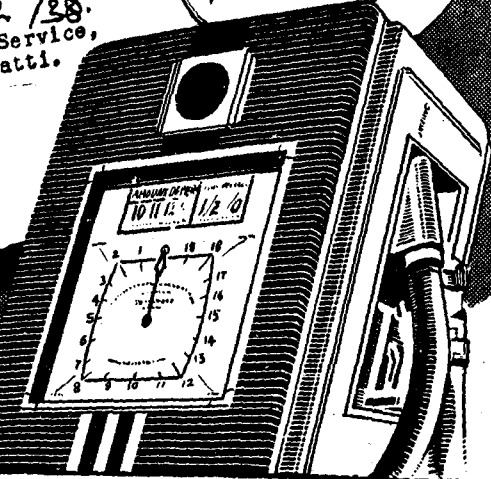
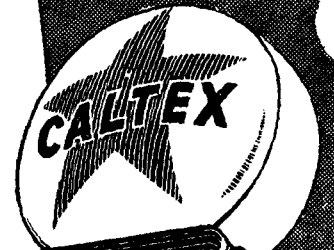
PROPRIETOR:
T. G. MANAGASAPATHIA PILLAI.
Member, Tinnevely
District Board

Tuticorin,
Date 12th Novr. 1938

Part 8
Sec: 7
Page 3

A large number of our buses have been taking "Caltex Petrol" from their pumps at Tinnevely and Tuticorin. We are entirely satisfied with the service obtained. We have found the Petrol to be of high quality and it insures uniform and maximum power.

K. S. Balasubramaniam
MANAGER. 12/11/38.
K. Sri Balasubramaniam Motor Service,
Koilpatti.



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Egypt for Motorist

A Tour Round the City

By V. T. Brennan, M.B.E.

CONTRARY to a view sometimes expressed by visitors who have paid only a hasty visit, Egypt is an excellent country for motoring, and motorists who are contemplating either a short or a lengthy stay will be well advised to consider the possibility of adding to their enjoyment, either by bringing their own car with them or by hiring one on arrival.

It is not an expensive matter to ship a car from England, the cost of freightage in some cases being as low as £10, and the formalities attendant upon entry into Egypt are no more formidable than those involved by importing a car from Great Britain into, say, France or Germany. The Royal Automobile Club of Egypt will gladly arrange for its uniformed attendants to facilitate matters at the port of entry if the Secretary-General of the Club, whose headquarters are in Cairo, is given reasonable notice. If preferred, reliable cars can be hired in the larger cities, either for specific journeys or for a period.

The motoring itself is of two distinct kinds. There is the motoring in the Delta or cultivated area of Egypt, which lies, broadly speaking, within the triangle formed by Alexandria, Port Said and Cairo.

Petrol is easily obtainable, the Shell or Vacuum Companies having their agents in even the smaller villages. In such circumstances the "benzine," as it is called, is usually supplied in non-returnable four-gallon tins.

In the towns there are service stations as smart as anything in Europe, and, of course, there are numerous garages, one or two among the more reliable being under English management.

An excellent all-round impression of every type of Egyptian scenery can be obtained by a traveller who decides to do the journey from Port Said to Cairo by car, a distance of about 140 miles. For the first fifty of these there is a perfect tarmac road running along the Suez Canal, as far as Ismailia, which is one of the prettiest towns in Egypt, with beautiful gardens. Thence the

route leaves the Canal and passes through the Biblical land of Goshen. All around is desert, relieved only by the green strip of verdure for a few yards either side of the picturesquely named Sweet Water Canal. The end of this section is reached at Tel-el-Kebir, the scene of a famous battle in 1882. Hereafter the scenery changes entirely—the crowded Delta is entered. The mud-track, well defined and well sign-posted, passes through cotton-fields, through maize, through groves of date palms, through the narrow streets of villages, with names like Shibin-el-Kanater. Cairo is finally entered by a broad, well-lit and flower-decked avenue, with one-way traffic—an entrance which will vie with that of any European city.

This, then, is a brief account of one kind of motoring to be enjoyed in Egypt. The other, altogether of a different type, is desert motoring. This may vary from the important expedition occupying several days when it is necessary to travel self-contained, carrying supplies of petrol, food and water, and to the one-day there-and-back trip. In either event it cannot be too strongly emphasised that at least two cars must travel in company—and keep always in sight of each other—if the occupants intend to go beyond easy walking distance of civilization. Otherwise the possible consequences in the event of a breakdown may be serious.

The fun of motoring in the desert is like that of sailing a ship at sea. Sometimes there is a track—often there are many tracks, and it is difficult to know which one to follow. Steering may be by landmarks, in which event the presence of someone with a previous knowledge of the route will be an advantage, or it may be by compass or just the sun.

Then there is the question of the surface to be negotiated. This may be hard sand or soft sand; incidentally, there is much of the latter in the immediate neighbourhood of the Pyramids. The desert can be gravelly or stony or even rocky; in fact, there is a great variety, and nice judgment is accord-

ly called for in driving and in picking the way, which all adds to the fun and excitement. It is quite possible to get stuck for a few minutes in a patch of soft sand, and an hour later, when experience has been gained, to traverse a much more difficult stretch without stopping. Of course, the desert motorist carries a shovel for digging out purposes, and something in the way of planks, or a roll of wire netting, for use when the going is really bad.

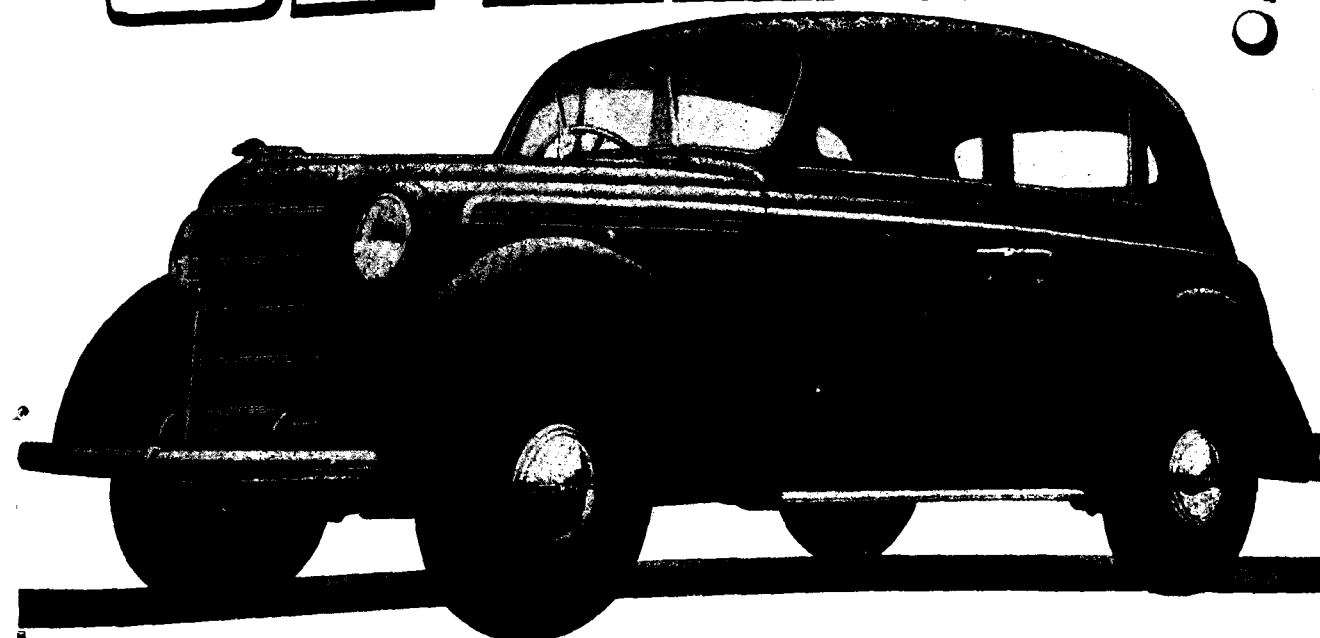
Much of the thrill, and some of the scenery to be enjoyed on a real expedition, can be obtained without, perhaps, the hard work sometimes involved by making the eighty-mile trip from Cairo to Suez. However, this trip is sufficiently interesting to deserve a short description. After a few miles in the suburbs of the capital, the route passes between the palace-like buildings of Heliopolis, whence a steady climb begins out of the valley of the Nile on to the plateau of the Arabian Desert. All around is wilderness—perhaps there is a mirage in the mid-distance suggesting, falsely, the near presence of water, whereas there is none closer than the Nile. Half-way to Suez, high up on a neighbouring hill, is the ruined palace of Dar-el-Beida, an excellent spot for a picnic, with views over a colossal distance.

It is a wonderful experience to reach the end of the desert plateau towards evening and commence the long descent to Suez.

In the foreground are the last fifteen yellow miles of the Arabian Desert. In the background is the long line of the hills of Sinai glowing pink in the setting sun. And in between is an intensely blue line—the end of the Gulf of Suez, which constitutes the northern end of the Red Sea and the southern extremity of the Canal, which we last saw while driving from Port Said to Ismailia.

The return journey may be made via Ismailia, thanks to the splendid road which now runs the whole length of the Canal.—(I.R.I.B.).

The *NEW* OPEL 10!



THIS brand new Opel 10 Kadett, with redesigned front end and many improved body and engine features, is the last word in motoring economy. Available at the world's lowest cost for a car of this class, the Opel 10 embodies all the features of a General Motors car—Knee-Action front springing, All-Weather Ventilation, Super Hydraulic Brakes, and All-Steel body. Both the Sedan and the Cabrio-Coach models develop 27 h.p., and have a 92" wheelbase. Start saving with an Opel from this month.

Other New OPEL Models are

- OPEL 12 Olympia Sedan.
- OPEL 12 Olympia Cabrio-Coach.
- OPEL 16 Five Passenger Super-Six Sedan.
- OPEL 16 Five Passenger Super-Six Cabriolet.

THE OPEL IS A GENERAL MOTORS PRODUCT

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T. V. SUNDARAM IYENGAR & SONS LTD.,
Goods Shed Street, Madras
UNITED MOTORS (Coimbatore) LTD.,
United Motors Buildings, Coimbatore

Unnecessary Hooting of Horns

City Police Drive Against "Nuisance"

UNNECESSARY hooting of motor horns will be an offence in the city hereafter.

The City Police have decided to have a week's concentrated drive against such nuisance towards the end of this month.

The Commissioner of Police, Madras, it is understood, has issued a circular to Police officials in the City drawing their attention to the "great deal of unnecessary sounding of motor horns in the City which must be stopped".

"In no circumstances," he says, "should a horn ever be sounded continuously. Short separate notes alone should be sounded".

Police Officials have been directed to pay particular attention to such "rapidly developing nuisance" and note the numbers of all cars, the drivers of which offend in that respect.

Extra Work for Road Organizations

Thousands of Inquiries at Head Offices

A WEEK or more of wintry weather, with motorists, undecided whether or not to brave the Arctic-like conditions, urgently demanding the latest road bulletins, threw upon the motoring organizations a large amount of extra work at a particularly busy holiday season. So many people tried on Christmas Eve to telephone for information that every available line had to be brought into use; even then there was often considerable delay.

The method of collecting and distributing news about the state of the roads is comprehensive. That in use by the Automobile Association is as follows:—Patrols first get in touch by telephone with a "pivotal point" box—a central box for a small area which is constantly manned while patrols are on the road. Their reports are then telephoned to the area office by the point patrol, who gives the A.A. code number of the road, visibility, in case of fog, and other relevant information. These area office reports are collated and telephoned by private lines to other offices, those at the London headquarters, at Birmingham,

and Manchester acting as "clearing houses" and passing on detailed statements in such a way that every office has information about conditions in other areas.

If there should be widespread fog, or generally bad weather of the type experienced over the Christmas holiday, all offices have details of a patrol's report within a few minutes of the man telephoning to his pivotal point. If fog, frost, or snow occurs outside the usual business hours, the patrol telephones to the London headquarters, where an emergency service is in operation throughout the 24 hours and passes on the information to members who telephone or call.

Convoys in Fog

Fog is probably the motorist's greatest enemy. Where roads are ice-bound, or flooding has occurred, he can obtain advice as to alternative routes; in fog he is often helpless. The patrols come to his aid by lighting fog flares, if visibility becomes very bad, at important road junctions or boxes, and directing traffic by this light. They are also able, owing to their excellent knowledge of roads on their beats, to lead convoys of cars on their motor-cycles until visibility improves, or until they can hand over the convoy to the next patrol. Convoys of as many as 20 cars are frequently led in this way. The patrols, aware of the conditions in their own districts, can obtain information about other parts of the country from their area offices in a few minutes. They are thus able to advise members of the extent of the fog, alternative routes, or places at which to stay if it is thought inadvisable to proceed.

At the offices maps are kept up to date in colours as the information is received and lists of roads affected are distributed to specially trained staffs who are detailed to answer inquiries. In cases of bad fog more than 8,000 telephone calls have been received in a day, and over 3,000 at night have been put through to the emergency service. These figures were largely exceeded during the bad weather just before Christmas. Changes in conditions are notified immediately by patrols and information is disseminated in the usual way, so that the latest information becomes available to inquirers.

Of the 10,000 patrols which the association maintain on the roads a certain

number are for emergency purposes, and during bad weather telegraph information early in the morning to the head office before the other patrols are on the road. This information is amplified, confirmed or altered if necessary by the reports which come in in the usual way when the ordinary service starts.

Normally on Christmas Day there are no patrols on duty, except in Scotland, but this year some had to be detailed for certain main roads, so that the emergency service could be supplied with information.—*The Times*.

THE MAN IN THE NEWS TO-DAY IS THE

A.A. Scout

What happens when you telephone the A.A.—as thousands did yesterday—to find out road conditions on your chosen route? Here is the scene at Fanum House, London headquarters of the Automobile Association, described by

A. B. AUSTIN

"WORST since 1917," said the road manager as we stood in the road office.

In front of us was a great map of England with fresh markings straggling over it. Round us were men with telephones and writing pads. They listened and listened, snapping out a word now and then, scribbling as if their hands were palsied.

I picked up an extension earphone. From the Devon area office of the A.A. came laconic words in code. At high speed they were written out, decoded, and six copies sent through to headquarters.

Pouring In

That was only one of thousands of messages from all over England. On every main road A.A. Scouts were phoning their area offices, telling in brisk phrases the story of the worst traffic snow-up for twenty-one years.

From the area offices the messages were pouring in to Fanum House. From Fanum House they were going out again to B.B.C., Press, and private motorist.

We went upstairs to watch the other half of yesterday's busiest staff. They also sat at desks with telephones. Normally, when you phone Fanum House to ask for the condition of a cer-

tain route, a branch exchange operator looks round the room, discovers an official with his 'phone idle, and plugs you through to him.

Yesterday that system broke down. Six thousand 'phone calls came in on 70 lines. The branch operator did not need to look round. No 'phones were idle. They had not been idle since 6 a.m., and questions had been coming in all through the night.

The Great Map

As soon as an official replaced his receiver, he lifted it again. In front of him were copies of reports from the thousands of scouts. The great map, like the map in the roads room, kept changing all day. The markings on it altered, ringing round words—"eastern area 4-6 inches frozen snow," and other variations of the same tale.

Again I listened in. You were clamouring—"can I get through to Eastbourne?" . . . "what's it like round Amesbury?" . . . "do I need chains going to Beckhampton?" . . . can I go here, is it safe to go there, what's it like, what's it like, what's it like?

Most of the callers were just starting their Christmas holidays. They wanted to go to their homes, or to hotels in the country.

In a quieter room, the Public Relations Officer and his staff were pouring out information in a different way—to Broadcasting House and newspaper offices.

Roads, hills, drifts, ice, frost, snow—messages going in and out all day and all night. And at the centre, in a sound-proof room, a row of girls working frantically at a switchboard, heads bent, fingers fluttering, switches clicking.

From time to time, one would rise and go to another room and rest. Another would take her place. You can only work at that pace for short snatches of time.—*Daily Herald*.

A.A. "Snowed Under"

TO-DAY A.A. headquarters in Leicester-square had their busiest time in their 33 years' experience.

An estimate was that up to one p.m. they had had 10,000 effective calls. How many more motorists tried to get through to them and failed will remain a mystery.

Hundreds drove to the headquarters to make their own inquiries.

The one question seemed to be, "Can I get through to—?"

A big map is in one room, and every few minutes marks were made to indicate the condition of each mile of the roads covered by the Association.

Road patrols and area headquarters were ringing every few minutes with code messages to indicate whether routes were passable.

On many of the trunk roads chains were advised. But there are now few really bad snags in England and Wales. No one would speak for Scotland.—*The Star*.

Broadcast by the Secretary

3-30 p.m., 29th December, 1938

GOOD afternoon, everybody! Will you please stand by for half a minute to make sure we are all connected?

Good afternoon again, everybody! I am speaking from Fanum House, London, and I do hope that my voice will reach somewhere about one thousand of the indoor staff of the A.A. stationed at Fanum House, London, Birmingham, Manchester, Leeds, Liverpool, Nottingham, Bristol, Cardiff, Exeter, Guildford, Reading and Southampton—and I won't keep you long.

We are just at the close of 1938 and at the beginning of another year, and I want to express my earnest hope that, despite the bad weather conditions, you all had a most enjoyable Christmas, and to send you—everyone of you, individually—my warm personal wishes for a happy and prosperous New Year.

I won't dwell upon the difficult times through which we have all passed during 1938—much better to keep on an optimistic note—and even as our great Show has maintained its high position, its membership and its prestige during a most difficult and trying year, we will all look forward to a still larger measure of progress in 1939.

We have finished on a very high note. You all know only too well that conditions on the roads during Christmas were the worst for many years. It became obvious just before the holiday period that scores and scores of thousands of

our members would not only call upon us, but would rely upon the A.A. to give them up-to-the-minute advice upon road conditions in any part of the country. Over fifty loyal members of our indoor staff volunteered to give up the holiday weekend to provide that service and I feel warm with gratitude and thanks to them.

Again, the devotion to duty by our splendid road patrols, many of whom remained on duty late in the night of each day, helping members through the snow and ice-bound roads, is beyond praise. They, of course, cannot listen to me this afternoon, and our deep appreciation and thanks will be conveyed to every officer and man.

Word has gone all over the country through the medium of the press about the splendid work which was done.

Now these figures are worth listening to:—On Monday of last week over 8,000 members telephoned for road information; on Tuesday we had again about 10,000 calls; on Wednesday 12,000, and on Thursday somewhere about 15,000 and we are advised by the Whitehall Exchange that on the Friday before Christmas some 20,000 members made contact with Whitehall 1,200, that is our Head Office number, with its 70 odd extra lines, and that was not the end, because, during the holiday period, where the regular Emergency Staff at Head Office—you know that everyone in the A.A. individually helps—where, as I say, that staff was augmented by volunteers from departments and assisted by lady telephone operators—thank you ever so much, you dear ladies—over 14,000 telephone calls were received here in London and duly dealt with.

It may safely be said that, but for the untiring and unselfish work put in by the A.A. staff throughout the country, the traditional journeys of our members to their relatives and friends for Christmas would have been impossible, at any rate, by road. I would like to add that we were backed up magnificently by the Post Office telephone staffs, and I have to-day sent a personal letter of thanks and appreciation to the Postmaster-General.

Oh, I am so proud of you—thank you! A very happy New Year.

Good afternoon, everybody.

Motoring in 1939

New Year Resolutions for Drivers

The following "Do's and Don't's" which should be read in conjunction with the Highway Code are commended to motorists as fitting "New Year Resolutions" by the Automobile Association.

- DO, particularly in populous areas, keep in your line of traffic.
- DO anticipate that the vehicle in front may suddenly pull up, either due to a mechanical defect, approach to a pedestrian crossing, traffic light or controlled point.
- DON'T be so near to the vehicle ahead that you have to pull up suddenly thus running the risk of the vehicle behind running into you.
- DON'T leave your vehicle on the carriageway or in a garage in a position where it may be bumped into by another road user.
- DON'T attempt to correct faults in other road users—that is a matter for the police.
- DO, if another road user looks at or speaks crossly to you, refrain from feeling resentment but ask yourself what was the cause.
- DO drive always with that courtesy which everyone hopes and expects to receive from others.
- DO, keep your vehicle under such control that when an emergency arises you have room in which to manoeuvre.
- DON'T attempt to make up time under unfavourable conditions.
- DON'T park on the offside of the carriageway, especially after dark.
- DON'T use the horn unnecessarily, or show impatience when held up in traffic.
- DO observe pedestrian crossings and be prepared to pull up at traffic signals.
- DON'T pull out without first making sure that it is safe to do so.
- DON'T open the offside door before seeing that the road is clear.
- DO allow ample room when overtaking, especially when overtaking cyclists.
- DON'T take risks.
- DON'T be irritable or show irritation.
- DO give signals at the right time.
- DON'T allow "get away" to prevent you from giving way.

It's
really
quite simple

To remedy cylinder wear—by having "CENTRICAST" Liners fitted. They're so tough they do away with wear trouble and what is more to the point, they enable the engine to maintain maximum efficiency over a far longer period than any other form of reconditioning could ever do.

Cut out any possible future wear trouble and resulting dismantling and overhaul costs by fitting "CENTRICAST" Liners.

Solve the loose valve problem by fitting "CENTRI-LOCK" Valve/Seat inserts. Utilising the elastic properties of cast iron—they're definitely immovable.

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BOMBAY, P. O. Box 443

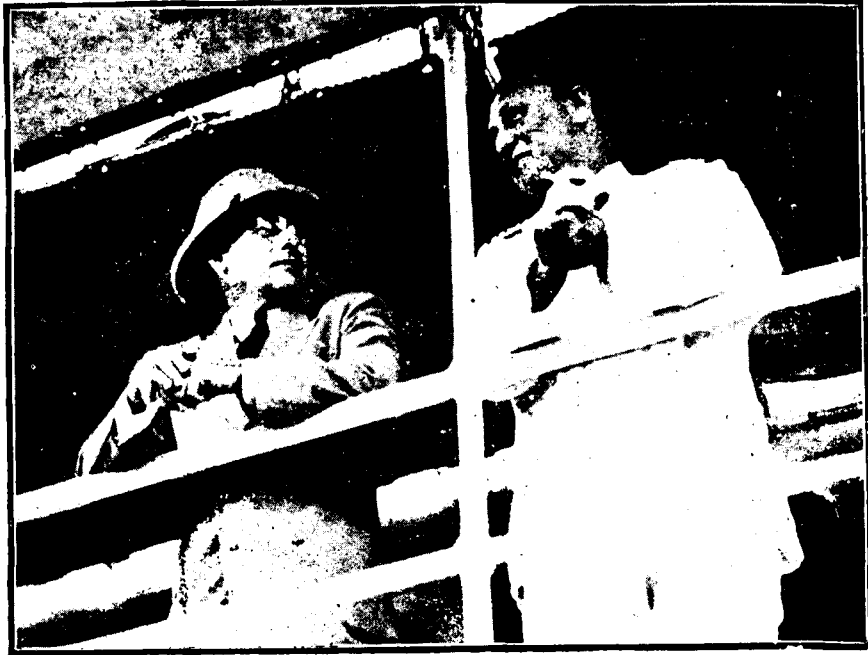
Calcutta Office: Fairlie House, Fairlie Place,
P. O. Box 2115



1. Tirupati Hills. 2. The "Mahal"—Chandragiri. 3. Part of Old Fort—Chandragiri. 4. Between Chandragiri and Chittoor. 5. Between Chandragiri and Chittoor. 6. The Fort—Vellore. 7. The Fort—Vellore.

Caltex Entertains on One of the World's Largest Oil Tankers

"M. S. China" Visits Bombay



MR. PINCKARD AND CAPT. KROGER.

THE transportation at one time and in one hull, of six million and fifty thousand gallons of oil is a storage and freightage achievement possible to very few single deep-sea vessels in the world—and one of them is the new 10,781 ton oil tanker, "M.S. CHINA", owned by the Caltex Company.

This, the second biggest oil tanker in the world, came to Bombay this week en route to Bahrein from Australia. A number of prominent local businessmen enjoyed both a technical and social tour of this up-to-the-minute tanker. Built in 1938 for the California Texas Oil

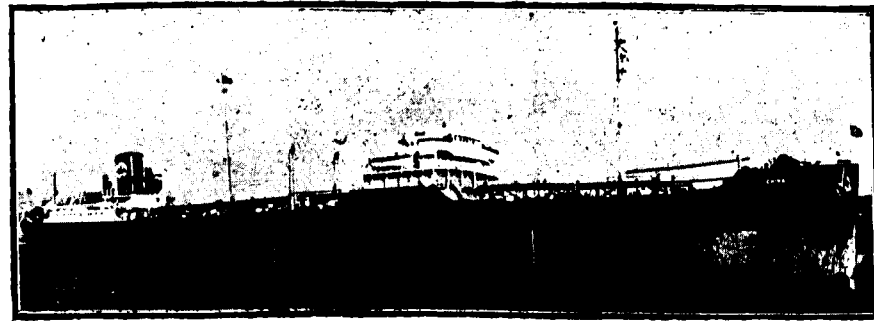
Company, and registered at Panama, the "M.S. CHINA", manned by ten officers and a crew of thirty-five men, has a length of 515 feet, beam 68 feet and

depth 39 feet, with gross and dead weight tonnage of 10,781 and 18,000 tons respectively. Its twin diesel engines develop 4,600 h.p., give a speed of twelve knots and cover 325 sea miles per day.

Its colossal storage capacity of Caltex oil still leaves spacious room for very fine crews' quarters and luxurious accommodation for Captain Kroger and his officers and engineers, to say nothing of a well-equipped hospital on the top deck in the stern.

Incidentally, this visit to Bombay was Captain Kroger's first trip ashore for over fourteen months. His oil tanker is invariably docked early evenings, and from 7 p.m. till 7 a.m., when discharge takes place, Captain Kroger is all but literally tied to his ship.

On Tuesday, the 10th January, Mr. Pinckard, Vice-President of Caltex (India) Ltd., with staff principals and a number of dealers—in all about 150 guests—were taken over this great tanker from bow to stern and afterwards entertained by the captain in his private lounge.



M. S. CHINA.

"Ovrhaul"

Overhauls Motors

A Modern Scientific Invention

IN a previous number, we described our experience on the use of the product "Ovrhaul" now sold throughout India. Since then, the distributors of this American product have placed before us certified copies of various testimonials given by dealers, firms, institutions, research laboratories and individual users all of which show that the product contains no mica, graphite, nor any other petrol-saving dopes, or other materials harmful to the finest automobile. The product contained in this compound, we are informed, is a mineral having special qualities scientifically refined and compounded under special process with particular oil and marketed in handy collapsible tubes, the contents of which is sufficient to treat any car up to 30 h.p. The product is applied to engines with the aid of a rubber tube supplied with the product. It is introduced into combustion chambers through the spark plug openings, as per instructions furnished. A sample of the mineral used has been sent to us in

a raw state and we find that on the application of heat it expands considerably. The manufacturers claim that this product, after being applied to motors through spark plug openings gets into the scores of the cylinder walls, settles behind the piston rings and when heated under the heat from the motor it forms a pliable cushion to the piston rings and gives a mirror-like surface to cylinder walls. At the same time it seals the leakage of oil and petrol caused by wear of piston rings and cylinder walls. The lost compression of the engine thus being restored, the engine gets new power, and runs smoother.

Much depends on the results obtained by the careful manipulation in introducing the product into the engine. The directions should be carefully followed as otherwise there will be a wastage by the composition being thrown out through the exhaust pipe. Although the process is simple and the actual installation is done within thirty minutes with an ordinary plug spanner, we must caution

motorists against the installation by people having no knowledge of motors. The sale of the product itself under money-back guarantee—refund of price paid if compression in engine is not increased—must go a long way to prove the worth of the product.

Taking into consideration the time involved and inconvenience caused by laying motors in garages for the purpose of changing rings, pistons and reboring cylinders, at a heavy expense of Rs. 150 to Rs. 200; this amazing method of mineral plating the motors and restoring compression with "Ovrhaul" at less than the cost of spark plugs, is well worth a trial by all motorists, as after all the price is only Rs. 10.

Various copies of testimonials and certificates as also test reports of "Ovrhaul" showing the results and effects of "Ovrhaul" have been placed in our hands, and we shall deal with them on their individual merits if the readers express a desire to have further particulars on the subject.

Balanced Ride on the Road

IN the phrase "Balanced Ride" can be summed up the requirements of modern motoring—quietness, flexibility, ease of control and effortless performance. The design of the engine is, of course, of great importance, and in Armstrong Siddeley cars aero-engine experience has played its part.

Most impressive is the complete silence of the engine when idling in traffic or at its maximum revolutions.

A flow of even power so perfectly balanced as to create an absence of mechanical energy, it is a sensation which can be appreciated only by those who experience it.

First and foremost, there is a balanced take-off. Second gear having been pre-selected and engaged by a light movement of the gear change pedal, the car

glides forward on the depression of the accelerator, as the automatic clutch smoothly engages. The increased power of the engine at low speeds is responsible for an extremely rapid get-away.

The "Balanced Drive" allows the car to be run up to the maximum speed of any of the intermediate gears. One can imagine the effortless acceleration which is thus attained. On the other hand, there is just as smooth a pick-up at the lowest speeds on the higher gears. The car can be driven at walking pace on top gear, and will pick up and accelerate right up to its maximum without falter or hesitation. So, it will be seen that "Balanced Drive" gives a complete flexibility on all gears. Miles of give-and-take traffic can be negotiated in third gear alone. In thick traffic, owing to balance in the lower gears, one can literally creep about without the slightest

sound or fuss. The automatic disengagement and engagement on the centrifugal clutch as the engine revolutions fall and rise is ideal in traffic work. Every change of gear is perfect. The bands of the epicyclic gearbox are adjusted with a predetermined amount of "slip", which effectively prevents any gear engagement shock.

The car has a delightful feel on the road. Steering is keenly accurate, the braking very responsive and the new suspension is such that the car seems to float along without any excessive rise and fall.

The Armstrong Siddeley is indeed a most effortless car to drive—and most comfortable to ride in. Of this there could be no better proof than the absence of fatigue which is experienced at the completion of the longest journey.

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THE OCEAN ACCIDENT & GUARANTEE CORPORATION LTD.

KARACHI :—New Forbes Buildings

MADRAS :—169, Popham's Broadway

Monte Carlo Rally

ENTRIES are now pouring in for the 1939 Monte Carlo Rally, which begins on January 17th, and the organisers report that the number of enquiries has already exceeded that of the same date last year, especially those from England.

The outstanding success of Ford entries in the last Monte Carlo Rally is probably responsible for the large number of competitors who will be driving Ford cars in the 1939 Rally, and although the final entry list has not

yet closed, there are already nearly 20 Ford entries.

Driving for the first time in this Rally, Miss Amy Johnson, who, it will be remembered, was unfortunately prevented at the last minute from starting last year, will be at the wheel of a Ford V-8 starting from John o' Groats. Another driver, however, the veteran rallyite, Mr. J. W. Whalley, will be making his tenth appearance in this event, and will drive a Ford V-8 from Athens.

Of particular interest to the small car owner will be Mr. T. H. Wisdom's entry of a Ford "Eight" also starting from Athens. This route is generally considered to be the most difficult in the Rally and it will be interesting to follow the progress of this low priced 8 h.p. unit.

Among the other Ford entrants, Mr. A. C. Scott, driving a V-8 from Athens, will be remembered as a regular competitor in this event.

(Continued from page 12)

This must be guarded against at all costs and it is hoped the Provincial Governments will bear this in mind before following the example of the Central Provinces Government.

INTERNATIONAL ROADS

We have already referred to the through London-Istanbul road which is nearing completion and will serve as part of a future road to India.

North and South Africa is also likely to be linked by road in the not very distant future. In this connection the French authorities now announce that work will begin shortly on lengthening what they claim to be the longest direct motor track in the world, that from Algiers via Karno across the Sahara to Fort Lanny, south of Lake Tchad.

The road is at present 2,770 miles long and will now be prolonged a further 1,000 miles. Long distance travel by road as a result of better roads and better cars is becoming more common.

To further these objects it is intended to form an African Federation of Automobile Associations and Touring Clubs which will form part of the International Alliance of Tourism.

A scheme has for some years been gradually maturing to link North and South America by road and while there are still certain sections remaining to be completed it will not be very long before the possibility of motoring from Cape Horn at the foot of South America to New York will become an actual fact.

(Continued from page 18)

electrical equipment, springing, braking, fuel and exhaust systems, each show advances over previous years. Completely redesigned bodies, striking a truly modern note without the least sacrifice of harmony and form, make the new Chevrolet's cars of true beauty and distinction in design and appearance.

Interiors are larger, more luxurious and so fully equipped with a host of modern-to-the-minute accessories as to more than meet the requirements of 99 motorists in a hundred. It is impossi-

ble to name a single factor that contributes to fleet, powerful, luxurious, safe and economical motoring that is not incorporated in this beautiful car, from front bumper to streamlined tail and stop lamps.

To realise that one of these brilliant price-class leaders was actually the fourteen millionth Chevrolet to come off the assembly line a month or two ago, is to understand why it is that more Chevrolets are on the roads than any other make. And this is true also in India, where

AVIATION—KARACHI AIR PORT DEVELOPMENTS

Early this month the new administrative buildings of the Karachi airport were opened by the Governor of Sind, Sir Lancelot Graham. The ceremony represents another important step in the gradual development of aviation in India. Karachi Air Port termed the "Air Gateway to India" is already the centre of a large volume of traffic and potentially one of the air centres of the world, even now being the converging point of five air lines serving 20 countries in three continents and the junction between the Eastern and Western Hemisphere.

Some 56 machines arrive and depart each week including those of the feeder services like Tata's and Indian National Airways.

economy-motoring is a first requirement of the great majority.

The thousands in this country who are now turning their thoughts to a new car for the new year should, for many obvious reasons, see and ride in "Tomorrow's Car Today" at any of the 500 Chevrolet dealers scattered throughout India. And wherever they buy there will be indispensable and unexcelled service and parts facilities at their almost instant disposal—a factor of very great importance to every new and current motorist;

Electric Horns Ban in Bombay Premature

W. I. A. A. Deputation to wait on Home Minister

AT a special meeting of the Managing Committee of the Western India Automobile Association, the following resolutions were adopted:—

1. That this Association learns with dismay of the proposal by the Traffic Advisory Committee and the Commissioner of Police to ban the use of electric horns in Bombay as an experimental measure for six months

(a) Since this Association considers the move premature and unwarranted being based on a matter of opinion that the use of bulb horns causes less nuisance than that of electric horns;

(b) Since the motorists of Bombay have purchased cars fitted with electric horns in order to comply with the law of the land and have paid proportionate duty on these fittings and it is therefore an unjustified hardship to declare the use of such horns illegal;

(c) Since the order is equivalent to a new tax on the motorists of Bombay, as they will be compelled to purchase and fit new bulb horns at an approximate cost of at least Rs. 2 lakhs, this tax being all the less justified in that the ban is to be imposed only for an experimental period;

(d) Since the proposal to substitute one method of warning for another is an solution of the noise problem, the electric horn is admitted to be a safeguard both for the pedestrian and the motorist, but as the authorities have been made to train the motorist in the use of the electric horn.

(e) And since finally in an emergency the electric horn is more satisfactory in that it can be operated very much more quickly than a bulb horn. This Association considers that instead of prohibiting the use of any one type of horn, the police should use the powers they possess to enforce the rules already in existence for the prevention of the abuse of horns. This Association further considers that an additional effect of the ban will be to prevent visiting motorists (from the suburbs and elsewhere) from using

their cars in the city because of the trouble and expense of fitting a bulb horn for a short period; in this way the ban will react unfavourably on the city's trade.

2. That a copy of this resolution be sent to the Commissioner of Police, the Hon'ble the Home Minister, the members of the Traffic Advisory Committee, to the Press and to all bodies interested in traffic problems.

3. That a deputation of the two Vice-Presidents, Mr. Morarji, Mr. MacRae and the Secretary wait on the Home Minister.

OVRHAUL MOTORS AT 95% SAVING

Amazing New Discovery Cuts Oil and Gas Bills—Adds Power, Pop and Quiet—Increases Motor Compression Without Rebores or New Rings. Read Free Sample Offer, Then Mail Coupon.



—brings back "new car" zip, power, quiet and efficiency—all at less cost than spark plugs—saves 95% of ring and rebores costs.

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OVRHAUL reconditions motor walls you drive—quickly pays for itself in oil and gas savings and is good for 10,000 miles in new or old cars. The action is so utterly amazing that it has astonished engineers and car drivers. OVRHAUL is put in cylinders and does NOT contain graphite. Certified laboratory tests prove it can not harm the finest motor.

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MADRAS FLYING CLUB NOTES

RAINLESS December has followed rainless November. A rainless rainy season. Strange and sinister. Good for flying and picnics and parties, but for nothing else. The great tanks, lakes, reservoirs, that cover the Carnatic as spots a leopard, lie transformed into vast smooth green empty aerodromes.

The month opened with the expedition of the club fleet to Karachi for the All-India Air Rally; two Gipsy Moths, two Leopard Moths (one hired from the Hyderabad Flying Club by Mr. Italia) and Mr. Grubb's Hornet Moth, carrying between them a party of eleven souls, including a lady. One Gipsy had already set off in advance *via* Delhi and Lahore. The rest took the direct route in company, slap across the Deccan and Kathiawar *via* Bombay, where the Bombay Flying Club did them proud (and as proud again on their return). One Gipsy Moth, alas, had to be left behind at Karachi for a season owing to the sad result of a practice landing in preparation for the rally landing competition—so "then there were four." These four returned communally and in full, thanks be, reaching Madras on the 8th day after the general exodus. The personnel of this flight to Karachi consisted in Messrs. Sundaram and Saravanam, Messrs. Aserappa and Fernando (both these from Ceylon), Messrs. Italia, Soundararajan and Mrs. Kapadia, Messrs. Grubb and Rowson, and the Pilot Instructor and Assistant Ground Engineer.

Otherwise the outstanding event of the month was the achievement in most leisurely fashion of his "A" licence, *ab initio*, by a new member, Mr. Royds, on a fortnight's leave from his mountain fastness in the Nilgiris. Time taken, ten days. First solo after 3 hours 45 minutes dual, and thus the fourth to go *ab initio* solo at Madras within four hours all told dual; but Mr. Royds had the advantage of having done some 40 minutes' gliding in England.

For the second time in his young life Mr. W. Parthasarathy qualified in full for his "A" licence. He was but a lad of fourteen hot weathers when he qualified before, so it wasn't allowed to count that time. Since then he has assiduously made good the shortage in anno

domini and, now that he has recently succeeded in turning the necessary seventeen, all's well at last.

There were two charter flights to Trichy, one taken by Mr. Sundaram and the other by Mr. Fernando, in virtue of his recently acquired A-1 licence. There was also a commission to take close-up aerial photos of the throng of World Congress Protestant missionaries on the lawn of the Christian College at Tambaram, and another commission to convey Santa Claus, fully rigged, to a children's party at the Gymkhana Club on the island in Madras, both flown by

the instructor, Mr. Aserappa being photographer in the former case.

Mr. Balasingham flew solo non-landing to Nellore and later with the instructor to Bangalore. Messrs. Goghari and Grubb came from afar (from Bombay and Cochin respectively) to renew their A-1 licences, Mr. Slow of the R.A.F.V.R. joined the Club temporarily to put in a little local flying, and Mr. R. M. Pillai joined whole time and started *ab initio* lessons. Another to join in order to learn to fly was Mr. M. R. Raju.

FLYING TIME FOR DECEMBER 1938.

	H.M.
Dual instruction to members under training	21-10
Advanced dual to A and A-1 pilots	16-40
Solo flights by members training	5- 0
Solo flights by A, A-1 and B pilots	21-15
Pilot with passengers, A, A-1 and B pilots	64-40
Joy rides	3-50
Cross country flights by the Club instructor, and A-1 and B pilots	27- 0
Other flying	0-40
Test flights	..
Total ..	160-15

The following members took dual instruction during the month:—

Europeans:—

Mr. G. S. Kearney	Advanced dual.
„ H. F. Prynn	„
„ C. F. Slow	„
„ Leuchs	„
„ J. A. L. Royds	Dual.

Indians:—

Mr. K. S. Krishnan	Advanced dual.
„ Balasingham	„
Mrs. Kapadia	„
Mr. W. Parthasarathy	„
„ P. M. Goghari	„
„ V. Sundaram	„
„ Nagarajan	Dual.
„ Soundararajan	„
„ R. M. Pillai	„
„ Daiiriyam	„

CROSS COUNTRY FLIGHTS DURING THE MONTH OF DECEMBER 1938

Date	Machine	Pilot	Passenger	Journey	Time
1-12-38	VT-ABH	Mr. Sundaram	Mr. Saravanam	Nagpur-Jubbulpore	2-10
„	„	„	„	Jubbulpore-Jhansi	2-35
„	„	„	„	Jhansi-Gwalior	0-40
„	„	„	„	Gwalior-Agra	1- 0
2-12-38	„	„	„	Agra-Delhi	1-40
„	VT-AIL	„ Tyndale Biscoe	„ G. O. Fernando	Madras-Bellary	2-15
„	„	„	„	Bellary-Poona	2-40
„	„	„ Fernando	„ Aserappa	Poona-Bombay	0-55
„	VT-ACU	„	„	Madras-Bellary	3-10
„	„	„	„	Bellary-Poona	3-40
„	„	„ Tyndale Biscoe	Mrs. Kapadia	Poona-Bombay	1-20
3-12-38	VT-ABH	„ Sundaram	Mr. Saravanam	Delhi-Patiala	1-40
„	„	„	„	Patiala-Lahore	2-10
4-12-38	„	„	„	Lahore-Multan	2-30
„	„	„	„	Multan-Khanpur	1-20
„	„	„	„	Khanpur-Pad Idan	2-20
„	VT-AIL	„ Tyndale Biscoe	„ Fernando	Bombay-Bhaunagar	2- 5
„	„	„	„	Bhaunagar-Bhuj	1-55
„	„	„ Aserappa	„	Bhuj-Karachi	1-55
„	VT-ACU	„	„	Bombay-Bhaunagar	2-45
„	„	„	„	Bhaunagar-Bhuj	2-20
„	„	„ Tyndale Biscoe	Mrs. Kapadia	Bhuj-Karachi	2-30
5-12-38	VT-ABH	„ Sundaram	Mr. Saravanam	Pad Idan-Hyderabad (Sind)	1- 5
„	„	„	„	Hyderabad-Karachi	1- 0
7-12-38	„	„	„	Karachi-Rajkot	4- 0
„	„	„	„	Rajkot-Bombay	4- 0
„	VT-AIL	„ Tyndale Biscoe	„ Fernando	Karachi-Rajkot	2-50
„	„	„	„	Rajkot-Bhaunagar	1- 0
„	„	„	„	Bhaunagar-Bombay	2-10
9-12-38	„	„	„	Bombay-Poona	1- 0
„	„	„	„	Poona-Sholapur	1-45
„	„	„	„	Sholapur-Bellary	1-50
„	„	„ Sundaram	„ Fernando & Mr. Saravanam	Bellary-Cuddapah	1-30
„	„	„	„	Cuddapah-Madras	1-35
„	VT-ABH	„	„ Saravanam	Bombay-Sholapur	3-30
„	„	„	„	Sholapur-Bellary	2-30
„	„	„ Tyndale Biscoe	Mrs. Kapadia	Bellary-Madras	3-10
16-12-38	VT-AIL	„ Sundaram	Mr. Horton	Madras-Trichy	1-30
27-12-38	VT-ABH	„ Balasingham	„	Trichy-Madras	2- 5
„	„	„	„	Madras-Nellore and back without landing	2-35
28-12-38	„	„ Tyndale Biscoe	„ Balasingham	Madras-Bangalore	2-10
„	„	„	„	Bangalore-Madras	2-15
30-12-38	VT-AIL	„ Fernando	2 passengers	Madras-Trichy	1-45
31-12-38	„	„	„	Trichy-Madras	2- 5

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Bombay Flying Club

December Activities

THE flying time for the month was 269 hours 45 minutes as against 223 hours 20 minutes during December 1937. It is gratifying to note that the hours flown during December this year is the maximum recorded for this month since the starting of this Club in 1929.

Four Moths belonging to this Club were flown to Karachi to attend the Air Rally and the following prizes were won by this Club:—

1. Prince Daljit Singh—Aerobatic Competition.

2. Prince Daljit Singh—Instrument flying Competition.

The undermentioned 5 members qualified for their Pilot's "A" licence during the month:—

1. Mr. K. A. Zaveri.
2. Mr. A. J. Patel.
3. Mr. H. S. Ratnagar.
4. Mr. E. Pinto.
5. Mr. A. M. Thom.

Mr. K. H. Marfatia renewed his "B" licence, and Mr. J. R. D. Tata completed

his night flying for the renewal of "B" licence.

Cross-country flights were made to Bangalore via Kolhapur, and also to Poona. One Moth was flown to Rajpipla to give joy rides there.

The Army Co-operation Squadron of the Royal Air Force were in Bombay for 15 days and gave a display of formation flying to Club members on the 11th. Some of the officers took a fancy to fly the Club Moths.

Flying in Egypt

By Kamal Eloui

FEW countries in the world, and none so adjacent to Europe as Egypt, can boast such perfect flying conditions. Here, flying—an everyday occurrence in the traveller's life—takes on an entirely new aspect under the favourable characteristics of perpetual sunshine and a clear atmosphere.

Many travellers have either experienced or have heard of the "lure of the desert," but no one can truthfully say he has succumbed to this spell unless he has travelled over the rolling sandy wastes by aeroplane.

Far up in the cool atmosphere the flying traveller enjoys a view so magnificent that he can rightly pity his brothers meandering along on the earth below. The Nile Delta and Valley stretched out below with the glistening river cutting the verdant cultivation like a streak of mercury, dotted with hundreds of towns, villages and homesteads; many so primitive yet picturesque that one wonders what age this is! Here a pyramid, and there a temple, or the ruins of an ancient city, dead and forgotten many thousands of years ago; and all in a single glance. How could Egypt ever be properly seen or appreciated unless from an armchair gliding through the air at a height of several thousand feet.

To the uninitiated the desert presents a golden sandy waste, but to those who know, it discloses jewels of varying colour and patterns of nature never to be enjoyed by the earth-bound traveller. Glorious hues of mauve and blue in varying lights; wadis or great gorges hewn by the waters of ages; submarine

mountains that once were at the bottom of a vast ocean, washed and sand-beaten to the shape of a chocolate whirl. You could never enjoy the thrill of these vast wildernesses from below, even if you had years at your disposal.

Because you have seen the Pyramids, the tombs of Thebes and the Citadel, do not think you have seen Egypt. The country offers you the confidence of a thousand secrets of that race so lost in antiquity yet, in its day, so civilised and resourceful that artists, engineers, historians and philosophers still speculate and wonder at the magnitude of the learnings and structural feats of its ancient people. Yet the aeroplane travelling at 130 miles an hour can take you swiftly to monuments and places your Egypt-travelled friends at home never knew existed.

Visits to such places of ancient historical interest as the Oases of Kharga, Dakhla, Farafra and Siwa have hitherto been the lot of a fortunate few, either because of the difficulties to be surmounted in the long desert crossings, or the lack of time at the disposal of the tourist in Egypt.

Now such gems of nature are within reach of even the "Quick Trip" traveller, and thus has the march of progress opened up the exploration of a new world and a different people to the time-restricted visitor. By air to such places is merely a matter of hours, whereas by surface transport many days are required to complete the journey.

Egypt's aircraft fleet of the Mistr Airlines is always available to transport

visitors to the time-honoured monuments and homes of a great ancient dynasty.

The machines are British built, and engined, with seating capacity varying from two to fourteen. The pilots, who are highly skilled men, with experience in both civil and service aviation running into many years, can be called upon at a moment's notice at any time of the year.

Egypt's Air Service, operated by the Mistr Airlines, covers routes running daily between Cairo and Alexandria, Mersa-Matruh, Port Said, Jerusalem, Jaffa, Tel-Aviv, Haifa, Minia, Assiut, Luxor, Assuan, and will shortly be extended to the Sudan border at Wadi Halfa.

On regular routes road transport between airports and towns is included in the fares and is operated by either luxurious Pullman coaches or large, high-powered saloon cars. These regular services connect at Alexandria with the European services of Imperial Airways and the Rome-North African Service of the Nord Africa Aviazione, and at Cairo with the "K.L.M." Royal Dutch Line. Yet another Egyptian service offered by Mistr Airlines is the Suez Canal-Cairo "Quick Trip," whereby you leave your ship at Suez, fly to Cairo in forty minutes, see Cairo and its surroundings, and return to Port Said in time to rejoin your ship which has passed through the Canal. This itinerary can be reversed when conditions permit, and is a great boon to travellers to and from the Far East.—(I.R.I.B.).

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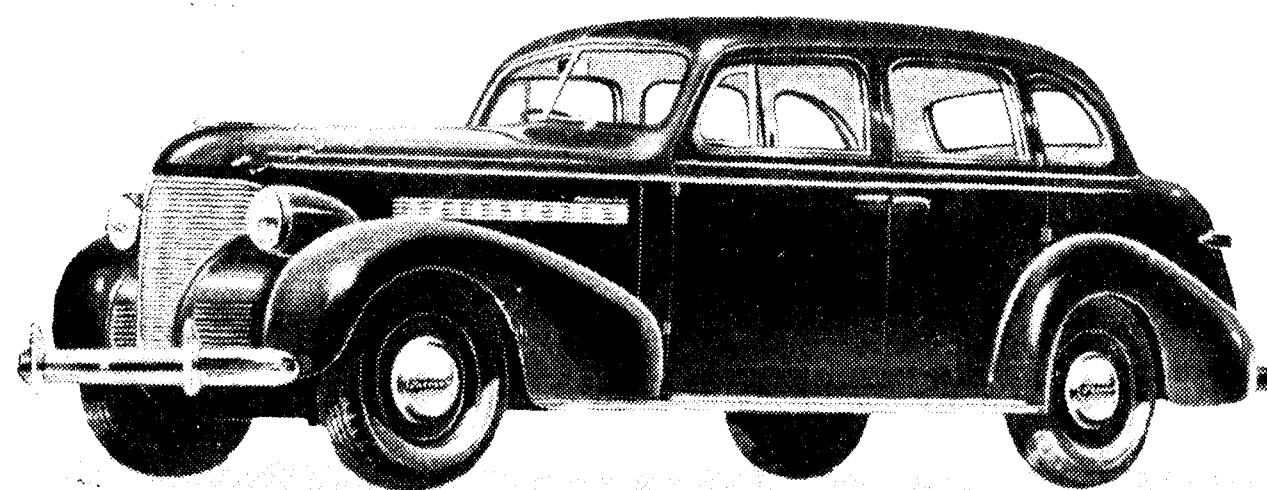
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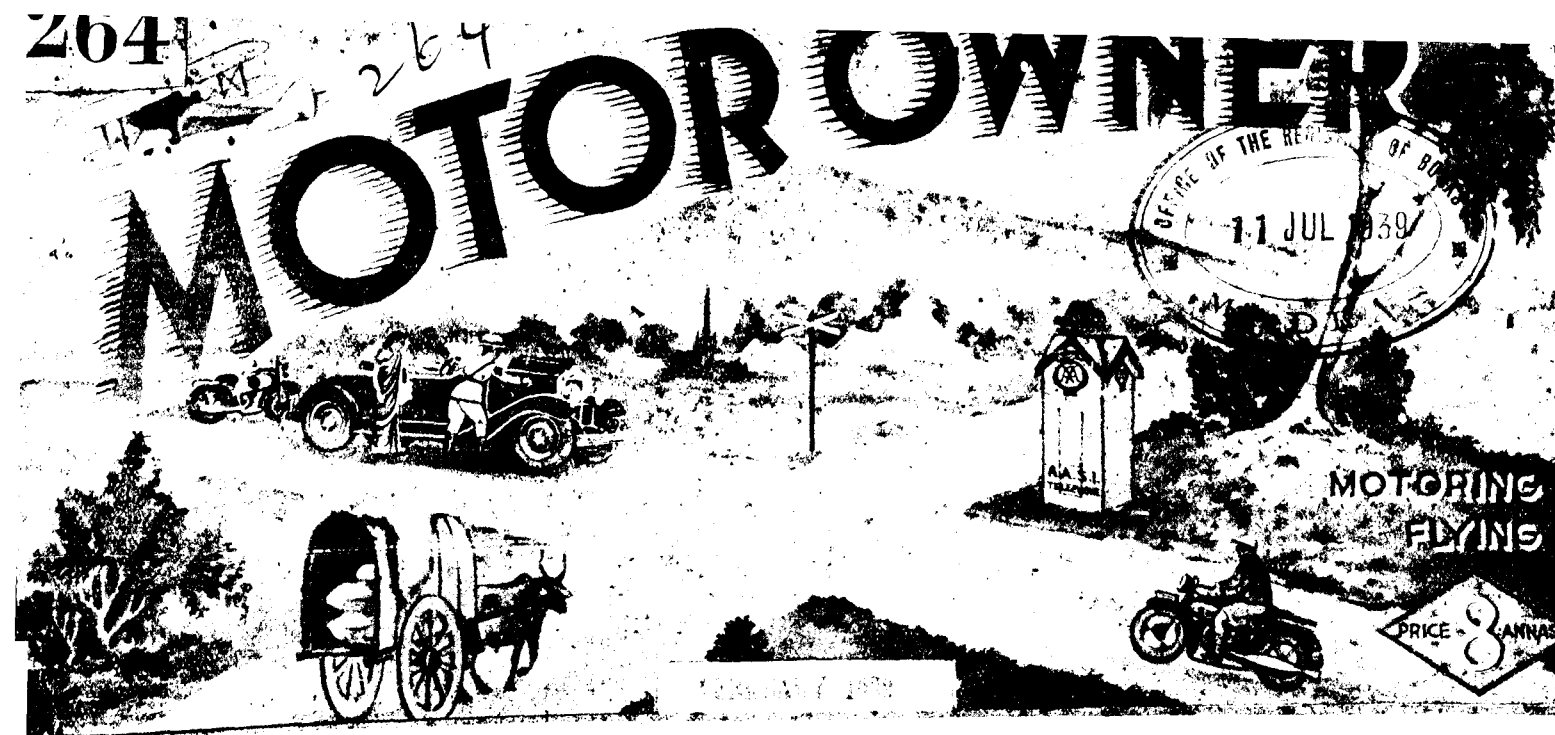
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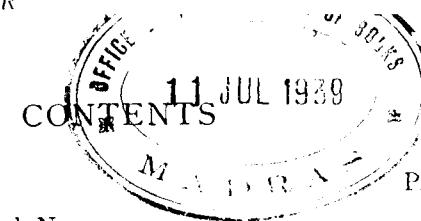
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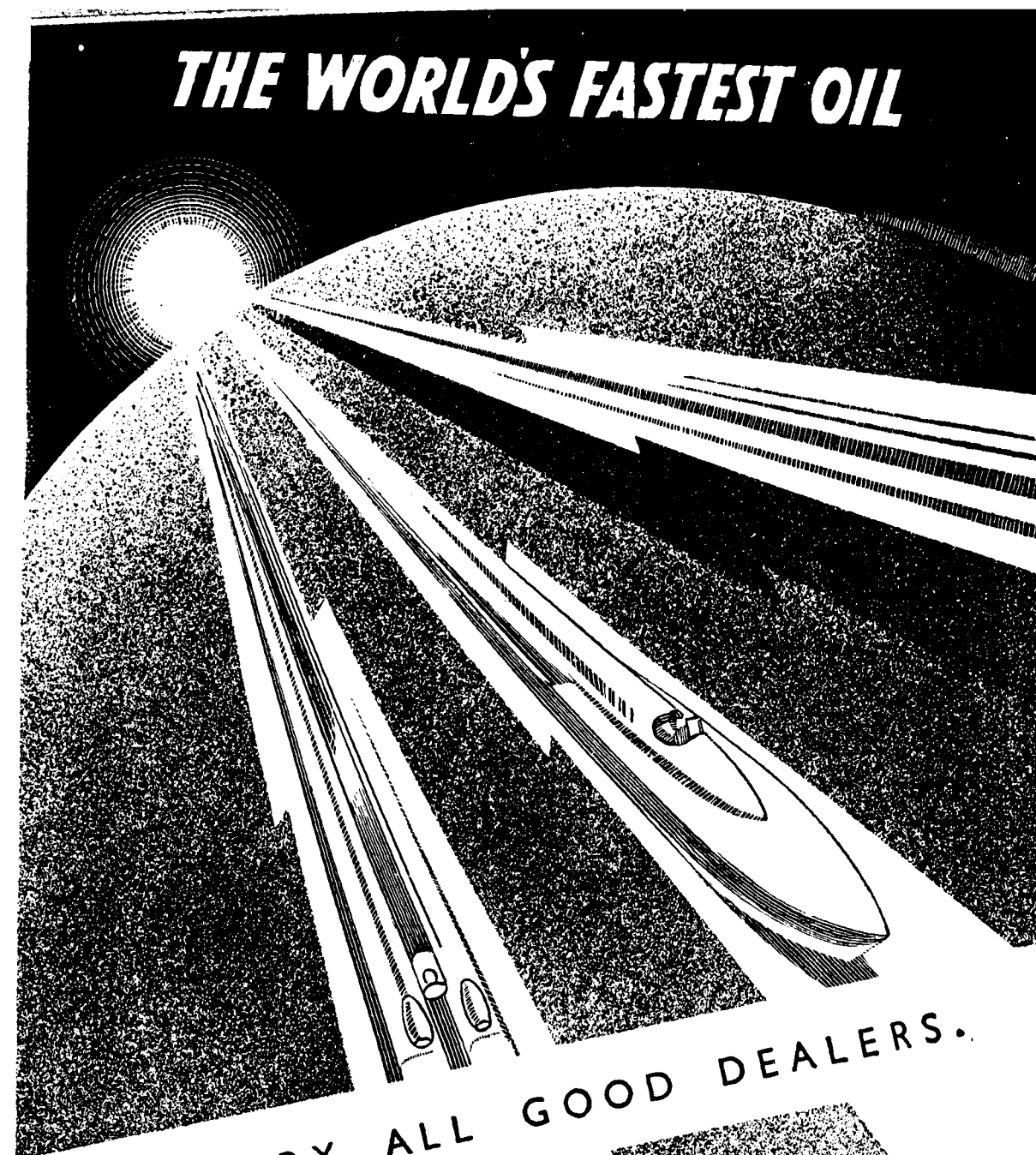
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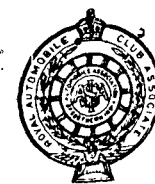
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February 1939]

THE SOUTH INDIA MOTOR OWNER



THE SOUTH INDIA MOTOR OWNER



The Official Organ of the
Automobile Association of Southern India

Vol. XI, Number 2]

FEBRUARY 1939

[Single Copy As. 8

Secretary's Notes and News

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.

ANNOUNCEMENT

It is with regret we have to announce that owing to the strike of workmen at our printers' press which has continued for three months, the publication of this journal has been delayed. We have however made other arrangements for publication *pro tem* and assure our readers and advertisers that in future there will be no delay in publication.

We ask our patrons for their indulgence in these troublous times.

Road Information

'Road Information for February is not being published in this issue as most of the news is out of date owing to the unavoidable delay in publication.'

Motor Vehicles Taxation

The 7 days grace allowed for taking out quarterly licences is official and not unofficial as stated in the January issue.

Branch Notes

Bangalore

By Major A. W. Waters,
M.B.E. (Retd.)

Hon. Secretary, Bangalore Branch, A.I.S.I.

Quite a number of 'routes' was supplied including a few major and complicated ones, 13 licences, 1 composition of toll-fee token, etc., etc.

Motor Drivers and Mechanics

I have on my list one Anglo-Indian and one Indian Driver. Also an Anglo-Indian Driver-Mechanic. The last named has passed in motor engineering and workshops.

Motoring Legislation

It is a great pleasure to record, and all visiting motorists to Bangalore will read with pleasure (if not with gratitude), that the Municipal Commission for the Civil and Military Station, Bangalore, at a special meeting held in January last, passed an amendment to their Bye-laws to provide for the grant of successive 30 days' licences for motor cars and motor cycles. It now only remains to receive the approval of the Hon'ble the Resident in Mysore, to be put into operation.

In the past, a visiting motorist who expected to stay for 30 days or less but then found that he had a few more days' business, etc., exceeding 30 days was required to take out another licence for a whole quarter however short the stay or how near the end of the calendar quarter, and there was no refund. In such cases the saving will vary from Rs. 2 for a cycle to Rs. 7-8-0 for a big car.

Thus, during my tenure as your representative, the 'quarterly' 30 days' and now, the successive 30 days' licences have been added to the former 'yearly' and 'half yearly' ones, while the 6-days grace is still in force for those who pay a flying visit.

We in the Station, however, still have to endure the hardship of being confined to the limits of the C. & M. Station during the interim of the expiry of our annual (and other) licences and the obtaining of new ones—which takes weeks to effect—and cannot enter Mysore State in the absence of a current and valid licence. Residents may not therefore go to the Band in the Cubbon Park, etc., while such as are returning to the Station through Mysore State on, say, the first few days of a new quarter, half year or year (according to the licence they hold) will have to pay for a Mysore

7-days licence (this has happened) as the 6-days grace (validity) of the Station is not valid or recognised in Mysore. There have been cases too when residents of the Station have, within the first six days of April (the new year), been checked up when taking a short drive just outside the station limits. The cases known to me had, fortunately, new licences. I am often asked if the tables are turned on the Mysore licensed car if and when it enters the Station limits on the 7th of July or January (the new year and half-year in the State) with an expired licence, and if not, what is reciprocity?

Traffic in the Station

Despite the laws that pedestrians will walk on the footpaths where they exist and bicyclists not ride three or more abreast, such lapses are on the increase and driving is becoming a greater problem for the considerate driver who does not wish to make himself a nuisance by continually sounding his horn.

Brigade Road, from South Parade to Residency Road is a narrow 'bottle-neck' on an arterial road and teems with traffic mostly all day. It is one of the few roads provided with a good and cement foot-path. Yet pedestrians meander about all over the centre often converting it into a single-track road and there is a deal of congestion in consequence. Matters are not helped by the buses careering down this dangerous and narrow declivity obviously coasting with engine shut off.

I have on occasion tried to be polite and threaded my way slowly and in a low gear, in and out with the pedestrian traffic, but all I received were their angry scowls which seemed to say 'why don't you sound your horn you fool?'. Yet these same people, who will not use the foot-paths provided for their safety are the first to raise an outcry at the slightest infringement of their particular domain the footpath.

White lines on South Parade

As some doubt exists in the minds of some motorists as to the parking rules on that portion of South Parade provided with a white line, I have ascertained that during business hours, cars stop on either side of the road in accordance with the ordinary rules of the road, viz. they draw into their left. The traffic police however, have instructions to park cars which bring persons to cinemas only on the north (maidan of the road facing east).

The Old Fort in Bangalore City

Except for the strictly historic portion just off the market crie and the Victoria Hospital, this fort has almost disappeared. At the time of writing there remains a little patch of about a dozen square yards between the Vani Vilas and the Victoria Hospitals which will disappear in a week or so. I paid a visit to the dungeons, rather an athletic feat, until some steps are provided at the top they were mainly occupied by gangs of leisurely people, but the chief one was get-atable and over its door in good order still can be read: 'In this Dungeon were confined Captain (afterwards Sir) David Baird and others prior to their release in March 1785'. This should have special interest for such of those living in Baird Barracks, Bangalore, who have not already seen it.

Madura

By Messrs. T. V. Sundaram
Iyengar & Sons

Hon. Secretaries of the Madura Branch.

Many members called at the office for their quarterly licences which were obtained for them from the Treasury. A motorist Mr. Wolfgang Webber from Germany called at the office having come from Europe all the way overland from Port Said, Damascus, Bagdad, Teteran and Northern Arabia. He shipped his car from Muscat to Karachi and travelled thence by road to Bombay and Mysore. He expressed his surprise at finding the roads in India so good.

After discussing for some time his future programme he left Madura wishing success to this branch.

The advertisement on 'Free Legal Scheme' by the Head Office on the papers has brought in a number of enquiries from members and non-members.

Trivandrum

By A. K. Tampi, Esq.,

Hon. Secretary of the Trivandrum Branch.

It was a very busy month for the office owing to the visit of H. E. the Viceroy to Travancore followed by the 'Thirumadamu' (The Sacred Thread Ceremony) of H. H. the Elaya Raja of Travancore and lastly the visit of H. H. the Maharaja of Bikaner and party. So practically the month of January was fully engaged with processions, ceremonies, festivals. There

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were a large number of visitors from outside pouring in throughout the whole of last month and many of them visited the office for information and enquiries regarding routes and itineraries. These were supplied on the spot. The Scout was patrolling the streets throughout those busy times and a report of his work and the Car Park Attendants are submitted separately.

Scouts and Car Park Attendants' Reports

Bangalore

Duties: These were on the lines of previous months, and except for the functions in connection with the Viceroy's visit to Bangalore and Mysore, there was no outstanding functions this month.

Both men were away in Mysore on special duty from the 13th to the 15th January and spent 3 very busy days and late hours attending all the functions connected with the Viceroy's stay there except that they were not permitted to attend at the Khedda Operations, the public in general being excluded.

Madura

Road Scout's effort to increase membership

The Scout has been instructed to call on all the motorists in Madura town and explain to them the benefits of membership of A.A.S.I.

Trivandrum

The Scout patrolled all important roads and busy centres in and around Trivandrum. Patrolling was very heavy during the 2nd week due to His Excellency the Viceroy's visit. Also, it was a busy time and motoring was very heavy due to Thirumadamu festival of H. H. the Elaya Raja of Travancore and due to the visit of H. H. the Maharaja of Bikaner.

Madras Scouts

Amongst their other duties this month, the Scouts and Car Park Attendants organised the entire parking and traffic arrangements for the S.P.M.R. Fete which was held at the Madras Boat Club and was attended by H. E. the Governor and Lady Marjorie Erskine. Over 300 cars were successfully parked and were able to get away without any congestion or confusion.

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 Licence No.....

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

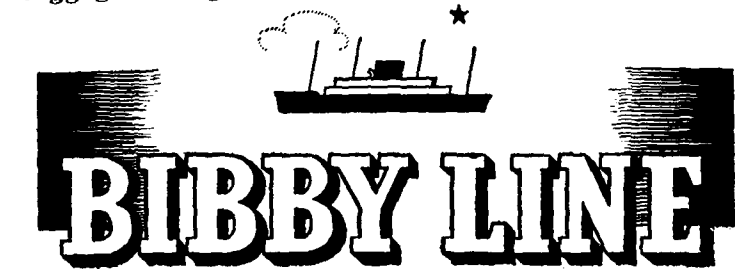
Expires on..... Will you kindly record this for your reminder service.

Signature.....

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



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Membership

31 new members were enrolled from 25-1-39 to 6-2-39.

The Committee thank the following members who have introduced new members.

2 each by Messrs. V. Doraiswami, H. W. Shelley, P. Saravanan, J. L. P. Roche-Victoria, S. A. Iyengar.

1 each by Rev. R. M. Bennett, Hon. Secretary, Bangalore Branch, Madras Scout, A. Ananthachari, J. W. Pryke, Messrs. Simpson & General Finance Company, E. H. M. Bower, B. D. Naidu, P. Madsen.

The remaining 12 were enrolled by the Staff.

1. W. Denso, Esq.,
'Woodstock', Haddow's Road, Madras.
2. Rev. Clarke L. Timpany,
Ramachandrapuram, E. Godavari District.
3. W. B. Lauchlan, Esq.,
Spencer's Hotel, Madras.
4. J. W. Morgan, Esq.,
Nandydroog Mine, Oorgaum P.O., K.G.F.
5. Dr. G. S. Arundale,
Theosophical Society, Adyar, Madras.
6. P. K. Viswanathan, Esq.,
11, Coat's Road, Thyagaroyanagar, Madras.
7. N. St. Leger, Esq.,
Leadbeater Chamber, Adyar, Madras.
8. J. Deavin, Esq.,
C/o Parry & Co., Ltd., Madras.
9. F. Tingle, Esq.,
C/o The Madras Club, Madras.
10. B. V. R. Naidu, Esq.,
'Maruthi Mahal', Wood Street, Bangalore.
11. T. M. K. Syed Mohamed, Esq.,
103, Annan Sannadhi, Madras.
12. S. H. A. Krishnan, Esq.,
82, Royapettah High Road, Mylapore.
13. D. H. J. Nicholas, Esq.,
36, Main Road, Royapuram.

14. V. Magiriswamy, Esq.,
Mirasdar, Vadugapathi, Periakulam Taduq, Madras.
15. The Publicity Society of India, Ltd.,
C/o James Wright Ltd., Madras.
16. M. C. Forbes, Esq.,
No. 6, South Mada Church Street, Royapuram.
17. V. S. Natarajan, Esq.,
Branton Road, Bangalore Cantt.
18. M. K. Theagaraja Bagavathar, Esq.,
Vasu Street, Kilpauk, Madras.
19. Dr. G. P. Rayen,
'Lashmere', Balfour Road, Kilpauk, Madras.
20. R. G. Pereira, Esq.,
'Lashmere', Balfour Road, Kilpauk, Madras.
21. U. Narayana Rao, Esq., Barr-at-Law,
13-14, Second Line Beach, G.T., Madras.
22. V. Madhavan Tambi, Esq.,
'Girija Gardens', Nungambakam High Road, Chetput.
23. R. S. Bower, Esq.,
'Hermitage', Ormes Road, Kilpauk, Madras.
24. P. G. Giffard, Esq.,
Napier Gardens, Harrington Road, Chetput.
25. M. S. Murthy, Esq.,
Inspector, Burma Shell, Adoni, Bellary Dist.
26. H. C. Boyd, Esq.,
Thennadlay Estate, Talliar P.O., Travancore.
27. M. Machaya, Esq.,
4A, Andree Road, Bangalore.
28. K. M. Anita, Esq.,
Tatapuram, Cochin State.
29. O. Christensen, Esq.,
'Ascot', Ormes Road, Madras.
30. A. M. Calappa, Esq.,
'Peace Lodge', 6, Prince of Wales Road, Krishnamurthi-
puram, Mysore.
31. R. Balasubramaniam Chettiar, Esq.,
93, Nyniappa Naick Street, P.T., Madras.

Beauty Culture for Mysore

Those Beautiful Gardens and Nice Fruits!

Mysore's pre-eminence for its parks and gardens is an all-India asset and the foreign tourist acknowledges it as a precious possession

THE report of the working of the Government Gardens Department for the year 1937-38 gives us a glimpse into the careful day to day work that goes to maintain and advance the reputation of the State for its gardens and fruits.

But it means vigilant work of an artistic mind. Last year alone, two new parks and nine fresh gardens were laid out by the Department. The Lal Bagh continues to hold its own: a pleasant resort for recreation and a place of scientific interest. More area has been added to it—and the elephant that affords joy rides to children is an additional attraction. The elephant is placed on this special duty by the Forest Department and the mighty animal seems to enjoy the lighter task of carrying baby Mysore on its back than of drawing tons of timber in the forest.

The fairy fountain in the Cubbon

Park and the new band stand are ever-stimulating attractions to the citizen and the tourist every evening.

Attention to rural parts

Not the parks and gardens alone: the Department's beauty culture extends to several other spheres. Efforts are being made to brighten the rural parts by planting and rearing trees of economic and beauty value. The officers inspected 68 villages, supplying free, to orchards maintained by village panchayets, municipalities and district and school boards, as many as 508 fruit plants, 1,053 avenue and ornamental plants, 1,000 canna bulbs, vegetable seedlings and packets of seeds. Two thousand fig plants were distributed among fig growers of Ganjam and are reported to be thriving.

The fruit research scheme is being enthusiastically worked: 57 acres of land have been acquired and preliminary operations in the experimental plots have commenced. The Mango Show organised by the Mysore Horticultural Society resulted in the

introduction into the State of the late varieties grown in the east coast.

The post of Horticultural Inspector was created to improve fruit culture in the Kadur and Hassan Districts. Several new varieties of ornamental, timber and other plants of scientific and economic importance, fruit trees and vegetables were introduced. Research work in the cultivation of various kinds of grass was continued. Seeds and roots of Guinea grass were supplied to several agricultural institutions for cultivation and demonstration. The avenue nursery continued to supply plants as usual for use in schemes relating to village improvement, etc.

Nandi Hill

The Nandi Hill Station maintained its popularity and attracted 4,663 visitors during the year, as compared with 1,021 last year. In addition to the many amenities provided, 12 motor sheds and quarters for servants were built during the year. A motorable road to the top of the hill was laid out and opened for traffic.

JOURNEY'S END



All very well for the "literary gent" to assert that it is better to travel hopefully than to arrive. Few motorists would echo that pretty sentiment. They mostly like to know precisely when and where they will end a journey, preferring certainty to hope. No one, however, can make quite sure of anything without a little thought. It is worth while reminding yourself that no matter how smart and up-to-date your car may look, a neglected engine renders it old and inefficient—liable to let you down at any moment.

The commonest and worst form of engine neglect is carelessness over lubrication. Bear in mind that it is the engine that makes the car, and good lubrication makes the engine.

So put first things first, and insist on—

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BURMAH-SHELL OIL STORAGE & DISTRIBUTING CO. OF INDIA LIMITED.
(INCORPORATED IN ENGLAND)
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Safety First News

The Bombay Joint Town Planning Committee PEDESTRIANS' RIGHTS AND DUTIES

Pedestrians, as traffic units, are extremely vulnerable—Alker Tripp.

In order to protect pedestrians it is necessary that suitable physical amenities be provided to enable them to walk beside the carriageway and to cross the road in safety. The first principle is segregation, i.e. a separate footpath adequately protected and cross walks adequately controlled should be provided to enable them to cross the carriageway. When such are provided it is necessary that a code be formulated to which all pedestrians should conform. Accordingly we shall study the question in the following sections:

1. Pedestrians' rights and duties.
2. Footpaths.
3. Cross-walks.
4. Pedestrian sub-ways and overhead bridge crossings.

Pedestrians' rights and duties: Pedestrians should exercise the same degree of care when walking upon the highways as is required of motorists when driving. Each must co-operate with the other.

Generally pedestrians walking along the highway should do so on the right side, i.e. facing traffic. This is advisable so that they can see an oncoming vehicle and have the opportunity to step out of its path.

Observance of this practice, constant alertness by pedestrians and co-operation with motorists will reduce the accidents which now claim 40 per cent of the lives lost in traffic collisions.

Where footpaths are provided pedestrians should walk on the left of them. They should cross the road at intersections. A suitable code which will enable pedestrians to walk along the highway with safety is outlined below:

1. Where the highway has no footpath, pedestrians must travel on the right side of the highway in order to face traffic.
2. Where footpaths are provided pedestrians must travel on them and on the left side of them.
3. Pedestrians subject to traffic control signals:

(a) Pedestrians crossing at intersections must do so in accordance with the traffic control signals (i.e.

hand and arm or signal devices), i.e. they must cross when such signals are against traffic proceeding over the cross-walk.

(b) At intersections where filtering of vehicles to the left is allowed, pedestrians should for their own safety look to the right for the first half of the cross-walk and look to the left for the second half of the cross-walk.

4. *Pedestrian right of way at cross-walks and at unmarked cross-walks at any intersection:*

(a) Pedestrians must cross the roadway (i) at intersections whether cross-walks are marked or unmarked (ii) in between blocks, at marked cross-walks or in the line of pedestrian refuge islands. Drivers of vehicles must yield the right of way to any pedestrian already crossing the carriageway in this way.

(b) Whenever any vehicle is stopped at a marked cross-walk or any unmarked cross-walk at an intersection to permit a pedestrian to cross the carriageway, the driver of any other vehicle must not overtake and pass such stopped vehicle.

(c) Pedestrians must move, whenever practicable, upon the left hand of cross-walks.

(d) Pedestrians wishing to cross the road must enter a cross-walk with caution and with due consideration for fast moving traffic. It takes time to bring a moving vehicle to a standstill; a pedestrian should not abuse his right of way by causing vehicles to brake suddenly and thereby endanger the safety of other road users.

5. *Crossing at other than cross-walks or intersections:*

(a) Pedestrians crossing a carriageway at any other place than within a marked cross-walk or within an unmarked cross-walk at an intersection shall yield the right of way to all vehicles on the roadway.

(b) Any person crossing a carriageway at a point where a pedestrian sub-way or overhead pedestrian crossing has been provided must yield the right of way to all vehicles upon the roadway.

(c) Between adjacent intersections at which traffic signals are in operation pedestrians must not cross at any place except in a marked cross-walk.

(d) Every driver of a vehicle must exercise due care to avoid colliding with any pedestrian upon any roadway.

6. *Pedestrians soliciting rides, etc.* No person shall stand in the carriageway for the purpose of:

(a) Soliciting a ride from the driver of any vehicle.

(b) Selling newspaper, race cards.

(c) Begging.

No person shall stand or loiter on the roadway for any purposes other than in the safety zone, if this interferes with the lawful movement of traffic.

7. *Boarding or alighting from vehicles in motion:*

It shall be unlawful to alight from or board any tram-car or other vehicle in motion.

Forwarded with compliments for favour of publication and inviting suggestions and criticisms from your readers.

Correspondence should be addressed to A. S. Trollip, Electric House, Fort, Bombay.

A. S. TROLLIP,
February 10, 1939. Chairman,
The Bombay Joint Town
Planning Committee.

Level Crossings at Madura

The following letter has been addressed to the Commissioner of Madura Municipality by the Secretary, Madura Road Traffic Board.

'In enclosing herewith a copy of letter from the Secretary of the Automobile Association of Southern India, I request you to paint white lines on either side of the level crossing gates dividing the line of traffic as suggested by him so that I may compel all vehicles to keep on to the left of that line so that the traffic from the other side of the gate freely go forward when the gates are opened at Thirupurankundram Road, Madura.

An early reply regarding this awaited.'

The Indian Roads and Transport Development Association Ltd.

Monthly News Letter

Extraordinary General Meeting

An Extraordinary General Meeting of the Association was held in Bombay on Tuesday, January the 17th to amend the Memorandum and Articles of Association of the Association.

The Memorandum has been altered in the following manner to permit the Association to further the promotion of all forms of transport and is subject to confirmation by the High Court:—

(a) To make representations to the Secretary of State for India, the Central Government, Provincial Governments, District Boards or any public body, or to any person or authority regarding the necessity for:

1. The construction, improvement and maintenance of roads, bridges, airports, aerodromes, piers, jetties, or any other structures tending to assist the convenience or development of transport of any kind;

2. the improvement of methods of transport, and

3. the opening and connecting up of Districts throughout India under a Central Administration.

(b) To make representations to all or any of such authorities, bodies or persons as aforesaid regarding the adjustment of any taxation, customs or excise duty or local or other rate affecting motor vehicles, aircraft or any other kind of vehicle and motor or aircraft parts or accessories or parts of accessories of any other kind of vehicle and the employment of any such taxation, duty or rate in such a manner as to facilitate the development of transport of any kind.

The new Articles of Association are designed to bring the regulations into conformity with the Indian Companies Act 1913 as now amended and in force.

General Secretary's Visit to Calcutta

The General Secretary of the Association will be visiting Calcutta in February and has arranged to broadcast a talk on the radio at Calcutta on February 16th, at 9-30 p.m. The subject of the talk will be 'Road Communications—their financial and technical aspects, also economical and educational benefits'.

Pamphlet for Bus Owners

With this News Letter we are

publishing a pamphlet we have prepared for the benefit of bus owners in which the salient features of the new Motor Vehicles Bill, as affecting them, are enumerated as well as recommendations to the bus owners as to how they can satisfy the requirements of this legislation.

The General Secretary of the Association in Bombay and the Honorary Secretaries of the Branches will be happy to supply copies of this pamphlet and of its vernacular translations wherever available to anybody interested.

Octroi on Through Traffic: Poona Municipality

The Bombay Branch of the Association has addressed a letter to the Chief Officer of the Poona Municipality strongly objecting to the collection of Octroi by that Municipality on road traffic in transit.

The Branch in its letter has pointed out that under the rules of the Municipality all road transport vehicles which have to pass through Poona in the course of their journey have to pay Octroi on the goods they carry and a complicated procedure involving much inconvenience has to be gone through in order to be eligible for a refund of 90 per cent of the tax.

After referring to the fact that goods in transit are defined by the Octroi regulations as 'goods exported within seven days next after import' and to the fact that Octroi on goods in transit was first introduced in 1919 the Branch has pointed out that the Octroi regulations now in force appear to have been designed to conform to the conditions obtaining several years ago when lorry-borne traffic was in little use in India, at which time also traffic by road through the city limits other than of goods consigned to the city itself must have been rare. 'The haulage of goods by road has grown tremendously in recent years and it must be admitted the payment of Octroi to Municipalities by through traffic is unfair and injurious, the more so because these vehicles do not use roads maintained by the Municipality, all through roads being under the upkeep of the Public Works Department.'

In conclusion the letter urges that the Octroi regulations of the

Municipality should be changed so that through traffic may pass through Poona unimpeded.

Municipal Octroi—Surat

Learning that the Surat Municipality have under consideration the extension of their Octroi duty to a number of articles including petrol, motor vehicles, rubber tyres, etc., the Bombay Branch Committee have addressed the Municipality stating that they are strongly opposed to the levy of an Octroi by the Municipality on any article connected with motor transport.

The Committee have pointed out that motor transport is at present overtaxed on account of the Central Government, Provincial Government and Municipalities imposing taxes without any co-ordination whatsoever and, after going into details of these taxes the Committee have shown that a bus operating in Surat pays a sum of Rs. 1,659 annually in the form of taxes to the various authorities including import duty and the 10-anna petrol tax, which means that over a period of two years the tax paid by the bus is equal to the value of the vehicle itself.

Further, apart from a consideration of the general effect of the proposed Octroi on motor transport as a whole, the c.i.f. cost of petrol in ports scarcely exceeds 4 annas per gallon, on which therefore the existing excise/import duty of 10 annas per gallon represents a tax of 250 per cent. It is being increasingly recognised by the authorities therefore that a Municipal tax is most inappropriate on a commodity of this kind and all Municipalities in the Mysore State accordingly have abolished their Octroi on this article with effect from July 1937.

Likewise, the other articles, viz., motor vehicles and motor tyres, are already taxed to their utmost capacity as explained, and further taxes in the shape of Octroi will inevitably result in making the cost of motor transport increasingly prohibitive with consequent manifold reactions on the development of agriculture, industries, etc. The Committee have therefore urged that petrol, motor vehicles and tyres should be excluded from the list of articles on which Octroi is proposed to be levied.

Tax Exemption for Cars of Foreign Tourists

In reply to the Association's request that motor vehicles brought into India from foreign countries should be exempted from taxation in India for a period of 90 days from the date of clearance of the car by the Customs Authorities at the Port of Entry (instead of each Provincial Government giving exemption separately for shorter periods in its province) and that reciprocity with other countries should be arranged for exempting cars taken to those countries from India, the Government of India have now advised the Association that the disability which tourists from India suffer in some countries abroad is due mainly to India not being a party to the League of Nations Convention on the taxation of foreign motor vehicles, 1931. The Government of India have assured the Association that the question is being given their careful consideration.

Burma Transport Development Association

Following the separation of Burma, the Branch of this Association in Rangoon is shortly to be discontinued and a new Association called the Burma Transport Development Association is to be registered in its place. The new Association will be closely allied to the Indian Roads and Transport Development Association, Ltd.

Kolhapur Motor Vehicles Tax Act

Kolhapur State, following the example of the Bombay Presidency, has now abolished tolls on motor vehicles and introduced a compounded motor vehicles tax. In many respects the Act follows the one introduced in Bombay Presidency, but it embodies a new principle in refund of taxes for motor buses not in daily use.

The provision in respect of this refund is that a person who has paid the tax on a motor vehicle plying for hire and used for the transport of passengers primarily on the roads mentioned in a special schedule shall be entitled to a refund of 1/365 of the tax for each complete day commencing after 12 o'clock at night, on which the vehicle was not run on any road in the State. To be eligible for this refund, however, application must be made to the Chief Police Officer of the State within 48 hours from the day for which refund is claimed, for a certificate stating that such vehicle

was not run on any road in the State on such day.

If the vehicle in question is run for five or more days on roads other than those mentioned in the special schedule, during one calendar month, the owner of such vehicle will be debarred from claiming the benefit of the above refund for a period of three months from the expiry of the current registration certificate.

From the proceeds of the tax the State Government will pay annually to each local board or other local authority which was collecting tolls on motor vehicles but stopped such collection under Government order dated 11-8-38, a sum determined by the Government after consulting the local board or other authority concerned.

Any person taking into Kolhapur State a motor vehicle for temporary use and keeping it for use therein for a period not exceeding 30 consecutive days in one financial year will be exempt from the payment of the tax.

The rates of this new tax, however, are very high, being Rs. 650 for a motor goods vehicle and Rs. 475 for an 18-passenger bus, while on private cars the rates vary from Rs. 40 to Rs. 110 according to unladen weight. The Bombay Branch of the Association is making a representation to the State urging that the rates should be lowered.

Segregation of Bullock Cart Traffic

A new by-law has been framed by the District Board, Bijnor (United Provinces), which will have the effect of segregating bullock cart traffic on roads of that District Board. The by-law reads as follows:—

'No person shall drive or take a bullock cart of any description or any other vehicle or conveyance on such part of a District Board road as may be reserved by the Board for light traffic only.

Definition 1. "Light traffic" means:

- (1) motor vehicles;
- (2) carriages with spring wheels;
- (3) bullock carts with spring wheels and sheds with pneumatic tyres.

Definition 2. "Heavy traffic" means: all such vehicles that are not classed under "light traffic" as above.

Note.—The District Board shall for the information of the public put up

at frequent intervals notice boards specifying the parts of the roads reserved for light traffic.'

Road Traffic—Bombay Presidency

The Inspector-General of Police, Bombay, in his report to the Bombay Government on the administration of Motor Vehicles Acts in the Presidency during the year ending March 1938, stresses the necessity of inculcating the habit of caution in using roads and refers to some of the improvements to be made in the method of controlling traffic as well as to the necessity of establishing regular motor services over the length and breadth of the Bombay Presidency. The following remarks extracted from his report are of interest:—

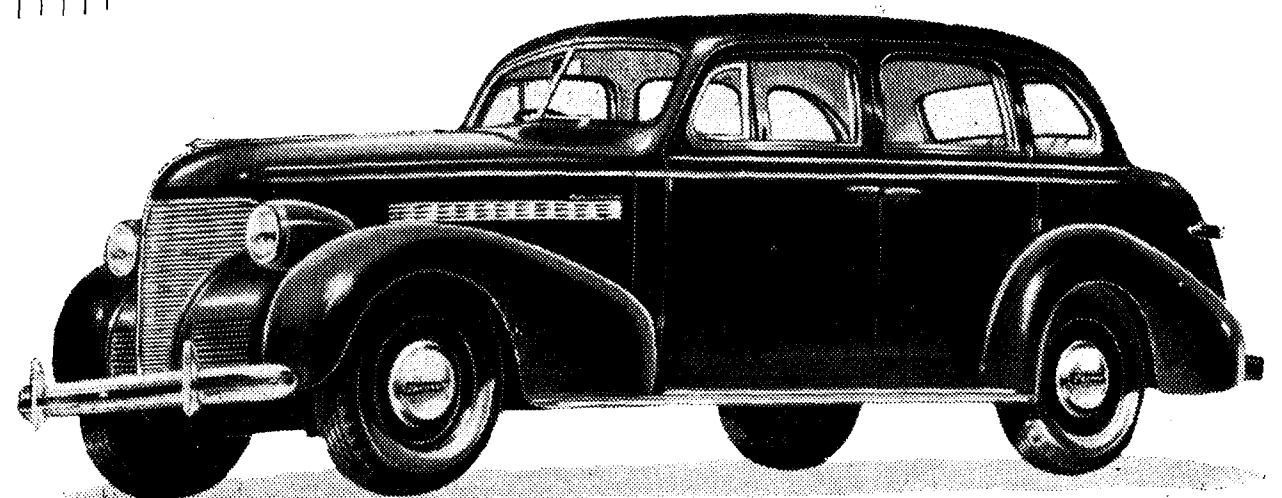
'In view of the increasing number of accidents due to motor traffic, early steps should be taken, particularly in all schools and colleges, to inculcate habits of caution in using roads. Jay-walking is a very common offence: while cyclists are often a veritable menace to motorists and pedestrians. The good work being sedulously carried out by the Safety First Association is worthy of all commendation.

But the more one studies the Traffic problem, the more does one realise the immensity of it. Traffic lights, traffic islands, fixed road-crossings, much stricter testing for driving licences, the appointment of "Traffic cops", the establishment of Special Benches to try motor offences are obvious necessities all over the Province. The irresponsible cyclist and bullock cart driver merit serious consideration as by their vagaries a careful motorist is too often put into a predicament not of his own making: the motorist as a tax-paying citizen must have his measure of protection from Government. The careful motorist—of whom there are many daily driving motors—has also a right to be tried by a Bench fully acquainted with, so able to appreciate, the technique or natures of offences committed, so that blame may be justly proportioned between the motorist and the other party. There is too great a tendency now to assume at once that in an accident the motorist is of course to blame, particularly when the old shibboleth is preached that every citizen is entitled to use the King's Highway be he on foot or in a vehicle. Jay-walking merits suppression under modern conditions of traffic rather than any encouragement.'

One cannot but welcome from more than one point of view the proposal to

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inaugurate a new Traffic Department. One can only hope that no considerations—financial or other—will impede its early establishment. One hopes too that under this new Department early steps will be taken to establish regular motor services over the length and breadth of the Province, as these will ensure satisfactory means of travelling for the public, the elimination of the present cut-throat competition, and the reduction, one hopes, of accidents, be the consequences fatal or otherwise. There is a very heavy agenda for this new Department to carry out and that as quickly as possible.

Indian Oil Fuel Production

In our December *News Letter* we published certain information on the world oil fuel situation. We now reproduce detailed figures relating to the production of petroleum in India and Burma, which shows very satisfactory results.

The total production increased from 334,811,624 gallons in 1936 to 350,322,222 gallons in 1937—the highest figure of the industry.

There was an increase of some 20 million gallons from Singu, 5½ million gallons from Attock, 1¼ million gallons from Thayetmyo and one million gallons from Digboi accompanied with decreases of 9½ million gallons from Yenangyaung and 2 million gallons from Yenangyat.

The amount of gasoline produced from natural gas was 10,616,313 gallons in Burma and 456,780 gallons in the Punjab.

In spite of the petroleum output being the highest in 1937 in the history of the industry, India (including Burma) contributed only 0.50 per cent to the world's production of petroleum during the year; of this again 0.40 per cent came from Burma and 0.10 per cent from India proper.

The percentages of contributions from other countries were: U.S.A. 62.7 per cent, Russia 9.9 per cent, Venezuela 9.2 per cent, Iran 3.8 per cent, Netherlands Indies 2.6 per cent and Rumania 2.5 per cent.

Burma-China Road Link

The new road now under construction linking up Burma with China has very aptly been termed 'The back door to China'. The China-Japanese war is responsible for the early development of this route which otherwise may have remained closed for many years. It will serve as a much needed trade

route with the Chinese hinterland through the province of Yunnan, now that so many of the Chinese ports are closed for normal trade.

More About Our Petrol Supplies

Returns published recently by the Board of Trade give some interesting information on the various sources from which England obtains her supplies of motor spirit. The total quantity imported into England for the eleven months ending 30th November last was 1,340,584,000 gallons—77,525,000 more gallons than in the same period of 1937.

Most of her motor spirit nowadays comes from the Dutch West Indian Islands. During the eleven months of 1938 she took 562,176,000 gallons from this source. The next highest totals were as follows:—

Iran	...	285,000,000 gal.
U.S.A.	...	272,448,000 "
U.S.S.R.	...	46,104,000 "
Rumania	...	39,207,000 "

It will be noted that the U.S.A., now ranks only third, though a few years ago she held first place with ease.

Manufacture of Motor Vehicles in India

We have in some of our previous *News Letter* referred to the proposals to start the manufacture of motor cars in India. It is perhaps natural that there should be a desire on the part of India to do so, other countries having a sufficiently large market have sought to do the same thing. Australia, for example, is one of these countries and their Government appointed their Tariff Board to report fully on the subject. After two years' investigation their report has now been published, the findings of which tend to discourage the scheme. While conditions in the motor industry may not be entirely similar in India and Australia, many of the recommendations of the Board will be found to be equally applicable to both countries. In fact, much depends on the volume, and in this connection Australia is in a much more favourable position than India, for it requires some 70,000 motor vehicles annually while in India (including Burma) the average annual imports, including motor cycles, over the last ten years are only approximately 23,000 odd vehicles. Leaving Burma out of account, the imports into India during the twelve months ending November 1938—the latest figures available—amounted to less than 21,500 vehicles.

The main conclusions of the Report, quoted briefly, are:

(1) That the Board is convinced that it would be unwise at present to encourage or enforce the manufacture of the complete motor vehicle in Australia.

(2) That it is the considered opinion of the Board that the present selling prices of cars in Australia are far too high and that special care should be exercised not to increase such prices.

These conclusions were reached by the Board after assuming that the Australian manufacturing plant would provide half of the annual Australian requirements of motor vehicles, viz., 35,000 out of the total of about 70,000.

The Board fears, according to the Report, that local chassis manufacture would have serious repercussions on the motor Trade as established in Australia, and would be likely to cause considerable unemployment amongst those—estimated at 50,000—at present employed in the Motor Trade of Australia. The scheme of local manufacture visualised giving employment to about 8,000 workers who would receive annually wages to the amount of about £1,800,000. Against this, the Australian Government would need to subsidise the new industry by offering a bounty of £45 per vehicle produced—and this, added to the loss of Customs revenue, would cost the Government £2,000,000, i.e. more than the wage bill of the workers employed.

The Board points out that there would probably be repercussions on Australia's balance of overseas trade as a result of local manufacture of motor vehicles.

It is noted that constantly changing design would add considerably to the cost of manufacture in Australia, the changing over of tools and dies being difficult with the small number of skilled workers available.

The Board further points out that there are several factors other than the cost of production which must receive serious consideration when estimating the possibility of marketing a locally manufactured car. Probably the most important of these is the reputation for efficiency and the goodwill secured by cars at present on the market. Even assuming that the quality of the locally-made car were equal to that imported, the public would have to be convinced of the fact.

(Continued on page 15)



Here's the baby..

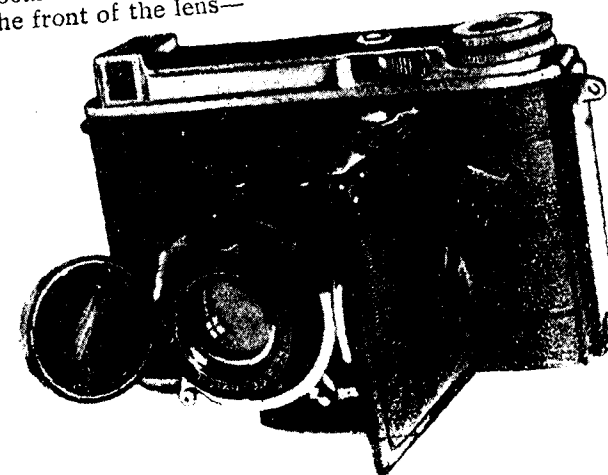
... BESSA CAMERA

The new 'Baby Bessa' cameras are surprisingly small and handy; still they take pictures that require no enlarging. And they were specially made for FAST photo work.

'Trigger' release at the base board—Automatic film winding and counting—Yellow filter right in the front of the lens—

All Baby Bessas are fitted with a fast F/35 lens. Prices range from Rs. 132 up to Rs. 198, but a special model can be obtained for Rs. 87. Let your dealers demonstrate these newcomers to the photo world!

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How Your Motor Car Actually Works

Operation of Modern Automobile Explained in Simple Language

TO some minds the rear axle is the most interesting component of a motor vehicle. It is certainly a very important one, due to its varied functions.

It should be understood that this discussion relates to the conventional type of axle, rather than sports car or front-drive examples. In almost all cases a central drive shaft or propeller shaft delivers power to the rear axle at an angle of 90 degrees. The exception would be certain bus chassis where the offset shaft is used with a degree of relative angularity.

There are two methods of applying the rear axle drive, namely, bevel gearing and worm drive. American cars use only the former, and a few English and Continental types favour the worm drive. Bus and commercial vehicle chassis with worm drive are manufactured in both America and Europe. No normal motor-car has more than one rear or driving axle, but quite a number of commercial and military heavies have two rear driving axles, and a number have front and rear driving units. Such vehicles are designed for service over unmade roads and irregular country.

Rear Axle's Duties

Consider the duties of a rear axle. First, it must provide support for the rear of the vehicle, and therefore the structure or housing must possess a high degree of sheer strength. Then it must be so designed that the drive gearing, differential, and axle shafts may be accommodated internally. Oil must be retained and dirt and water kept out. Mains must be provided to retain the wheels and axle shafts.

Differences of detail are evident in the axles produced by the various vehicle-makers and axle specialists. The built-up axle is exemplified by Ford and Austin. The banjo form with differential and drive assembly unit detachable is more widely employed. Austin and Nash have produced very sound axles with cast steel centres, to which steel sleeves are attached.

You have no doubt heard the expressions 'semi-floating', 'three-quarter-floating' and 'full-floating'. These indicate the arrangement that the designer has favoured for the outer hub bearings and design of the shaft.

An axle shaft can perform as many as four separate functions.

Terms Explained

In a semi-floating axle, such as the late Chevrolet, each shaft drives the wheel, supports the weight of the car through the bearing, retains the wheel laterally, and maintains the wheel alignment.

In the case of a three-quarter floating axle—Austin, Morris, and others—a sleeve extension of the housing carries a ball-bearing designed to take load and side thrust. The axle shaft's duties are then limited to drive the wheel and maintaining the wheel in alignment.

In a full-floating axle the shaft drives the wheel only, double bearings taking the load and preserving alignments. These are found more in large and expensive vehicles.

Mechanical drawings are necessary to gain a thorough understanding of the variations of rear axle design, and referring to the accompanying plan, sectional view of a bevel type rear axle centre, an impression of the general layout may be gained.

General Layout

The pinion is noticed at right angles to the ring gear, and the gear teeth are bevelled so that if the cones were produced they would both meet at dead centre. The difference in size is accounted for by the fact that conventional design seizes this opportunity of gearing the pinion and shaft down in relation to the ring gear (crown wheel) and axle shafts. In practice it is found necessary to arrange the engine and drive shaft (direct-driven in top gear) to revolve at 3 to 5½ times road wheel and shaft speed, thus taking advantage of higher engine torque and power development.

Providing that it is suitably geared, with a lower ratio for heavier gross weight, an engine of given power output will handle a wide variation of loading with equal facility. This may be taken as the reason why one motor suffices for a range of trucks, for example, from 1 to 5 tons capacity.

Terraplane and Hudson use a nine-toothed pinion with a 37-toothed crown wheel, which provides a ratio of 4 1/9 to 1. The engine and drive shaft therefore revolve 4 1/9 times to one of the road wheels. A higher gear

ratio would be obtained by using a 10-toothed pinion or a lesser number of ring gear teeth, and *vice versa*.

Speedo. Gearing

A car is designed for a definite rear axle gear ratio and tyre size, and the speedometer drive gearing is calculated using those constants. Any change calls for a variation of speedometer drive ratio. The tyre size has an important bearing upon the gear ratio and performance of a vehicle. Larger tyres will have similar effect to higher gearing. This is often a problem where large wheels and tyres are essential to ensure high ground clearance, as for country service over bad or rutted roads. The position is met by installation of the low-g geared crown wheel and pinion pair, which gives the necessary reduction in addition to the higher clearance.

It is probably safe to assert that all modern bevel-driven rear axles employ spirally-cut teeth. These are far more silent and durable than the earlier straight-toothed bevels, and retain their correct adjustment or tooth mesh indefinitely when correctly set in the first place.

The Differential

The differential is an essential component of a rear axle, and is used on all production types. A limited number of small continental models and sports cars have been produced without a differential, the two rear wheels being driven positively. The differential is not complicated to a motor engineer, but rather difficult for the layman to understand. Its function is to permit one wheel to over-run its opposite as when turning a corner. The outside wheel will revolve considerably more than the inside one, due to the former turning in a larger arc.

Without a differential, tyre wear would be abnormal, and it is doubtful whether axle shafts, wheels, or even the drive gears would be long-lived.

Two types of differential are in common use, namely, the bevel type and straight spur. The former is practically universal in American cars, while the straight spur is used by quite a sprinkling of European makers. The spur type differential has the disadvantage of developing rather excessive back-lash due to the much higher number of parts.

(Continued on page 20)

The Truth about Gersoppa Falls—India's Beauty Spot in Mysore

THE Handbook of India, issued by the Central Publicity Bureau, Government of India, Railway Department, selects Gersoppa as one of the sights in India that the tourist should never miss. It is a mistake to describe the Gersoppa Falls as 'almost inaccessible', as being 'hundreds of miles off the beaten track', that 'railway connections are difficult, there is no hotel and a very long journey by road is necessary.' The Gersoppa Falls are easily accessible, they are only 19 miles from the nearest railway station, and there are travellers' bungalows specially erected for the convenience of travellers. On the fifth of February, a large concourse of pressmen and public will assemble at the Gersoppa Falls when His Highness the Maharaja will lay the foundation stone of the Jog Electric Scheme, estimated to cost Rs. 150 lakhs.

It is always an acknowledged fact that among the many star attractions of Mysore, the celebrated Gersoppa Falls situated near the north-west border of the State rank high for their transcendent grandeur and sublimity. Myriads of visitors to the State have sung paeans of praise of the Falls as the finest creation of nature in the East and with few rivals in any part of the world.

The Gersoppa Falls are easily accessible from any part of Mysore or Bombay as also places like Karwar in North Kanara, etc. The Falls are about 175 miles from Mysore City or Bangalore, and can be easily reached by car or bus from Sagara, a terminus of the Birur-Shimoga-Sagara Railway, a branch from Birur on the Bangalore-Poona line, by a short run of 19 miles.

Facilities for Tourists

There are two bungalows at the Falls. One belongs to the Mysore Government and the other to the Bombay Government. The former is on the southern edge of the chasm, while the latter is on the northern edge. To reach the Mysore bungalow, the river Sharavati has to be crossed by means of the ferry (the attendant lives on the spot) and when the waters are not too deep or shallow, it is possible to board a motor car on the ferry itself and transport it to the southern side. During the season, (usually from 15th October to 15th February every year) when the Falls are at their best and visitors are many, it is advisable to write to the Chief Electrical Engineer to the Mysore

Government, Bangalore, for accommodation in the Mysore bungalow a week in advance. The bungalow is fairly well furnished. A complete establishment, including butler, cook, maity, scavengers, etc., are also maintained. The butler is allowed to charge for meals and for rooms according to a schedule of rates. There is another and smaller bungalow closeby where suitable arrangements exist for the supply of Indian food, etc., and to observe caste usage.

It is recognised that the Mysore bungalow is the better situated one and has a constant view of the Falls but a visit should also be made to the Bombay bungalow in order to get a closer view of the 'Roarer Falls', etc.

The Falls are formed by the river Sharavati, falling into a mighty chasm about half a mile wide and 830 feet deep. The river is named Sharavati or 'Arrow-born' because it flows from the Amba Tirtha formed, according to Hindu mythology, by a stroke of Rama's arrow. The great waters, anxious as it were, to make a stupendous leap, tumble over the edge of the precipice with a musical roar, whose scale is infinite and God, the organist.

The Falls, four in number ('The I. R. T. D. A. Monthly News Letter—Continued from page 12

A considerable prejudice against the local product would undoubtedly exist and estimated figures of sales would therefore not easily be attained.

The Board rightly mentions that an increase in the price of popular cars, which might result from local manufacture, would materially reduce the demand, thus increasing the cost per unit of the local manufacturers supplying that demand, and upsetting the estimated figures.

There would also be the risk of increasing the costs of motor transport with resultant cramping of enterprise dependent on low transport costs.

Sir M. Visvesvaraya says that by local manufacture he expects to be able to provide India with cheaper transport vehicles than at present. If his estimates are accurate, it is difficult to see why he should at the same time be demanding an increase in the Indian-tariff on motor cars to at least 50 per cent *ad valorem*, the effect of which would be to raise the level of motor car prices in India.

The factory proposed for India

Raja', 'The Roarer', 'The Rocket' and 'The Rani'), are magnificently enframed in a wonderfully picturesque setting, wild, verdant and mountainous, an impression which lingers indelibly on one's memory. As one enraptured visitor describes it, 'one might almost gaze for ever on the abyss, in which a mighty mass of water appears eternally burying itself in a mist-shrouded grave. The clouds of spray which continually ascend heavenwards in slow and majestic wreaths appear to typify the shadowy ghosts of the entombed waters.' As far back as 1843, Dr. Gell, Bishop of Madras, has recorded in the Visitors' Book the following which sums up what every one feels when visiting the Falls: 'I am thankful to Providence for having been permitted to visit the most glorious works of Nature's God that I have ever hoped to see.'

Close-up view of Falls

When making the descent to the Falls, it is advisable to take a waterproof coat if going fairly close up, as the spray is a constant April shower and very cold. There is not the least difficulty in going down and coming back; a proper path has existed from the Mysore bungalow for many years.

would have a capacity of only 10,000 cars and 5,000 trucks per annum—less than half the production considered for the Australian factory.

As the volume of production affects the cost per unit, other things being equal, the Indian factory costs would be likely to be higher than the Australian.

It is also to be remembered that many parts such as tyres and tubes, batteries, shock absorbers, bumper bars, sparking plugs and springs are already being manufactured in Australia, whereas the manufacture of motor car parts has not developed to anything like the same extent in India. The Australian Tariff Board suggests that some additional chassis parts might be manufactured in Australia but at the same time it points out that those now being produced average in cost about 70 per cent higher than is charged for similar parts in North America.

If we study the question of local manufacture in India as closely as it has been done in Australia, there is little doubt that we too shall come to the conclusion that it is 'better to buy than build'.

Letter to the Secy. to the Govt. of Madras Re-Sales Tax

To
The Secretary to the Government of
Madras,
Home Department,
Fort St. George,
Madras.

Sir,

*Gazette Notification dated 7-2-'39.
Proposed Bill to levy Sales Tax of
one anna six pies per gallon on
retail sales of motor spirit in
Madras Presidency.*

I have the honour to address you on behalf of the Automobile Association of Southern India, having been directed by the Committee thereof to inform you that the Association is strongly opposed to the proposed addition to the burdens of motorists in this Province adumbrated in the above Bill. My Committee are of opinion that taxes for general revenue purposes should not be discriminating but be general in incidence.

My Committee desire me to point out that the motorist in this Presidency is already heavily over-taxed, and in support of this statement I am directed to put before you the following statement of the taxation now being paid by the average motorist owning a moderately priced car not used solely for touring purposes.

Direct and indirect taxes paid on a car costing say Rs. 3,600 spread over 5 years, and running 15,000 miles per annum.

	per annum.
Customs duty of say Rs. 850	170. 0
Registration at Rs. 16/- on purchase	3. 3
Provincial Tax under Madras Motor Vehicle Taxation	100. 0
Petrol 750 gallons per annum Central Government Tax at 10 as. per gallon	468.12
Oil-20 gallons per annum at 0-2-6 per gallon	3. 2
Spare parts at say an expenditure of Rs. 150/- per annum @ 25% to 37½% say	45. 0
	790. 1
Additional tax of As. 1/6 per gallon on 750 gallons	70. 5
	860. 6

My Committee are confident that it is not necessary to convince the Government that motor transport is a necessity to the everyday life of a great and growing number of citizens of this Presidency. Nor do they think it

necessary to remind the Government that to many such citizens the additional burden now proposed to be placed upon petrol will be a real hardship. In many cases it will inevitably result in making motoring prohibitive, thus depriving many deserving citizens of a convenient and necessary means of conveyance. My Committee cannot believe that it is the Government's wish to do this. From the above statement it will be seen that the motorist is already paying nearly 120 per cent of the value of his car over a period of five years. The proposed tax on petrol sales would add another ten per cent to that burden, while the net gain to Government, for the reasons above stated, is problematical.

My Committee direct me specially to protest against the indefinite powers given to the executive by Clause 3, Section I of the proposed Bill. Acting under the authority given by this Clause the Government may, by a simple notification in the Gazette, increase the tax from 1½ annas to any sum they like, and thus make all motor transport economically impossible. My Committee feel that the 1½ annas now proposed should be the maximum tax possible under this Bill, and the notification provided for should refer to reductions, not enhancements, in the tax.

In the event of the Government deciding, notwithstanding this and other protests against it, to proceed with the Bill, my Committee consider that the revenue thus obtained should be earmarked for the improvement of the roads of this Presidency, many of which, including so-called 1st Class Roads, are in a dangerous condition.

Lastly my Committee wish to point out that in view of members of this Association, it is extremely unfair to add to the burdens of motorists while other users of the public roads, some of whom do much more damage thereto than motor vehicles, go untaxed. My Committee cannot believe that it is the wish of the Government that such unjust discrimination against one class of road user should continue unrectified, much less be worsened by such a measure as that under notice.

I have the honour to be,
Sir,
Your most obedient servant,
(Sd.) Secretary.

Customs to Help Check Car Thefts

CUSTOMS authorities will, in future, demand number plates and registration books of all second hand cars exported from this country.

This move is being taken to aid the police in their fight against the thieves who steal cars to ship abroad.

Up to now exported cars have not had to possess either number plates or registration books, but, as between 150 and 200 cars have totally disappeared in the past six months, the police have asked the customs authorities to act.

Brand New Cars

The only exceptions to the rule will be brand new cars exported direct from the manufacturers or by accredited agents.

In the 12 months ended December 31, 1938, 7,203 cars were reported missing. Of them, 5,544 were returned to their owners in less than 24 hours, and the majority of the remainder in a short while.

Police use of wireless patrol cars has decreased the number of thefts enormously in the past year, and many cars have been recovered within a few minutes of being reported missing.

Recent cases, however, have proved that cars are driven direct to some convenient garage, where the body is repainted and altered, and the engine numbers changed before export.

The police already have information of over a dozen of these garages around London where cars are believed to be so handled, and they are under constant supervision.

Profits in the stolen car export traffic are considerable. The actual thief never gets more than £40 for his work, while the garage owner usually receives about £200.

Cheap cars are never stolen for export. It is always the expensive model that disappears.

**Fill up
with...**

**GARGOYLE
Mobiloil**

**...from bulk
or in sealed cans
at this sign**

**FOR your convenience
and safety, Gargoyle
Mobiloil is now available
not only in sealed quart
and gallon tins, but also
in bulk from sealed
cabinets at our petrol
stations**

**GARGOYLE
Mobiloil**

Advancement in Street Lighting

IT is pleasing to see that the Local Authorities are awake to the necessity of providing better street lighting for the protection of pedestrian and motorist alike, the section of Mount Road between the Cathedral and Teynampet cross roads being a good example of how great an improvement can be made on the old system.

The old conception of lighting a road was to place at any convenient point, a short pole with an inadequate light on it, the light being reflected vertically downward forming a small pool of light around the pole.

During the last six years a vast amount of research has been done on the subject of street lighting, with the result that old ideas have been completely discarded and entirely new ones evolved.

With a view to minimising the number of street accidents, which had grown alarmingly large during recent years, the British Ministry of Transport prepared in 1937 a report with recommendations, which if followed, will produce a high standard of lighting and entirely eliminate the use of head lights with their attendant dangers.

Modern Road Lighting Practice is

based on the principle of producing a strong contrast between the road surface and the object which is to be distinguished, the most important factor being, 'Road Surface Brightness', a quality dependant on the material of the road surface and the angle of incidence of light rays upon it, as well as the quality of the light.

The following analogy will well illustrate this point.

Consider two pins, one laid on a rough cloth and one on a sheet of glass. A light is directed vertically down on them from a height of say 9 in. and each pin observed from a distance of 5 feet, the eye being 2 in. above pin level. It is found that neither pin is readily distinguishable, the pin on the glass however, being the plainer.

Now remove the light source to a point 5ft. beyond the pins and direct the light towards them. Both pins become easily distinguishable, the one on the glass being very plain.

From this it is obvious that 'Background' lighting is essential, and this can only be obtained by the use of reasonably powered lamps in scientifically designed reflectors.

Considerable improvements have been made recently to the incandescent lamp but the whole conception of lighting was revolutionised with the introduction of the High Pressure Mercury Vapour Lamp, by the G.E.C. of England which has a light output $2\frac{1}{2}$ times greater than the gas-filled incandescent lamp for the same current consumption.

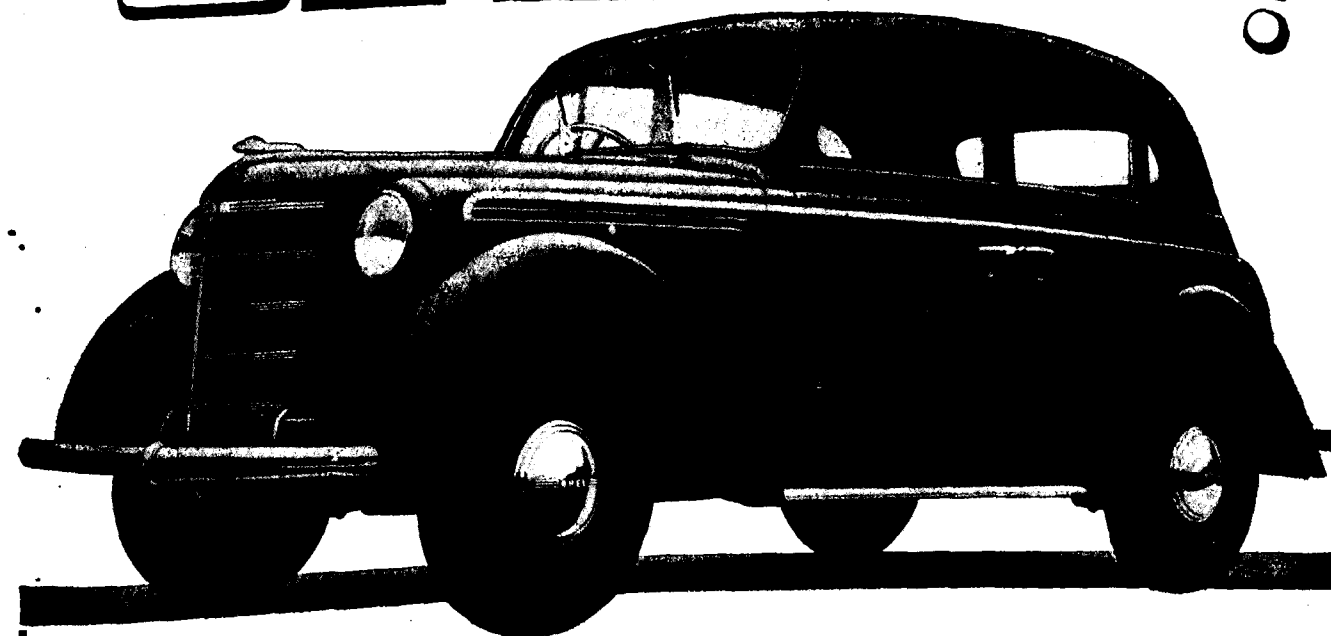
Britain now leads the world in street lighting, and the Continent of Europe which took the lead some years ago with Sodium Lighting now follows behind and is discarding its system in favour of Mercury Vapour Lamps. The change is due perhaps chiefly to the Monochromatic nature of the light emitted from Sodium vapour, the light being extremely 'Dead' and it being impossible to distinguish colour in it.

Quite recently it has been found that by adding special fluorescent powders to the Mercury Vapour Lamps, it is possible to obtain a light almost equivalent in quality to daylight, and we may anticipate even further improvements in the near future.

We have to congratulate the Corporation on their step forward in road lighting, and look forward to the day in the near future, when our highways are as sufficiently lighted as this part of Mount Road.



The *NEW* OPEL 10!



THIS brand new Opel 10 Kadett, with redesigned front end and many improved body and engine features, is the last word in motoring economy. Available at the world's lowest cost for a car of this class, the Opel 10 embodies all the features of a General Motors car—Knee-Action front springing, All-Weather Ventilation, Super Hydraulic Brakes, and All-Steel body. Both the Sedan and the Cabrio-Coach models develop 27 h.p., and have a 92" wheelbase. Start saving with an Opel from this month.

Other New OPEL Models are

- OPEL 12 Olympia Sedan.
- OPEL 12 Olympia Cabrio-Coach.
- OPEL 16 Five Passenger Super-Six Sedan.
- OPEL 16 Five Passenger Super-Six Cabriolet.

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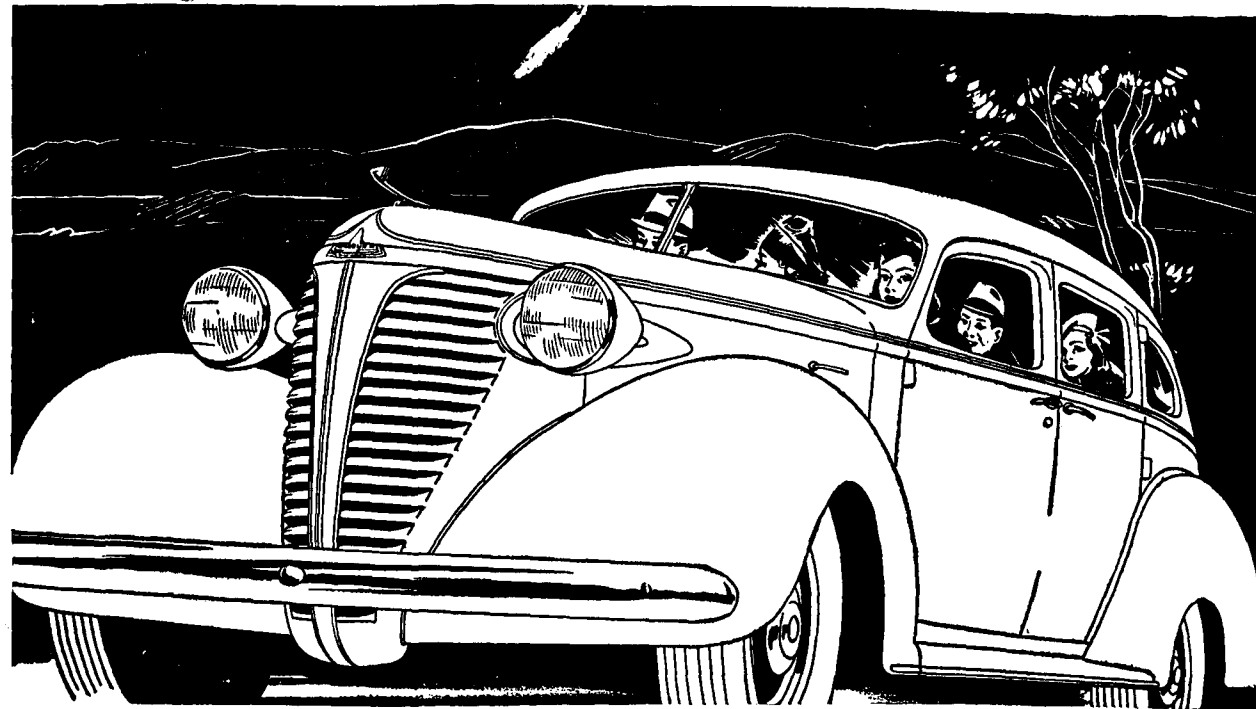
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NO MATTER WHAT CAR YOU ARE DRIVING, COME IN AND SEE A COMBINATION OF ROOM, SMOOTH PERFORMANCE, STURDINESS AND SAFETY ON ONE HAND, AND OF REMARKABLY LOW COST OF OWNERSHIP AND OPERATION ON THE OTHER, SUCH AS HAS NEVER BEFORE BEEN OFFERED IN ANY CAR IN THIS PRICE CLASS

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B. R. MOTORS
30 MOUNT ROAD

Built to Excel

... IN STYLE
PERFORMANCE
LONG LIFE

February 1939]

THE

Cross country

flight

of February 1939

Date	Machine	Pilot	Journey	Time
7-2-39	VT-ACU	Mr. Sundaram	At Karachi	0-20
8-2-39	"	"	Karachi-Bhuj	3-15
"	"	"	Bhuj-Rajkot	1-30
"	"	"	Rajkot-Bombay	4-0
9-2-39	"	"	Bombay-Sholapur	3-30
"	"	"	Sholapur-Hyderabad	2-30
10-2-39	"	"	Hyderabad-Madras	4-30

The Bombay Flying Club, Ltd.

January 1939

THE flying time for the month is 265 hours 36 minutes of which 7 hours 50 minutes being night flying. We commenced the New Year with a cross country flight to Bangalore via Kolhapur, the machine returning to Bombay the next evening.

A Formation Flight of 3 machines was made to Kolhapur to attend the Opening Ceremony of the Kolhapur Aerodrome and the inauguration of the Bombay-Kolhapur Service by the Air Services of India.

Four Moths were flown to Himatnagar and back on an instructional cross country flight. Instead of the usual Formation flying two machines proceeded via Bhavnagar and Limbdi and returned via Ahmedabad and Baroda and the other two vice versa; each machine taking off at half an hour interval.

Cross country flights were made to Dumas, Indore, Bhuj and Poona in Club's Vega Gull by Club Members.

Our Chief Pilot Instructor accom-

panied by our Manager visited the Landing Grounds at Dumas, Bhavnagar, Ahmedabad and Baroda in the Vega Gull.

A Forced Landing Competition was held on the afternoon of Sunday the 22nd January among the 'A' licenced pilots of the Club. Seven pilots took part and Mr. H. S. Ratnagar was declared the winner.

Handwritten notes and signatures, including "X413" and "11-1-2".



Continental

Tyres & Tubes are reliable

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EDITOR: C. FOWLER

Indian Roads Congress Delegates

Visit Dunlop Factory at Sahaganj

'PLANNED and sound development of roads and road traffic industry are essential to the development of India with its peculiar difficulties and problems of transport.' These were the words of Mr. Ferguson, Acting Managing Director of the Dunlop Rubber Co. (India) Ltd., to the delegates of the Indian Roads Congress at the conclusion of their visit to the Dunlop Sahaganj Factory.

Mr. Ferguson further went on to point out that the provision of better roads for India was an interest common to both the delegates and the Dunlop workers at Sahaganj and he gave as an illustration the development of pneumatic tyres for animal-drawn vehicles. It has been accepted by official authorities in practically every province and city in India that such tyre equipment offers advantages, not only in the lessening of strain on the animals, ability to carry larger loads per cart and lower upkeep charges, but also in the great reduction that is made in the destruction of road surfaces. 'Your interest' said Mr. Ferguson, 'is road development, and I feel sure that you would rather spend your time planning and building new roads than filling up holes in old ones'.

Mr. Ferguson also made mention of the Dunlop share in adding to the general welfare of the community. The pay-roll at Sahaganj holds over

1,100 men, of whom the great majority were drawn not from other jobs, but from the lists of unemployed. These men today are engaged in a new industry which provides them with a regular job of work under good conditions and holds in the future definite opportunity for advancement.

Mr. Ferguson stressed the fact that all Dunlop requirements of raw material were purchased locally and that at Sahaganj some 3,000 tons per annum of raw rubber, grown either in India or Burma, were being used at the moment. It is of interest to note that since the establishment of

the Dunlop Factory 2½ years ago retail prices of covers have been reduced by approximately 22½ per cent.

Mr. Ferguson cautioned that care be taken in the matter of regulations. Regulations to further the development of good roads and to protect the users of those roads were both necessary and good. Care, however, should be taken to guard against those wise regulations being overdone in an excess of zeal, 'for' said Mr. Ferguson, 'if unfair restrictions are placed on a growing industry, then the costs of such industry rises and its contribution to the general welfare decreases'.

THE A. A. MOTTO

WITH road manners, particularly, as with life itself, it's the little things that count.

Every unimportant moment we concede to fellow travellers is an investment in the Bank of Good Nature, returning interest a hundredfold.

We must school ourselves readily to concede that unimportant moment—to allow to others their right and proper share of the Road.

Courtesy begets Courtesy.

(Continued from page 14)

The differential mechanism is enclosed in a compact casing, to which the ring gear is attached by bolting or rivetting. The Ford crown wheel itself forms the nearside of the differential casing. Differentials are giving very little trouble these days in comparison with the amount that was experienced, say, ten years ago and earlier.

Much has been heard and written about the hypoid drive of late. To understand the hypoid principle it should be made clear that the normal spiral bevel gearing is arranged with the axes of the pinion and ring gear in the same plane. This means that the pinion is directly in the vertical centre of the crown wheel. Hypoid construction, on the other hand, brings the pinion two to three inches below

the centre, and results in a greater amount of simultaneous tooth contact. The most advertised advantage of hypoid, however, has been that it permits a lower centre of gravity, lower floor level, and, in some cases, entire elimination of the propeller shaft tunnel. Hypoid gears must be carefully adjusted, and the makers' lubrication instructions followed to the letter.

Certain makers who apparently do not favour the hypoid principle employ various alternative methods of lowering the floor level. One or two employ a divided drive shaft, others a double reduction rear axle. One maker has hit upon the plan of placing the gearbox on its side, as it were, with a perfectly flat floor front and rear.

Other concerns appear to have obtained the low floor level without departure from the spiral bevel drive.

The underslung worm-drive is extremely silent, and with correct lubrication and normally careful handling stands up very well. The limited ground clearance of an under-type worm-drive, and lubrication problems of the over-type render it unsuitable for general passenger-car service, at least in Australia. In addition to these factors, the comparative expensiveness of replacement parts, and the high efficiency and reliability of the bevel-drive have no doubt been responsible for deletion of worm-drive from numerous car specifications in recent years. For heavy commercial and omnibus chassis, however, worm-drive reigns supreme.

The Madras Flying Club Notes

AUTUMNAL February, commencement of India's slowly stocking Fall, passed blue, rainless and leaf-strewn according to its custom and completed the early withering of the great meadow, which can now know no shower till June. Vast flocks of cheerily chattering mynas though, escorted by blue jays and black drongoes, apparently find more than usually good foraging in the dun grass, and silly falcons too, always so late to fly aside.

For the first time in its history tragedy by air struck Madras, in whose vicinity no scratch or bruise by air had before been known; and the Madras Flying Club, and indeed many and many besides, mourned the loss of son, husband, father and very valued friend in Mr. A. S. Ratnam, a member who took his 'A' licence at the Club six years ago and had flown regularly ever since. For on the 9th there arrived at the Aerodrome two foreign low-wing light mono-planes; one in a box, little Zlin XII all the way from Czechoslovakia, imported by Mr. Ayadippa Chettiar, another long established member of the Club; and the other by air, a right handsome Arado 79, complete with Nazi emblem blazing on rudder (a new thing to Madras Aviation), flown all the way from Germany, and more recently from Australia, by Lieutenants Pulkowski and Jennete of the German Air Force. Next morning, alas, low in a nearby field sudden catastrophe to the Arado cut short in a twinkling the lives of Lieut. Pulkowski and Mr. Ratnam, his passenger. The same day there came homing back, spick and new, the Gipsy Moth that had come to slight grief at the recent air rally at Karachi, piloted back thence by Messrs. Sundaram and Fernando. And in the evening twilight arrived a Gipsy Moth of the Delhi Flying Club, bearing

Mr. S. Bhuyan of Orissa who learned to fly and took his 'A-1' licence at Madras a couple of years ago, whom it was good to see again.

An all-India record event took place during the month; the first Indian mother to take her child for an aeroplane ride, mother driving. This was Mrs. Kapadia, the club's enthusiastic and enterprising lady flying member.

Mr. Pillai flew his first solo early in the month. Otherwise the only club events of any particular interest were a short charter flight to view from on

high the palm and surf fringed beach line north and south of Madras by General Norton commanding the troops at Bangalore and another to take photographs of the Caltex Oil installations in Madras. A supermarine Walrus amphibious flying boat from H.M.S. Norfolk or Manchester, then both in the Madras harbour, visited flying club one latter morning to the diversion of those assembled and demonstrated how 750 horses can magic so heavy a craft so quickly off the ground.

FLYING TIME FOR FEBRUARY 1939

	H.M.
Dual instruction to members under training	34-55
Advanced dual to A Pilot	0-15
Solo flights by members under training	3-10
Solo flights by A, A-1 and B pilots	7-45
Pilot with passengers, A, A-1 and B pilots	22-20
Joy rides	1-35
Other flights	1-30
Test flights	0-40
	72-10

The following members took dual instruction during the month:—

Indians:—

Mr. Md. Ismail Khan	Advanced dual.
„ Bhargava	„
„ R. M. Pillai	Dual.
„ Nagarajan	„
„ Soundararajan	„
„ M. R. Raju	„
„ Dhairyam	„
„ A. S. Moses	„

Ceylonese:—

Mr. Barnabas	Dual.
„ Perera	„

CALCUTTA: Standard Buildings 32, Dalhousie Square

LAHORE: The Mall

KARACHI:—New Forbes Buildings

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Triumph Motor Cycles

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

Vauxhall Cars

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