

649
The South India Motor Owner.

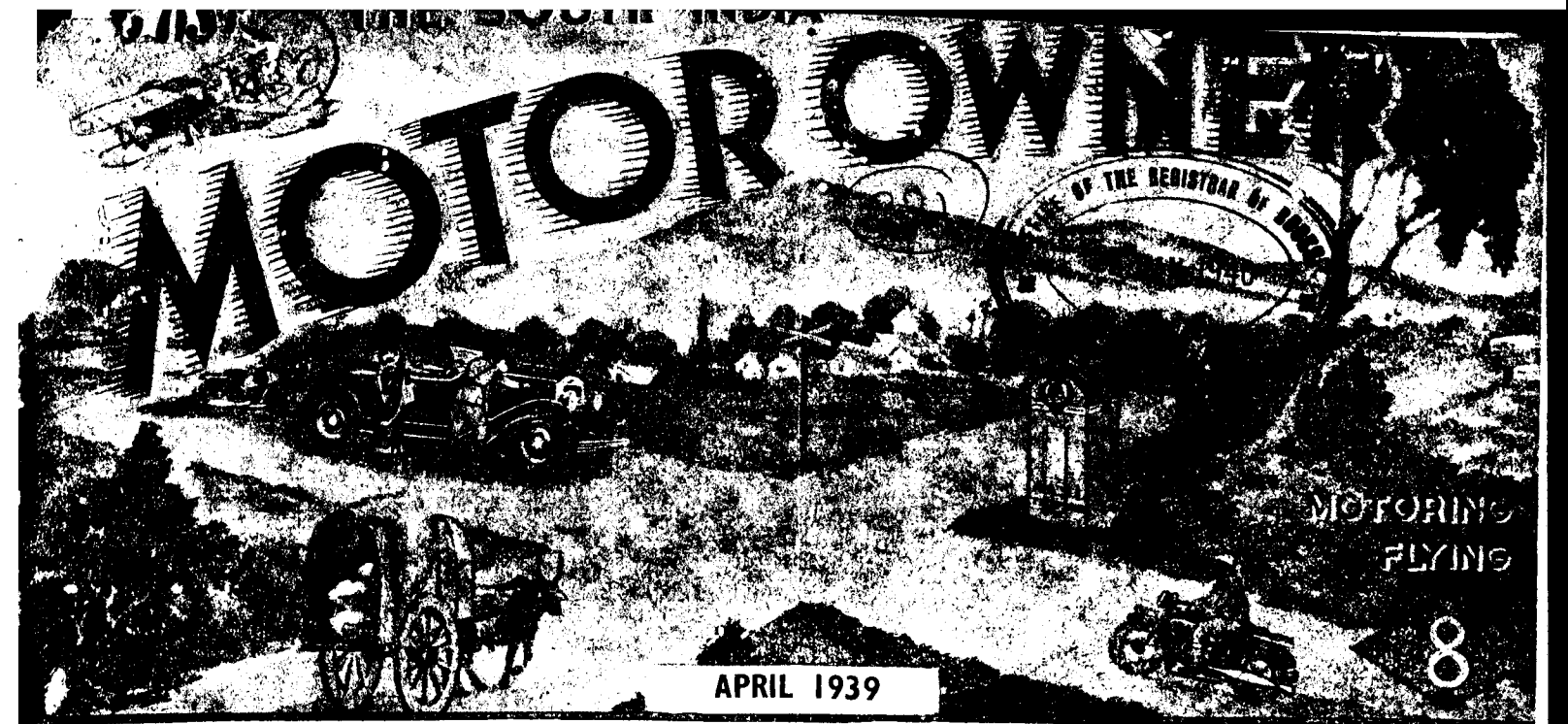
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April to Sep.-1939

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Official Organ of THE AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA

An advertisement for Dunlop Fort tyres. The background features a large, detailed illustration of a tyre tread pattern. On the left side, the text 'The Indian made Masterpiece' is written in a serif font. Below this text is a small circular portrait of a man. At the bottom, the brand name 'DUNLOP FORT' is written in large, bold, outlined letters. Below the brand name, the tagline 'The National Tyre with the International Reputation' is written in a smaller, italicized font. The overall design is classic and professional.

AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA

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BRANCH OFFICES:

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Trivandrum—Opp. War Memorial, Main Road,

A. K. Tampi, Esq., Hon. Secretary.

PORT REPRESENTATIVES

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

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

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

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

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Serial No.	NAME	Address
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3	R. Gopal Rao, Esq.	The Modern Motor & General Trading Co., Tanjore.
4	S. Govardhan Rao, Esq.	Deccan Assurance Co., Ltd., "Deccan House", Beasant Road, Bezwada.
5	Khan Bahadur V. Hameed Sultan Maricair, M.L.C.	C/o The Madura Co., Ltd., Negapatam.
6	O. W. Horrocks, Esq.	Glenmary Estate, Peermade P.O.
7	Dr. G. J. Ingram-Cotton	Dental Surgeon, "Marine Villa," 34, Rue Dumas, Pondicherry.
8	L. H. Jacob, Esq.	Executive Engineer, Quilon.
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24	M. Rangayya, Esq., B.A.	Rass Bros., Ellore, W. Godavari.
25	Rao Sahib C. Doraswamiiah, B.A., B.L.	Government Pleader and Public Prosecutor, "Rama Vilas", Vellore.
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28	Mr. C. P. Sarathy	Messrs. C. P. Sarathy Bros., Chittoor.

LIST OF A.A.S.I. PUBLICATIONS

	Rs. A. P.
Road Map of Madras Presidency ..	3 4 0
Road Map of Northern India. Scale 16 miles to 1 inch. Mounted on linen and folded in stiff covers ..	6 8 0
A.A. Handbook of Northern India ..	5 0 0
A.A. Handbook of Ceylon ..	5 0 0
Road Map of India. Scale 50 miles to 1 inch. Mounted on paper and folded into covers ..	1 4 0
This Motoring' the Romance of the A. A. by Sir Stenson Cooke ..	2 0 0
Europa Touring by A.A. London ..	8 8 0
'My Glorious Adventure,' by Captain T. Yates-Benyon. A record, written in a light, amusing style of the author's trip by car from Piccadilly to Calcutta ..	5 0 0
Map of Madras City showing principal roads and buildings produced by the Madras Calling League. Folder or flat ..	1 0 0
Mysore Motor Guide ..	0 12 0
The Madras Road Traffic Code, 1938 ..	1 4 0

Postage extra in all cases.

Secretary's Notes and News—

	PAGE.
Bangalore Trades Association ..	83
Civil and Military Station Motoring Safeguards ..	84
Poor Lighting of South Parade ..	84
Station Short Term Motor Licences ..	84
The 30 m.p.h. Limit—End of the "Probationary Period" in sight ..	84
Branch Notes ..	85
Membership ..	86
Automobile Association of Southern India—Proceedings of Annual General Meeting ..	87
I. R. T. D. A. Monthly News Letter ..	88
The Future of Road Transport ..	93
Road Communications—Their Financial and Technical Aspects, also Economical and Educational Benefits ..	96
Traffic News ..	98
How Wild Elephants are caught ..	102
Road Lighting ..	104
Mr. E. M. Van Voorhees ..	104
Notes from London ..	106
What the Average Motorist Wants ..	108

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APRIL 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.

WE regret to report the death of Major G. W. Owen, Secretary of this Association, under tragic circumstances on March 15th.

Major Owen had been Secretary of the A.A.S.I. for nearly two years, and had filled this post with much efficiency. During the time he was Secretary, the membership of the Association increased from 1,305 to 2,367. His zeal, courtesy, and enthusiasm did much to bring the Association to the fore. His death is a great loss to the A.A.S.I. which he served so well.

Road Information will not be published in detail till the June number for reasons indicated already in previous issues.

Bangalore Trades Association

The following extracts are taken from the Annual Report of the Bangalore Trades Association for the year ended 31st March, 1939:—

"*Retrocession of the Civil & Military Station.*"—This most controversial question has again been much debated upon during the year that is past. The Joint Committee on Retrocession representing the Anglo-Indian and Domiciled European Association, the Bangalore Rate-payers' Association, the Southern Division Rate-payers' Association and the Bangalore Trades Association, issued its Third Memorandum to Parliament on

15th September, 1938, and the Bangalore Trades Association has supported the step.

The latest information upon the subject would appear to be in the answer to a member's question in the House of Commons on November 28, 1938, i.e., "that Government was awaiting the Hon'ble the Resident's proposals in the light of the discussions now proceeding with Mysore, and that the Hon'ble the Resident was in touch with the residents of Bangalore, and their views would be taken into account both by the Resident in formulating proposals and by the Government in considering them."

It is the considered opinion of the Bangalore Trades Association that the wishes of the citizens of the C. & M. Station will be considered before any final decision is arrived at.

The Motor Vehicles Bill.—A Bill to consolidate and amend the law relating to motor vehicles was submitted through the Collector, C. & M. Station, for this Association's comments and suggestions.

In expressing the considered views of members, this Association strongly urged the inclusion of a measure which would enable the authorities concerned to better equalise taxation throughout India, thereby avoiding some of the inter-State formalities which occasion such loss of time and money to every class of motorist, apart from the confu-

sion caused in provincial adjustment of finance. Members feel that facilities reciprocated between various Indian States should be wider and more general, as exemplified by the Bangalore C. & M. Station and Mysore State.

This Association emphasised the view that there should be unrestricted freedom of competition between Road and Rail, as definitely helpful to trade and commercial expansion. As regards the restriction of hours of work of drivers, the Association fully supported the clause, as calculated to lessen dangers which the over-worked driver is apt to occasion, and which too often exact a toll upon property and human lives. The Association gave as its considered opinion, that the Regional Transport Authority should not be empowered to fix maximum or minimum fares in respect of passenger transport, and that there should be no distinction in taxation between vehicles for public hire and those for private business purposes.

In regard to signals and signalling devices, the Association submitted its members' unanimous suggestion that the "Turning Left" signal should be "downward right arm rotation, anti-clockwise." The Association's emphatic view is that the signal code of Great Britain is the best proved of any, and should be applied to India, as is felt, in fact, to be already the case in actual practice.

Insurance of Motor Vehicles against third party risks.

This Association expressed the opinion that "Third Party Insurance" and "Workmen's Compensation" being entirely distinct considerations, should therefore be separately dealt with, and that "Third Party Insurance" should not only be compulsory but free from discrimination between Government and non-Government Vehicles.

The Bill has since been considered by the Central Assembly, and, with certain important changes, has been passed; it was introduced in the recent session of the Council of State, and comes into force on July 1, 1939.

Civil and Military Station Motoring Safeguards

Motoring members have from time to time questioned whether Municipal regulations compelling low walls near cross roads, were being in some cases disregarded, thereby obstructing visibility of approaching traffic.

Furthermore, members in general have expressed objection to advertising vans and portable hoardings being allowed to stand at corners of the maidan; also, to the exhibiting of raised hoardings and advertising boards at corner walls of certain compounds, as preventing visibility of objects on the adjacent roads.

Representation was accordingly made to the President, Municipal Commission, supported by actual instances in which the regulation seemed ignored or violated.

It is satisfactory to record that due and prompt action has been taken by the authorities, and that, at most of the offending junctions, visibility is now restored.

Poor Lighting of South Parade

During the year, at the instance of several members, discussion has been given to the insufficient lighting of South Parade and to the unfairness of leaving the main lighting of this most important thoroughfare to be borne by South Parade tradesmen.

In the view of this Association, there would be comparative darkness in South Parade, most nights, but for the tradesmen's advertisement lights. For the sake of both the pedestrian and the motorist, safety lighting of South Parade should be improved at Municipal expense. The existent inadequate lighting may prove to be a dangerous economy.

There seems unfairness, too, in the South Parade tradesmen being doubly out-of-pocket, paying, as they do, first for the insufficient Municipal lighting, and, secondly, for their own additional lighting.

Accordingly, this matter was again referred to the President, Municipal Commission, with the suggestion that an inspection be made of Municipal lighting in South Parade at a night hour when, by arrangement, trades-people's lights would be extinguished.

In his reply, the President, Municipal Commission, has intimated that he cannot see any useful purpose being served by an inspection of South Parade lighting, because even after such an inspection the position would remain the same, *i.e.*, that "Municipal funds do not permit of any additional lights on South Parade".

Though representations have so far failed, for the reasons stated, it will be this Association's obvious duty to press its case until success is achieved.

Station Short Term Motor Licences

In October 1938, this Association gave its help and full support to the case put forward by the Bangalore Branch of the Automobile Association of Southern India, for the granting of successive 30 days' licences for motor cars and motor cycles in the C. & M. Station of Bangalore.

As then existing, the regulations occasioned inconvenience, hardship and loss in many instances, and proved a definite discouragement to motoring visitors when their comings and goings failed to fit in with the one month licensing limitations.

The Secretary of the local Branch of the Automobile Association of Southern India deserves congratulations, and the thanks of all motorists, for the clear and unanswerable representation made by him to the C. & M. Station Municipal Commission. In the result, amendments of the licensing rules were notified on 25th February, 1939 as reprinted hereunder:—

"A 30-days' licence starting from the date of possession or of arrival in the Station or from the date immediately following that on which a previous licence obtained from the Station Municipality has expired may be granted for a motor car or a motor cycle with or without side-car at the following rates if such

vehicles are kept in the Station for more than 6 days from the date of possession or of arrival, in the Station, no refund being permissible in respect of this licence:—

For every motor car 15 cwt. and over	Rs. 7 8 0
For every motor car under 15 cwt.	Rs. 4 0 0
For every motor cycle under 15 cwt.	Rs. 2 0 0
For every cycle with side car	Rs. 2 8 0

Provided also that in the case of a motor car or motor cycle with or without side-car kept in the Station for more than six days from the date of its possession or of arrival in the Station a short term licence of 30 days may be obtained".

The 30 m.p.h. Limit

(By Courtesy of the Autocar).

End of the "Probationary Period" in Sight

The present year will see the end of the experimental period of the 30 m.p.h. speed limit in built-up areas. It seems, however, highly unlikely that motorists can hope for its removal. If a review at the end of the year leads the authorities to infer that it has been a success and that safety has been increased, then it will certainly remain in force. If, on the other hand, accidents are increasing, then the increase, it will be argued, is in spite of, not because of the limit, and would have been even greater had it not been imposed.

Either way, its removal seems unlikely.

What has actually been the effect of the limit? At present two-thirds of all accidents take place where it is in force; but as it is known that risk increases practically in step with congestion; it is natural that this should be the case. Built-up areas are congested areas. The fact is no real argument on one side or on the other.

A limit of some sort in areas which really are dangerous is right and proper. Our complaint against the present limit is not its existence but its method of application. Admittedly the definition of a built-up area in terms of street lighting was a simple and roughly accurate formula; but it has been applied far too much on a literal interpretation. More advantage should have been taken of the provisions for flexibility both in limiting and delimiting stretches of road on their own merits.

Secondly, the limiting of roads, like Western Avenue, built and intended as by-passes to built-up areas, is contrary to the whole object and spirit of the speed limit. Unless the Minister of Transport is prepared to surrender these arteries, built over a period of years at the expense of millions, to the encroachment of housing estates, and build

others to take their place, then he should not be moved by the clamour of those who, of their own free will, erected houses or came to live in them, alongside a road which they knew was intended for speed.

We would go farther and say this: It should be possible for a car to be

Branch Notes

which is 42 more than the peak figure of 266 for last month.

This reflects the growth of work, some of the cases running into 15 to 20 letters before the case closed.

Other Services:—

25 Madras, Mysore and Station Licences were obtained on the spot for members.

A few Madras quarterly ones were got from the Secretary. 2 A.A.S.I. Road Maps were supplied, also 6 car badges were supplied and fitted up.

2 Badges were withdrawn and returned to the A.A.N.I., Lahore, and the W.I.A.A., Bombay, and 2 of our A.A.S.I. ones issued gratis in their place.

14 personal visits were made to members, garages, car parking arrangements, etc.

Miscellaneous:—

The death of our late Secretary was the subject of a special condolatory letter from the Branch at the time.

The C. & M. Station Motor Car Licences:—

Apropos of what I said in last month's report, this year—in March, the C. & M. Station licensing authorities commenced the issue of private car licences for 1939-40 in the latter part of March. This enabled those motorists who had business in the City, etc., also others who desired to play golf, or enter Mysore limits for any reason or for evening drives to the heights around Bangalore to revive their hot-weather and jaded feelings, to do so in early April during which hitherto only a fraction of motorists could obtain new licences till well on in the month.

There must be some 2000 motorists and possibly another 8000 to 10,000 bicyclists, thousands of dogs, rickshaws, gharries, etc., all rushing for licences and it would be interesting to know just how many motor licences can be dealt with each day as one must take one's turn with the dog licences.

driven from any one large town in England to any other, without entering a built-up area except at the start and end of the journey. In other words, if a town is sufficiently congested to deserve the imposition of a speed limit, it is also sufficiently congested to deserve a by-pass.

Of course, the licensing staff is greatly augmented in April, still, as the pace of the column in hostile country is that of the slowest-moving unit, so the speed of licences is set by the ability of the men counting and entering up the cash before a licence is parted with.

It will be seen therefore that April must confine many motorists to the restricted limits of this little station.

A. W. WATERS,

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

MADURA

THIS month the work has to be carried on without a Scout, as the previous Scout Mr. R. Rengarajan has resigned the job on account of his ill-health. Being the taxation period, quite a number of members about 45 in number came to the office with their registration certificates and taxes for getting the M. V. Tax licence. With the available staff a clerk and a Car Park Attendant, licences were obtained from the treasury and delivered to members at their residences.

One of the chief items of work was that all town members were reminded that the M. V. Tax should be paid within the 6th of this month, as Easter Holidays commence from the 7th instant.

The Car Park Attendant in addition to looking to the parking of cars in the town, was sent to Karaikudi to assist in parking cars during the cinema show conducted by Messrs. T. V. Sundram Iyengar & Sons Limited, Honorary Secretaries, of this branch. Pamphlets and application forms (in Tamil which were printed specially for the use of motorists in these places) were distributed to the motorists. Many of them were explained the activities and the advantages of membership. We hope after a permanent Scout is appointed for this branch, to send him to these places to enrol more members.

Constructon of a Bridge near Paloothu, 8 miles from Madura.

The Head Office has been requested to take immediate steps with the District Board authorities regarding the construction of a bridge on the road to Paloothu.

Enquiries were received from members regarding the condition of the roads, where to stay, etc., and all of them were replied promptly.

45 Motor Vehicle Tax Licences were obtained from the treasury and delivered to members.

4 Driving Licences were renewed and delivered to members.

Madura-Bodianayakanur Road

One member who had recently toured these places, gave us the condition of the road as good.

Correspondence

60 letters were received from all sources.

Letters issued to the Secretary were	30
To others (Out station)	41
Local delivery by the Car	
Park Attendant	96

TOTAL .. 167

Road Itineraries Supplied •

6 route itineraries were supplied to members during the month.

The South India Motor Owner

Many queries from members were received regarding the non-supply of the monthly issue of the "South India Motor Owner" from February 1939 and all of them were informed of the real situation.

List of New Members

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Ceylon Labour Commission, Trichinopoly.

James Restrict, Esq.,
C/o S.I. Railway, Trichinopoly.

S. Devarajulu, Esq.,
Guindy.

V. S. Risoe, Esq.,
C/o A. E. I. (India), Ltd., P.B. 1271, Madras.

C. Moore, Esq.,
65, Fisher Road, Perambur, Madras.

G. K. Nair, Esq.,
Electrical Assistant Engineer, Trivandrum.

Dr. Glenn-Crim, D.D.S.,
1, Grant Road, Bangalore.

Messrs. Charles Morgan Co., Ltd.,
314, 315, Linghi Chetty Street, Madras.

Nanalal Bhatt, Esq.,
16, Musa Sait Street, Theagarayanagar.

Sir C. Madhavan Nair,
Lynwood, Cathedral P.O.

K. A. Krishna, Esq.,
23, Errabalu Chetty Street, Madras.

Capt. E. C. A. Russell, R.E.,
4, St. John's Road, Bangalore.

V. S. Rajagopalan, Esq.,
4/23, Waller's Road, Mount Road, Madras.

Mrs. M. A. Wilson,
C/o Miss Shaw, Government Isolation Hospital, Bangalore.

M. N. Sakhi Gopal, Esq.,
"Kamalalayam", Sir Habibulla Road, Theagarayanagar.

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W. A. Bonner, Esq.,
C/o S. I. Railway, Madura.

R. T. Chari, Esq., I.C.S.,
Asst. Collector, Nellore.

D. S. Pracasarao, Esq.,
15, Mowbray's Road, Mylapore, Madras.

John Ashton, Esq.,
"Maybreeze", Casamajor Road, Egmore, Madras.

M. G. Goodhind, Esq.,
Sterling Road, Madras.

E. J. M. Wyld, Esq.,
C. O. A., Kilpauk, Madras.

S. K. R. Karuppan Chettiyar, Esq.,
Rajagopalapuram, Chockalinga Vilas, Puducottah.

Sardar S. Dogar Singh, Esq.,
Ceramic Expert, "Vijaya Bhavan", Trivandrum.

Chattanatha S. Karayalar, Esq.,
Deputy President, Travancore Assembly, Thycaud, Trivandrum.

E. G. Cameron, Esq.,
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S. Malaikolundu, Esq.,
Gnama Mandir, Kodumudi, Coimbatore District.

M. Thanupillai, Esq.,
Trivandrum Motors, Trivandrum.

The Tide Water Oil Co. (India) Ltd.,
C/o Parry & Co., Ltd., Madras.

R. H. C. Allen, Esq.,
Valparai Estate, Valparai P.O., via Polachi.

Md. Baquer Khaleeli, Esq.,
Khaleelabad, Pantheon Road, Egmore, Madras.

Bana Adam Sait, Esq.,
No. 106, Devaraja Mudaly Street, P.T., Madras.

T. V. Ramamurti, Esq.,
Edward Elliotts Road, Mylapore.

R. G. Kay, Esq.,
Spencer's Hotel, Madras.

AV. PL. CT. Ramanathan Chettiar, Esq.,
Banker, Karaikudi, Ramnad District.

V. Ramaswami Reddy, Esq.,
Sodam, Chittoor District.

Dr. A. Martin,
11, Infantry Road, Bangalore.

H. B. Remfry, Esq.,
Burmah Gardens, Tondiarpet, Madras.

K. P. S. Nayar, Esq.,
Supdt., Quilon Electric Supply, Quilon.

Dr. P. Pickenbrock,
No. 8, Infantry Road, Bangalore.

F. A. Johnston, Esq.,
Vaghamon Estate, Fairfield P.O., Travancore.

AL. VR. PV. VR. Veerappa Chettiyar, Esq.,
Junior Zamindar of Rettayambudi, Devankottah, Ramnad District.

V. Srinivas, Esq.,
"Murungandi", 60, Jail Road, Coimbatore.

H. Bueler, Esq.,
C/o Messrs. Volkart Bros., Cochin.

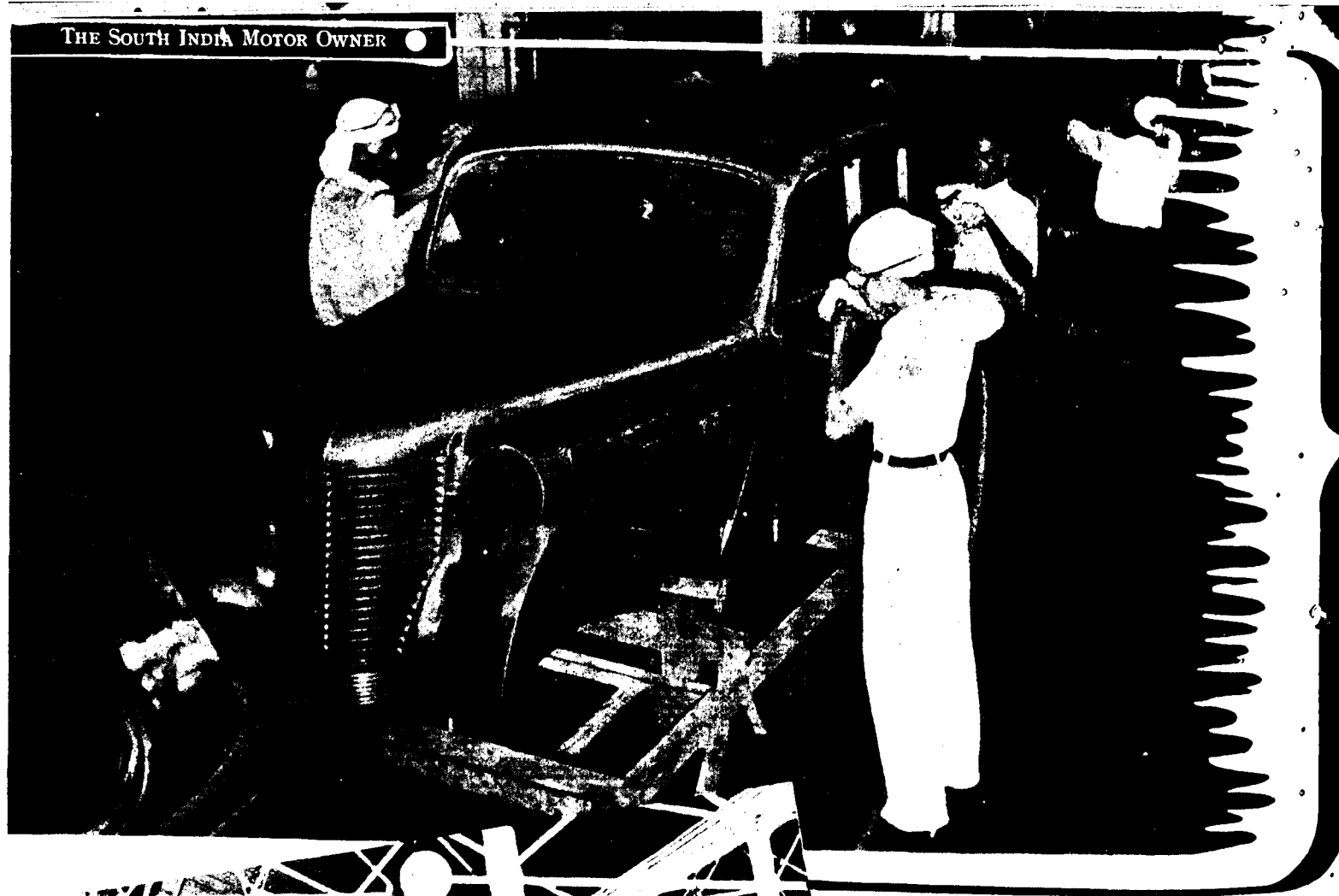
Lt.-Col. J. E. B. Scrafton,
Secunderabad, Deccan.

Amongst small car buyers, Opels have always held their place, though recently their popularity has grown rapidly, as it has become known to what a great extent they cater for Indian motoring requirements.

In 1939 all the features which have endeared them to the discriminating small car buyer have been repeated, and in some cases improved. As before, the leading motif of their manufacture and marketing is that of economy. Of all the "10's" and "12's" sold in India, they are, as a matter of fact, the least expensive to buy and operate.

Knee Action Suspension, Turret Top Construction, Hydraulic Brakes and All-Weather Ventilation are again the foremost features—features which, incidentally, are not found together in any other small car sold in India. For safety and comfort, combined with the well known economy of yore, these interesting models are hard to equal, and impossible to beat.

of the new OPEL "10" and "12"

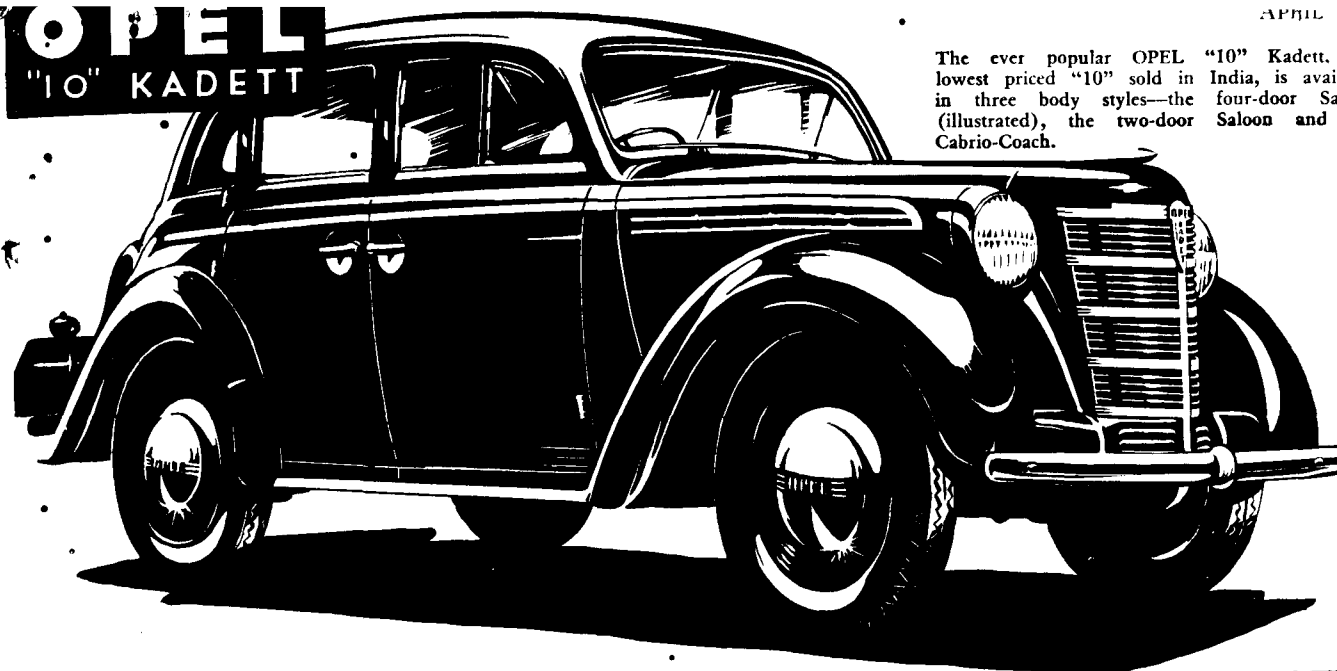


THE Opels are completely assembled in the huge General Motors India Limited Works at Sewri, Bombay. There, and throughout India, large stocks of spares are kept, so that Opel buyers are afforded a country-wide service second to none.

The photograph above shows a small section of the works in Bombay where these popular cars are produced and on the left is shown a section of the Spare Parts Department which keeps every dealer in India adequately stocked with genuine spares for all Opel models.

Buy an Indian assembled car—for use in India. Buy the Opel for its excellent (and often exclusive) features, and its low initial and operating cost. Buy it because you know the organisation behind it will never let you down.

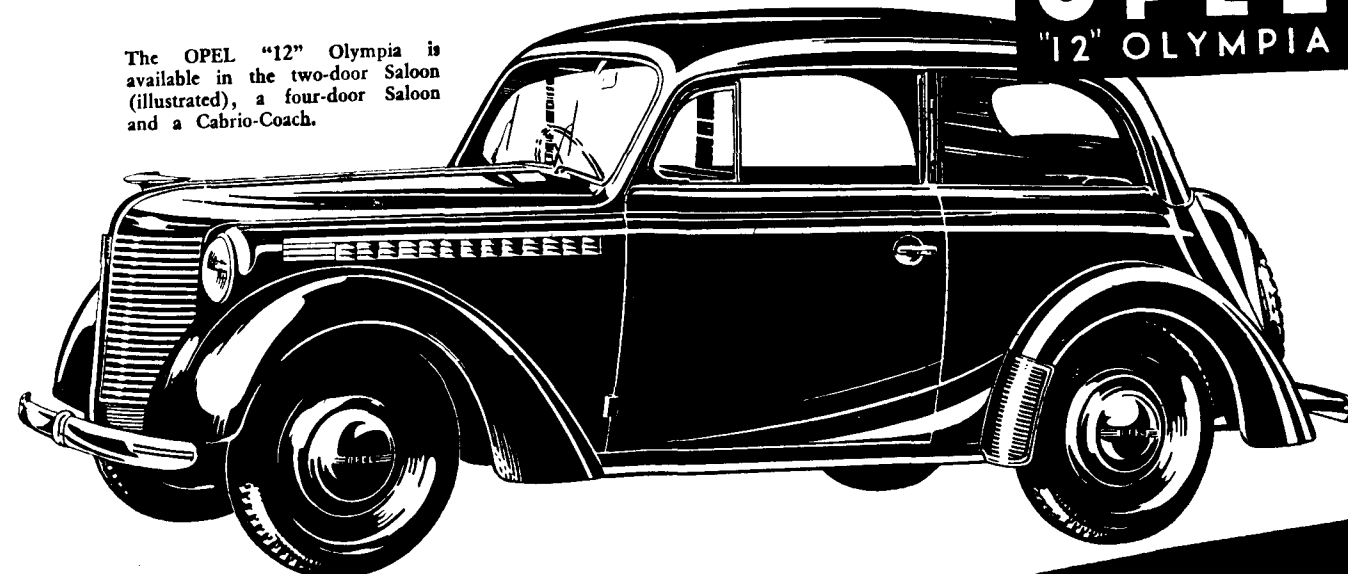
OPEL "10" KADETT



The ever popular OPEL "10" Kadett, the lowest priced "10" sold in India, is available in three body styles—the four-door Saloon (illustrated), the two-door Saloon and the Cabrio-Coach.

OPEL "12" OLYMPIA

The OPEL "12" Olympia is available in the two-door Saloon (illustrated), a four-door Saloon and a Cabrio-Coach.



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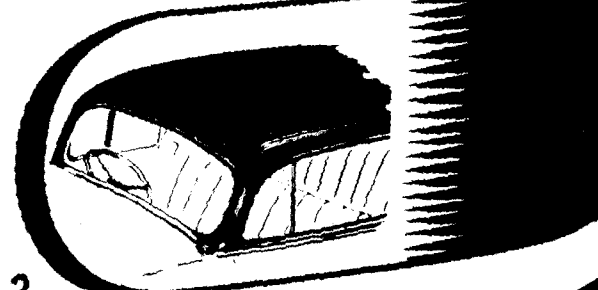
The **OPEL** is assembled in India — for Indian conditions

ALL these features in India's lowest priced "10" & "12"

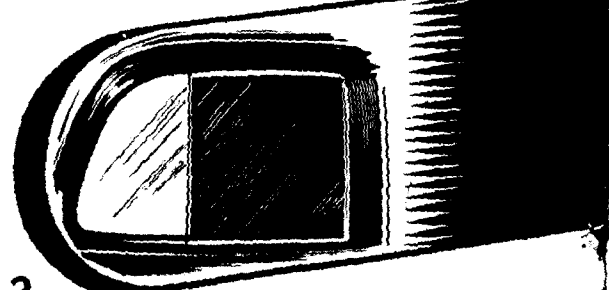
KNEE ACTION Front Independent Suspension. On bad roads the wheels ride easily over the bumps, and the car remains level on the worst surfaces. Knee Action is essential in India, not only for your comfort, but also to assure a long life for your car.



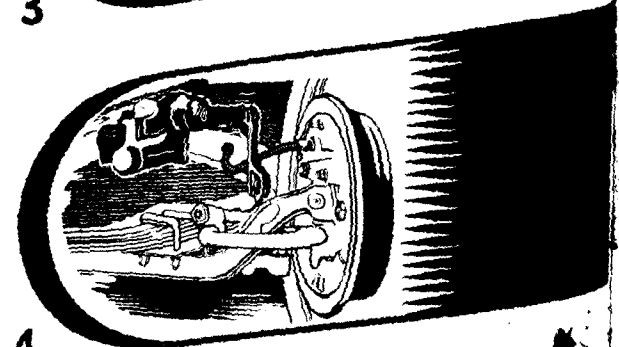
TURRET TOP construction gives safety in emergencies which you hope, will never happen. The all-steel body, built integral with the chassis not only gives immense strength, but also lowers the weight, and allows a high power to weight ratio.



ALL-WEATHER VENTILATION means you have a fresh, even breeze all the time. No rain in the Monsoon, as in ordinary cars, but a scientifically controlled breeze which keeps you cool and comfortable.



HYDRAULIC BRAKES provide sure, quick stopping, not only when the car is new, but thereafter. They are the most efficient brakes known and they LAST longer than ordinary mechanical types. Any car which does not have Hydraulic Brakes, is out of date.



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Study the features — then the price. **OPEL** is the logical buy

A PRODUCT OF **GENERAL MOTORS INDIA LIMITED**

April 1939]

Automobile Association of Southern India

Proceedings of the Twenty-seventh Annual General Meeting held on Friday, the 10th March 1939, at "AA" House, No. 38B, Mount Road, Madras, the Registered Office of the Association.

Present

Sir Mahomed Usman, K.C.I.E., President, in the Chair,
A. A. Hayles, Esq.,
C. P. Johnstone, Esq.,
Md. Kazim Khaleeli, Esq.,
A. P. Adam, Esq.,
S. G. Harrison, Esq.,
C. H. D. Leonard, Esq.,
K. S. Jayaram Iyer, Esq.,
K. R. Simpson, Esq.,
F. G. Luker, Esq.,
E. A. Watson, Esq.,
T. M. Joseph, Esq.,
The Hon'ble Mr. Justice F. W. Gentle,
W. H. Sell, Esq.,
T. R. Mehta, Esq.,
R. Foss, Esq.,
Musa Sait, Esq.,
C. Kunhi Raman, Esq.,
D. A. King, Esq.,
T. R. Bushanam, Esq.,
G. W. Owen, Esq., Secretary.

The President welcomed the members, and called on the Secretary to read the notice calling the meeting.

The notice having been read, the President explained the activities of the Association during the year 1938 at some length, and the increase in membership. He also thanked Mr. G. W. Owen for his untiring efforts, and for the interest he has taken in the welfare of the Association.

Annual Report and Accounts. Proposed by Mr. C. H. D. Leonard, seconded by Mr. T. R. Mehta and carried unanimously that the Annual Report, the Statement of Account and the Balance Sheet for the year ended 31st December 1938 be adopted.

Auditors for 1939. Proposed by Mr. Md. Kazim Khaleeli, seconded by Mr. F. G. Luker and carried unanimously that Messrs. Fraser and Ross be re-appointed as auditors for the current

year on the same remuneration of Rs. 300 per annum for monthly audits to be conducted in the Association's offices.

Office-Bearers. Proposed by Mr. C. P. Johnstone, seconded by Mr. A. A. Hayles and carried unanimously that Sir Mahomed Usman, K.C.I.E., be re-elected as President of the Association.

Proposed by Mr. C. P. Johnstone, seconded by Mr. T. R. Mehta and carried unanimously that Diwan Bahadur Govindoss Chathurbujadoss be re-elected as Vice-President.

Proposed by Mr. E. A. Watson, seconded by Mr. C. P. Johnstone and carried unanimously that Mr. A. A. Hayles be elected as Chairman.

Proposed by Mr. K. S. Jayaram Iyer, seconded by Mr. S. G. Harrison and carried unanimously that Mr. C. P. Johnstone be elected as Vice-Chairman.

Proposed by Mr. A. P. Adam, seconded by Mr. Md. Kazim Khaleeli, and carried unanimously that Mr. C. H. D. Leonard be elected as Hony. Treasurer.

Committee. Proposed by Mr. S. G. Harrison, seconded by Mr. E. A. Watson and carried unanimously that Mr. A. W. Hopton be elected as a trade member to fill the vacancy caused by the retirement of Mr. F. G. Luker.

Proposed by Mr. E. A. Watson, seconded by Mr. K. S. Jayaram Iyer and carried unanimously that Mr. H. W. Horton be elected as an ordinary member to fill the vacancy caused by the retirement of Mr. A. P. Adam.

Legal Adviser. Proposed by Mr. C. H. D. Leonard, seconded by Mr. A. A. Hayles and carried unanimously that Mr. K. S. Jayaram Iyer be re-elected as Legal member.

The President then explained to the meeting that by the election of Mr. C. H. D. Leonard as Hon. Treasurer,

another vacancy had occurred in the Committee and he asked the meeting to decide whether that vacancy should be filled by the General Body or be left to the Committee to be filled as a casual vacancy.

Proposed by Mr. K. S. Jayaram Iyer, seconded by Mr. S. G. Harrison, it was resolved unanimously to fill the vacancy caused by the election of Mr. C. H. D. Leonard as Hony. Treasurer by the General Body.

Proposed by Mr. Md. Kazim Khaleeli, seconded by Mr. A. P. Adam and carried unanimously that Mr. S. Govind Swaminathan be elected as an ordinary member of the Committee to fill the vacancy created by the election of Mr. C. H. D. Leonard as Hony. Treasurer.

Mr. C. P. Johnstone thanked the President and explained at some length the keen interest he had taken in the welfare of the Association. He also thanked Mr. K. S. Jayaram Iyer for his valuable services as the Association's Legal Adviser and informed the meeting that three applications for Free Legal Defence had already been received although the scheme had only been in operation for a month.

Sir Mahomed Usman replying to the tribute paid to him by Mr. C. P. Johnstone pointed out that the prosperity of the Association was due to the keen interest taken by the Hon'ble Mr. Justice F. W. Gentle who is now a Vice-Patron, and Mr. C. P. Johnstone as Chairman of the Committee during the year 1938, and he thanked them and the Committee for the excellent work of the year.

Mr. W. H. Sell then proposed a vote of thanks to the Chair and the meeting terminated.

MADRAS, 13th March '39. (Sd.) MD. USMAN, President.

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

Black Light

AN apparatus which will enable motorists to see in the dark has just been produced by a Liverpool radio engineer and a research chemist of Oxford University. An invisible ray known as "black light," and possessed by no other country in Europe, is utilised; it will make vehicles, roads, sign posts, etc., brilliantly luminous without being apparent from the air. The invention will be of particular value in the event of a "black out"—since the necessity of traffic slowing down and the danger of collisions will be reduced.

The apparatus will weigh only 10 lbs. and derive its power from the ordinary car battery. The rear of vehicles, kerbs, and signposts, when treated with a special but inexpensive liquid, would become luminous immediately the ray came into contact with them. The glow would not carry more than 200 feet.

The cost of producing the apparatus is at present about £16, but production on a large scale would, of course, reduce this considerably.

Road Architecture

A Road Architecture Exhibition was opened recently at the Royal Institute of British Architects in London dealing with the combined problems of roads and railways. It illustrates the present growing waste and muddle of haphazard building and congestion on the roads. The principal suggestion of the Exhibition is that only comprehensive National Planning can effect a thorough cure. It is also suggested that a National Planning Commission should be appointed to advise the Government and to co-ordinate the work of the numerous existing town planning and road authorities. (There are still 1,500 different authorities in control of England's road system). The guiding idea of the Exhibition has been that town planning should be based on the needs and wishes of the ordinary man, and road planning on where the traffic wants to go.

The Exhibition, which consists of cartoons, diagrams, models, and very excellent photographs, is divided into four sections—As Things Are; What is Happening Now; Future Development; and The Historical Background.

In this connection Mr. H. E. Ormerod, a member of the Council of this Association, gave a lecture on the subject of Road Architecture some 12 months ago in Bombay and it would appear that it was he who originally coined the phrase "Road Architecture".

He has recently published an interesting illustrated brochure on the subject of Road Architecture which can be obtained from the Associated Cement Companies Ltd., Esplanade House, Bombay.

More Buses Replace Trams

More and more of the chief cities of the United Kingdom are adopting trolley or motor buses in preference to trams. The latest decision comes from Manchester; the City Council recently having approved the proposals of the Transport Department for the displacement of tramcars by motor-buses, with trolley buses on one or two routes only.

It is estimated by the Transport Department that this conversion will cost £855,800.

The authorities of Sydney, Australia, are also busy motorising their city. It is reported that nearly a hundred new buses, at an approximate cost of £200,000, are to be put on the streets in the near future. Forty-eight were added to Sydney's fleet last year and when the new ones are in operation there will be 440 on the road. During 1938, 14,400,000 more people travelled on buses in the Sydney area than in the year before.

Speed Reduction—Adverse Effect

Major Cork, Chief Engineer of the Ministry of Transport, England, stated recently that the traffic value of arterial roads around London has been gravely impaired by the imposition of speed limits, provision of pedestrian crossings and other safety measures which had to be adopted owing to the type of development allowed adjacent to the roads. It is time we in India took steps to stop Ribbon Development, otherwise we shall be faced with the same dilemma.

British Railway Claim for a "Square Deal"

The informal conversations between the Liaison Sub-Committee and the General Managers of the Railway Companies

in regard to the application of the Railways for the removal of statutory restrictions on charging, concluded during the month, and a joint memorandum has been submitted to the Transport Advisory Council. This document has been unanimously approved by all the national associations and if the proposals are adopted by the Minister on the advice of the Transport Advisory Council they will undoubtedly have far-reaching effects on the future of the road transport industry and should form an invaluable contribution to the proper regulation of the relations between road and rail. Transport is a public service; co-ordination of all forms of transport so as to ensure that each form of transport is used to the greatest national advantage is a goal which *must* be achieved in the public interest and the present proposals undoubtedly mark a substantial step in this direction. Solid foundations have been laid and success will depend on the measure of co-operation which is forthcoming from each side.

A Summary of the Proposals

(1) Subject to the special safeguards specified below no objection will be raised to the railway application.

(2) All forms of public transport should as soon as possible be rate-controlled but it is not practicable to apply to road transport the present railway rates structure with its elaborate classification, restriction and obligations.

(3) Unless after consideration by the Consultative Committee referred to below either side feels that there are exceptional circumstances, the Railways for two years after obtaining their freedom will not object to the renewal without modification of A and B licences or the granting of additional vehicles to (a) all existing "A" licence holders, (b) existing "B" licence holders whose operations are limited to a 25-mile radius. (The Railways reserve the right to give information regarding their service if so required by the Licensing Authority and to object to an application where the applicant has failed to comply with the conditions of the licence).

(4) Road and rail agree voluntarily to set up a Central Consultative Committee to deal with all matters affecting

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If you neglect to give your car the impeccable lubrication it needs, you are robbing yourself right and left, for you will never get half the service and satisfaction it is capable of giving you.

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the two branches of the industry. (Regional Committees may also be set up).

(5) It is agreed that the first task of the Central Committee will be to formulate the principles upon which voluntary agreements between road and rail can be entered into regarding rates for particular traffic.

(6) The Railways are prepared to include in their Bill clauses providing for machinery to sanction agreements for specific traffic on particular routes and for observance of these agreements by all carriers to be a statutory obligation.

(7) The Railways (a) agree to be bound as at present in regard to Conditions of Carriage, (b) will voluntarily retain some form of classification, (c) will voluntarily publish lists of rates for the use of traders.

(8) *The Railways will not use their freedom in respect of undue preference coercively to the detriment of the Road Haulage Industry.* Reasonable rates will be charged and traders will have the right of appeal to a Road and Railway Rates Tribunal who in considering reasonableness will have regard to the rates charged (a) to other traders and (b) by other forms of transport.

(9) The practice in regard to agreed charges and contract licences will be reviewed immediately any approach to the relationship between road and rail rates is attempted.

(10) The voluntary method of setting up a rates structure should be given a two years' trial.

(11) The two forms of transport—Rail and Road—will continue to exist side by side as *competitive but co-ordinated agencies* and it will be the object of each to win traffic by *the quality of the service which it renders.*

Exchange of Letters

As important as the memorandum itself are the covering letters exchanged by Lord Stamp and Mr. Edwards. Lord Stamp's letter reads as follows:—"Dear Mr. Edwards, Arising out of the Joint Memorandum to the Transport Advisory Council by the Four Main Line Railway Companies and the Liaison Committee on Road Transport Rates, it is agreed and understood between the two industries that, in order to achieve that co-ordination to which the Joint Memorandum is directed, neither the Railway Companies on the one

hand nor the Road Haulage Industry on the other will embark upon a policy of cut-throat competition calculated to defeat that co-ordination, and, further, that both industries will co-operate in an endeavour to establish co-ordinated rates structures and to this end will take, in consultation and collaboration with each other, such steps as they may consider necessary or desirable for the establishment of such agreements as are contemplated by the Joint Memorandum. Furthermore, every effort will be made by both industries to reach fair and reasonable rates agreements with due regard for each other's interests as well as for the interests of the trading public and other carriers. The Railways take note of the view expressed by the Road Haulage Industry as to the possibility of their seeking at a future date some revision of the provisions of Part I of the Road and Rail Traffic Act, 1933. They are prepared, at a date prior to the termination of the two-year period referred to in Clause 11 of the Joint Memorandum, to enter into discussions of such proposals in a sympathetic spirit on the clear understanding that any modification put forward shall apply equally to all forms of transport. It is understood between the two industries that every one of the proposals in the Joint Memorandum and this letter forms an integral part of the agreement come to between the two industries and that consequently if these proposals be not carried out substantially in their entirety, then the parties must be considered to be at large."

The British Road Federation considers the agreement constitutes a useful step forward but at the same time emphasises the need for relaxation of the law governing the granting of A and B licences. Clauses have been drafted with the object of remedying the present anomalous position of the road haulage industry by which all other forms of transport have the right to "object" to road licences, while hauliers have no right to "object" to the facilities provided by any other forms of transport.

Increase in Taxation

The Finance Minister in the C.P. has announced an increase in the rates of fees on private motor vehicles which is

intended to produce an additional Rs. 64,000. Assam also with the object of increasing the revenues is increasing taxation of private vehicles not exceeding 35 cwt. in weight unladen from Rs. 25 to Rs. 36.

Flying Club Subsidies

The subsidies sanctioned by the Central Legislature three years ago to flying clubs come to an end on March 31st. The Government of India have now decided subject to the approval of the Legislature to renew the grants for a further period of three years on conditions which are designed to improve the financial position of the flying clubs and to bring about some reduction in the cost of training to the pupil. It has been decided to purchase seven De Havilland Tiger Moth aeroplanes and to issue them on loan to the seven subsidized clubs.

It is proposed to reduce the cost of flying training and of renewal of licences annually by giving the pilot a portion of the bonus grants which have hitherto been paid to the clubs. This is expected to result in an increase in flying training which will react to the benefit of the flying clubs, both in the form of greater earned revenue and in the form of an increased number of bonus payments. At the same time, the maximum grant which may be earned by each flying club (including the portion of the bonus paid to pilots) will be increased from Rs. 20,000 a year to Rs. 25,000 a year.

The fixed annual subsidy will be dependent on the number and type of aeroplanes maintained by the flying clubs as shown below:—

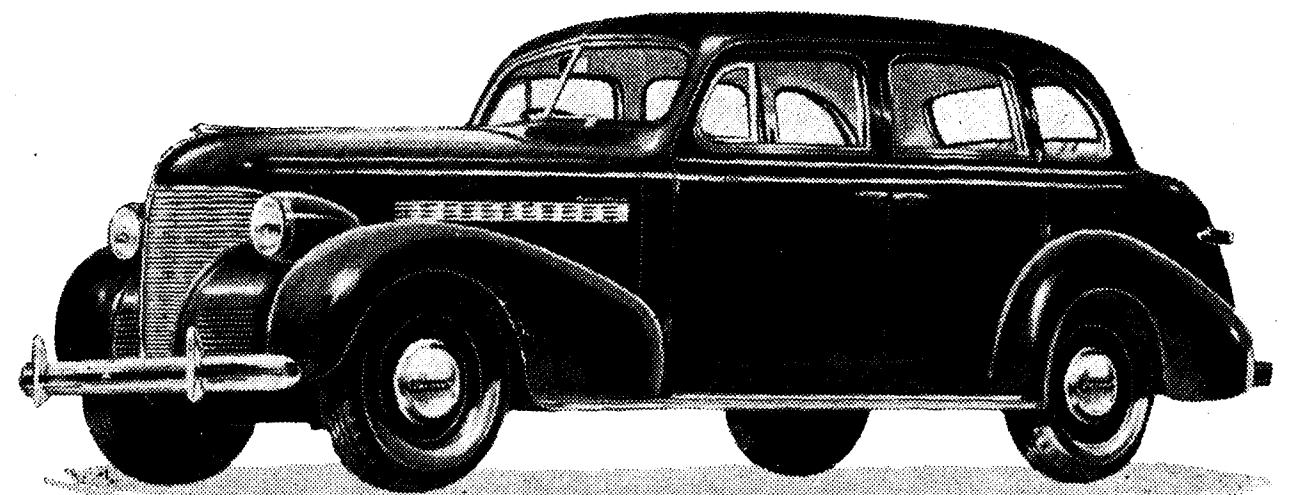
No. of Aeroplanes	Class 'A' Rs.	Class 'B' Rs.	Class 'C' Rs.
1	10,000	8,000	6,000
2	12,000	9,500	7,000
3	14,000	11,000	8,000
4	16,000	12,500	9,000

Aircraft Grading

The classification of aeroplanes will be decided annually by the Director of Civil Aviation in India and will be based on such factors as horsepower, obsolescence of the type and general utility for training purposes. As a general guide, it is intended that aeroplanes in Class "A" will consist of medium-powered high grade standard training machines such as the De Havilland Tiger Moth or Miles Trainer. Class "C" will comprise low powered aeroplanes including those of the class generally referred to

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as 'ultra light' aeroplanes. The object of this grading of aircraft is to assist flying clubs to maintain modern equipment of the most suitable types to raise the standard of flying training in India.

The bonus rates will remain unchanged, i.e., Rs. 300 for each pilot trained *ab initio* to the "A" licence standard and actually licensed, Rs. 100 for each pilot's "A" licence renewed by flying at least five hours on club aircraft.

Of these bonuses a sum of Rs. 100 will be paid to the pilot on the issue of a new licence and a sum of Rs. 50 on the renewal of his licence. The average effect of this will be to reduce the cost of flying for initial training by about Rs. 5 an hour and to reduce the cost of flying for the renewal of a licence by about Rs. 10 an hour. The object in view is not only to increase the number of pilots trained but to increase the number who maintain themselves in flying training, which latter figure has been up to now unsatisfactory. In spite of the issue of about 100 new licences a year the number of current licences has remained static at something less than 250.

The loss to the flying clubs by the payment of part of the bonus to the pilots themselves will be more than offset by the increase in the fixed subsidy and the increased number of bonuses consequent on the expansion of flying training.

It is not intended to give bonuses for the training of commercial pilots ("B" licence). Such action would result in flooding the market with a greater number of pilots than the industry can absorb. Any assistance given in this direction will be directed towards improving the standard of qualifications and experience of the commercial pilots trained rather than an increase in their numbers.

President's Remarks in Council of State

Our President, the Hon'ble Mr. R. H. Parker, in referring to the question of diminishing returns from customs duties made the following remarks:—

"Taking the case of the tax on motor transport as one of the most important of them, in the accounts for 1937-38, the receipts were Rs. 168 lakhs. In the Budget for 1938-39 they were estimated at Rs. 170 lakhs. In the revised Budget they have been reduced to Rs. 125 lakhs

and in the Budget for 1939-40 they are shown at the same figure. I regard a reduction from Rs. 170 lakhs to Rs. 125 lakhs within a period of one year as very serious and I think you must admit that you have got your diminishing return and that you are taxing them too highly. The import duties on motor spirit tell much the same tale. The Budget for 1938-39 was Rs. 580 lakhs which has now been revised to Rs. 510 lakhs while the Budget for next year is Rs. 542 lakhs.

"The total taxation on motor transport is extremely high. It pays a total of some Rs. 10 crores per annum. The expenditure on roads is roughly Rs. 6 crores. And of that total revenue of Rs. 10 crores the Central Government receives Rs. 8 crores, out of which Rs. 6½ crores are taken to general revenues and Rs. 1½ crores, representing the surcharge on petrol excise, is allocated to the road fund. When I remind Honourable Members that a 13 cwt. bus, costing the small sum of Rs. 3,500, has to pay annually a sum of Rs. 1,320 in Bengal, where the taxation is lightest, and Rs. 2,716 in Madras, Mr. Pantulu's Presidency where taxation is heaviest, they will realise that taxation is for the motor transport industry a very serious item of cost. In Bombay City taxation amounts to no less than 43 per cent. of the running costs of a motor car. If the wages of a driver are included in the running costs, the percentage comes down to about 35."

Work of the Society for the Prevention of Cruelty to Animals

The useful work done by the Society for the Prevention of Cruelty to Animals in bringing to book offenders could no doubt be increased if they adopted a more constructive attitude. Many of the prosecutions are on account of bullocks being used whilst suffering from swollen necks and tumors, etc., as a result of badly balanced loads, the swaying of the vehicles from unduly loose axles and the narrow metal tyres with which they are equipped. This can be remedied, for a bullock cart is manufactured in this country to-day with improved axles and bodies also equipped with pneumatic tyres which absorb most of the shock and even when carrying greatly increased loads cause a minimum of distress to the draught animals.

If the Society for the Prevention of Cruelty to Animals gave their support to the conversion of the old metall tyred bullock carts to those equipped

with pneumatic tyres, the number of prosecutions would undoubtedly drop. They would in addition to providing better conditions for these long suffering animals, help in saving public money by the reduction in damage to road surfaces.

A very important factor in the adoption of these vehicles is the increased loads they can carry and it is by the removal of any objection the Society for the Prevention of Cruelty to Animals may have to this increased load that they can assist in reducing the cruelty to draught animals which exists to-day.

Madras Motor Vehicles Control

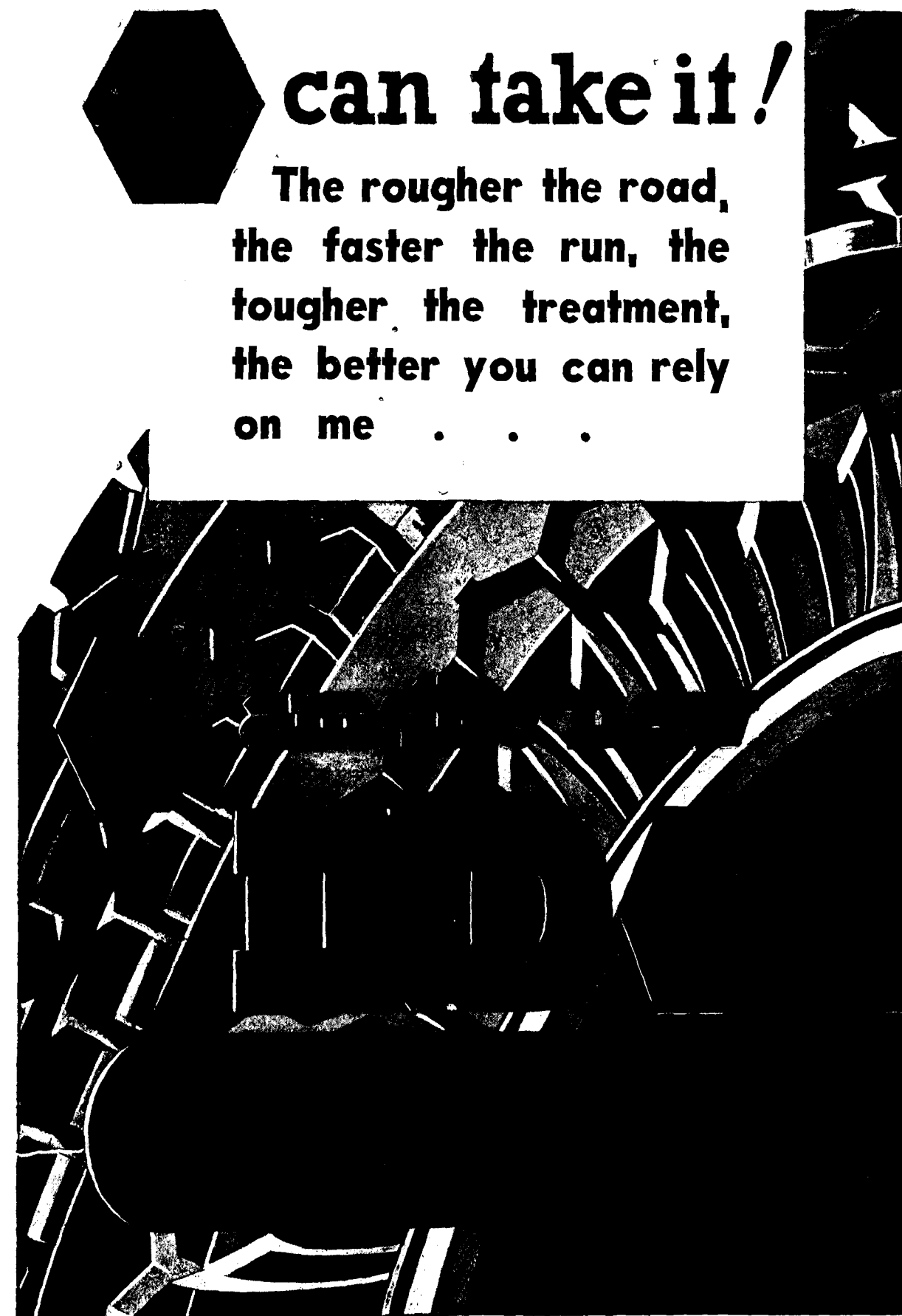
The Madras Branch of the Association in addressing their Government in reply to an enquiry regarding the future control of lorry transport have made the following points:

While the 800 crores invested in the railways may represent a national asset which should be protected—roadways and road transport represent an equally valuable national asset and deserve equal consideration. For example the amount derived by the Central Government from motor transport in the form of revenues from taxation on petrol, import duties on motor vehicles and spare parts, to which may be added income-tax paid by firms engaged in the motor trade and transport haulage business, may be estimated at roughly nine crores of rupees. The Provincial Government by their budget for 1939-40 anticipate net receipts amounting to nearly 83 lakhs from the charges under the Motor Vehicles Act, in addition to which a revenue of 15 lakhs is expected from the taxation of motor spirit and if the Sales Tax Bill is passed a further increase in revenue may be expected from the sale and resale of motor vehicles and all sales in ancillary trades.

The Branch has also strongly opposed any limitation of long distance road traffic or the fixation of fares and rates, for they consider motor transport is subjected to the strictest regulations in respect of weight, speed, fitness of vehicle, timings, etc., to which compulsory insurance is to be added, and any competition with other forms of transport is eliminated.

Madras Traffic Board

Mr. Reid in the Madras Legislative Assembly speaking on certain demands under the Madras Motor Vehicles Act strongly criticised Government on the increased taxation of motor transport and



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April 1939

THE SOUTH INDIA MOTOR "OWNER"

the intention of local bodies to run their own bus services. He protested most strongly against the principle of District Boards entering the transport field without compensating transport operators already engaged in the business for losses incurred.

Ribbon Development

The Bombay Government is to be congratulated on the action they have

taken to prevent Ribbon Development. They have recently issued instructions to Municipalities and District Boards to take steps to check this danger to public safety. The Government notice reads as follows:—

(1) Rules and By-Laws should be framed by all the Municipalities concerned to regulate the construction of new buildings so that their frontages are either 50 feet from the middle of important trunk roads or 20 feet from the side

of such roads, whichever is the greater distance.

(2) Municipalities should be advised to asphalt or treat with cement concrete all important through roads in their charge whenever they can afford to do so.

(3) District Local Boards should be advised to construct bye-pass roads at villages where there is considerable traffic congestion on through roads.

The Future of Road Transport

Broadcast Talk by Lt.-Colonel H. C. Smith, O.B.E., M.C., General Secretary, The Indian Roads and Transport Development Association Ltd., at Madras on Thursday, 8th December 1938

ROAD transport in India, generally speaking, can be divided into slow and fast moving traffic. Of the former there are approximately ten million units, made up of buffalo, bullock and camel carts while the latter may be said to consist of 180,000 mechanically propelled vehicles in the shape of the motor car. Madras can claim to have approximately one million slow and twenty thousand fast moving vehicles on the roads.

The slow moving vehicle has been in existence for centuries and is likely to remain one of the principal means of transport in the country for many years to come. The fast motor vehicle has been with us but a little over three decades and has already, through the manifold advantages it offers, revolutionised transport.

It is with reference to the control and adjustment of these various forms of transport in our daily economic life that I wish to talk to you this evening.

In the same way that railways are not expected to operate efficiently without an adequate track, neither can economic road transport be provided without suitable roads. I will, therefore, first of all deal with our roads as an integral part of road transport.

The 70,000 miles of metalled roads in India may have met the needs of the slow moving vehicle in the past, but with the growth of motor transport they no longer adequately serve their purpose. The combined destructive effect of the fast and slow transport equipped respectively with pneumatic and metalled tyres causes such an enormous deterioration

in road conditions that the cost of their repair and maintenance has become a serious embarrassment and problem to the Provincial authorities. The Road Engineer too is faced with his problem of finding a suitable and economical type of road to carry both these forms of transport.

In so far as concerns the technical side, road engineers in the various provinces are carrying out experiments and to co-ordinate their work and to facilitate an exchange of views, the All-India Roads Congress was inaugurated some five years ago. The next meeting of the Congress is to be held in Calcutta in February when the members will have the additional advantage of examining the results of certain experiments carried out on road surfaces by the Government Research Department at the Alipore Test House.

Another method of saving road surfaces adopted by some Provincial Governments is the segregation of traffic, where road widths permit, by keeping the centre of the roads for the fast and the sides for the slow traffic. This is undoubtedly a sound solution and is one adopted in other more highly developed countries by the construction of special motor roads called "autobahnen" or "autos-trades."

The ultimate problem, however, is not technical but one of finance. The principle that all users and beneficiaries of roads should contribute their share towards their cost is followed in many countries, but I regret it is not the case here. Slow moving traffic should pay

their share; they should not expect to get off scot-free. Motor transport is already paying more than its share, in fact the ten crores it pays in taxes, etc., to-day, exceeds the total annual expenditure on roads in this country by approximately three crores of rupees. It is true that of the ten crores, the Central Government keep nearly five crores of rupees, for their general revenue. More money is required for roads and while it is unfair that one class of transport should bear a disproportionate burden, the Provincial Governments, being responsible for roads, can quite fairly urge upon the Central Government to "contribute" a larger share of this revenue from motor transport taxation for road purposes.

There are other ways in which the authorities can help to tackle this problem. The fact that science has produced pneumatic tyred equipment for bullock carts, the use of which results in an enormous saving in public money by the extension of the life of road surfaces should impress the authorities with the importance of granting facilities for their adoption.

Up to the present I have dealt briefly with the problem of the provision and finance of our roads as an integral part of road transport.

I have very little to say about slow moving transport other than that it should be made to conform to the rules of the road by keeping to the left and that it should pay its fair share towards road upkeep. It is in regard to motor transport, however, that I wish to make particular reference.

Due to its manifold advantages motor transport has grown in recent years to such proportions that the provisions contained in the 20 clauses of the Motor Vehicles Act of 1914 were found to be totally inadequate. The Government of India in conjunction with the Provincial Governments therefore drafted the new Motor Vehicles Bill containing some 136 clauses which was recently passed by the Central Assembly and will become operative in July 1939.

The Bill gives powers to the Provincial Governments to regulate and control more closely the development of motor traffic. This includes the restriction of conveying long distance goods traffic whether by private or public carriers and the fixation of maximum and minimum fares or rates for stage carriages. The Bill also provides for the introduction of compulsory third party insurance for motor vehicles in four years from the date of the Bill coming into force. Some of these provisions were strongly opposed by the Chambers of Commerce and other bodies. They considered that industry and trade should have the unfettered right to choose the most convenient and economic form of transport whether by road or rail and that the fixation of fares was undesirable as competition was conducive to efficiency.

To introduce this closer control the Provincial Governments are to constitute a Provincial Transport Authority and Regional Transport Authorities, while it is also laid down that the size of the Regional Areas to be set up must in no case be less than an entire district or the area of a Presidency Town. The Bill further states that registration of vehicles shall be effective throughout British India. All transport vehicles, namely, any public service vehicle or goods vehicle other than a motor cab shall, when being registered, be accompanied by a document signed by the maker or the assembler which will give

the maximum laden weight the vehicle is designed to carry. This is with a view to the checking of overloading of vehicles which is at present so prevalent. To guide the authorities a special schedule is included in the Bill detailing the maximum loads which the different types and sizes of tyres are designed to carry.

No transport vehicle shall be allowed to operate without a permit from the Regional Authority, who shall take the following points into consideration:

- the interests of the public generally,
- the advantages to the public,
- the adequacy of existing road services,
- the benefit it may bring to any particular locality,
- the effect on other remunerative services, also the condition of the roads.

The Regional Transport Authority will also take into consideration any representations from other road transport interests before finally issuing the permit.

Another important regulation is the examination of fitness of transport vehicles and the issue of a certificate by a prescribed authority before a permit to operate is granted. This will eliminate many of the derelict vehicles at present in use on the roads and should result in an improvement in the conditions of public safety.

Hours of work of drivers of transport vehicles are to be limited to 54 in the week and a maximum of nine during the day. Speed limits for different types of vehicles have also been laid down.

The effect of the provisions of the Bill on the future of motor transport depends very largely on the constitution of the Provincial and Regional Transport Authorities to be set up. It is laid down that no person having any

financial interests in transport or even, an employee of a transport undertaking may be a member of any transport authority. This will deprive Government of the assistance of persons with first-hand knowledge of the subject. Much also depends on the impartiality and wisdom of Provincial Governments and the authorities in regard to such questions as the prevention of uneconomic competition among motor vehicles, the prohibition of long distance traffic and the fixation of maximum and minimum fares.

The size of the regional areas is also a matter of vital importance to the future of motor transport. Transport interests consider that a district is too small and that a province should be split up into four or five areas only, not 29 as in this Presidency, for there is the danger that the regional authorities in jealously guarding their powers in respect of transport problems within their areas may tend to a rather parochial outlook and seriously restrict the movement of road transport.

The provisions of the Bill should have a salutary effect on the future of road transport. It is possible that it may result at first in certain hardships to small owners whose vehicles are no longer considered fit for use.

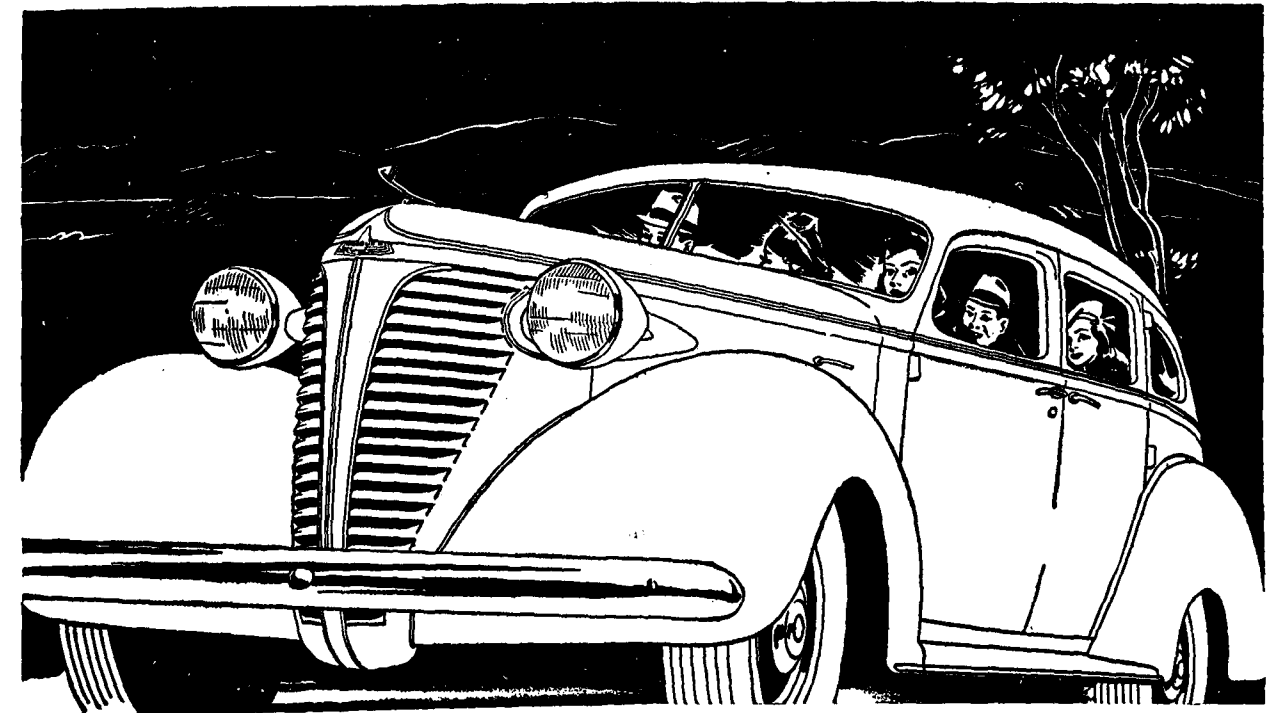
But with the regulations gradually becoming operative, more reliable services will develop and it is possible after a time "service to the public" will become the prime consideration.

The Madras Traffic Control Act, 1938, came into force last April and embodies most of the provisions contained in the All-India Motor Vehicles Act, 1939, and generally speaking with the unbiased application of the regulations in the Bill, I believe that motor transport will continue to bring many commercial, social and educational advantages to the country.

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Road Communications

Their Financial and Technical Aspects, also Economical and Educational Benefits

Broadcast Talk by Lt.-Colonel H. C. Smith, O.B.E., M.C., General Secretary, The Indian Roads and Transport Development Association Ltd., at Calcutta on Thursday, February 16, 1939.

FEW realise the great revolution that has taken place in transport during the last 30 years. The railways for 60 years had an almost complete monopoly of inland transport having divested the public highway of much of its importance but due to the incalculable advantages of the internal combustion engine in the form of the motor car, the pendulum has swung back again and the road is now coming back into its own.

As a result of keen competition between manufacturers and the employment of some of the finest engineering brains in the world we have to-day available for our use this highly technical instrument "the motor car." To enjoy its full advantages however you require a balanced road system and good roads—the provision of which is a problem the authorities have to face.

India is a vast country with a total road mileage of approximately 300,000, of which barely 70,000 are of macadamised and other higher types. The users of these roads consist mainly of some ten million slow moving bullock carts and about 175,000 fast moving motor vehicles. Many of the roads may be quite inadequate for the economical operation of motor transport. The problem which presents itself can be said to be two-fold, firstly, financial, that of obtaining the necessary funds and secondly, technical, in finding an economical type of road suitable to carry the various forms of transport. Realising these problems in 1926 the commercial and business interests throughout the country got together and formed themselves into an Association called "The Indian Roads and Transport Development Association." Through their eight branches they have constantly pressed the various authorities to get down to business and give us more and better roads. Largely as a result of their activities, the Government of India in 1927 appointed the Indian Road Development Committee to examine and make recommendations on the development of roads and motor transport. Then in 1929 the Central Road Fund came into existence, the source of revenue being derived from a surcharge of two annas per gallon on

petrol, which has since been increased to 2½ annas per gallon. A Road Conference was held in 1931 to deal with technical questions and consider the possibility of standardising the rules and regulations relating to motor transport, also certain matters relating to its taxation. Then as a result of further representations Messrs. Mitchell & Kirkness were appointed in 1932 to make a report on the state of Road and Rail competition and the possibilities of their future co-ordination and development. To consider their report the Government of India in 1933 called a Road and Rail Conference in Simla, at which a number of important resolutions were passed on this subject. The Transport Advisory Council came into existence in 1934 and since the inauguration of the Central Road Fund, each Province has established a Road Board or latterly a Board of Communications which advises the respective Governments on the question of the development of roads in the Province from this fund. Most Provincial Governments, over the last five years, have also appointed special road engineers to work out programmes of road development extending over several years. In this Province of Bengal proposals for an extensive programme of road development are now being published. It will, therefore, be appreciated that much has already been done to give you more and better roads.

Lastly and certainly not the least in importance, however, was the inauguration of the Indian Roads Congress in Delhi at the end of 1934 which body has since held meetings in Mysore, Lucknow and Hyderabad (Deccan) and is holding its fifth meeting in this City during the present week.

This body deals mainly with the technical aspect of road construction and development and consists of Chief Engineers and Public Works Officers from every Province and a number of States, Officers of Military Engineering Services, Municipal and District Board Engineers and lastly representatives of the business side of road construction and road transport.

The objects of the Congress are:

- (a) To provide for a regular pooling of experience and exchange

of ideas on all matters affecting the construction and maintenance of roads.

- (b) To recommend standard specifications and to provide for the expression of the opinion of the Road Engineering profession on matters affecting their work including organisation and administration.

It also advises regarding education, experiment and research connected with roads.

At the meetings papers are read and discussed on various technical subjects and an inspection made of works of interest in the neighbourhood. The meeting now being held in Calcutta is of particular interest for it enables the members to visit the Government Test House at Alipore where a special test track has been put down to carry out tests on the damage caused by bullock carts and motor vehicles on different types of roads.

Bridging also comes within the orbit of the Road Engineers so that the opportunity afforded them to visit the Howrah Bridge work is also welcomed.

It will, therefore, be appreciated that the technical side of road development and construction is well looked after and that efforts are being made to provide the country with the greatest mileage of serviceable roads that the money at their disposal permits.

Finance is generally speaking the controlling factor in most things and in road development it plays a not less important part. The Central Road Fund in the last ten years has provided more than ten crores of rupees for road development which is, however, merely a fraction of what is needed when you consider the immense scope for new road construction in the form of feeders for opening up the rural districts. When the Road Fund came into existence it was intended more particularly for the improvement of arterial roads and linking up between Provinces, district headquarters, etc., while rural development was expected to be financed by grants from the general revenues of the provinces. Due to the depression, through

which we have passed, the Provincial Governments have failed to maintain their grants at their previous level so that rural road development has suffered. Another fund, has, however, come into existence in many provinces which is also derived from the taxation of motor transport—this represents an increasing revenue and is largely spent on road development. It is a mistake, however, to assume that motor transport can bear the total burden for road finance—it is already over-taxed and other road users and beneficiaries must contribute their fair share. The Provincial Governments must, therefore, face the facts and make full provision to increase their grants for rural road development from their general revenues.

The finance of road transport is at a distinct disadvantage when compared to that of the railways—road transport is an enterprise without a head, it has no consistent policy or balanced system of development, in fact, it is not under a single ownership or management but dependent upon the many whims and fancies of the Municipal and District Councils and Provincial Governments.

The public for instance owns and maintains the road, some 150,000 citizens and companies separately and independently own the vehicles while several thousands of other individuals operate public garages, petrol pumps, repair shops, etc.

I will go further and say the paucity of revenue is not a justifiable reason for the failure of our Governments to develop our roads. The Railways have been developed by the necessary capital being provided in advance and there is no real reason why road transport should not be assisted in a similar manner. Provision should be made for the construction and development of our road system by means of loans. The fact that there is no possibility of calculating in rupees and annas the value of the many benefits which a balanced road system brings to the economic and educational life of the people is inclined to overshadow the advantages of this form of road finance. Yet there is no better form of rural uplift than to afford the isolated villagers better communications which will bring them in closer touch with their neighbours. Free intercourse by road breaks down

those barriers of suspicion which isolation breeds. Further the cultivator having good roads is placed in direct contact with the markets instead of having to rely on the middle-man to purchase his produce.

In fact, every additional mile of good road is an asset to all; every mile of bad road is an economic loss to all and the cause of discomfort to many.

Lastly it has been said that the communications of a country may be likened to its nervous system. A country with poor communications is bound to remain inert. India's communications have a close bearing on the political problems with which she is faced. Thus we hope to see that in the great political changes which are taking place, the proper treatment of communications will occupy an important place, indeed if the word is given its widest connotation, perhaps the most important place.

More and better roads are, therefore, needed and in view of their importance Governments in order to provide them should, if necessary, finance the schemes by means of loans.

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TRAFFIC NEWS

Issued by G. RADCLIFFE GENGÉ, Publicity Office, Western India Automobile Association

Tuning and Use of Horns

THE wise motor owner sees that his driver does not interfere with the tone and intensity of the horn on his car. This is an expert's job and requires delicate instruments for it to be done efficiently.

Most modern cars are fitted with dual horns. These are closely tuned and should not be interfered with, for they are loud enough to be heard above the level of a city's traffic noise and yet not piercing enough to cause annoyance to road users and persons living in buildings abutting on the roads.

Any interference with one or both of the horns is bound to introduce that discord which makes the sound of a horn so irritating. Every owner of a motor car can contribute to the noise problem by

- (1) using the horn properly,
- (2) using a horn having a low intensity,
- (3) not allowing anyone to interfere with the output of the horn.

Setting Down of Passengers

Drivers are reminded that they must set down passengers within two feet of the kerb. Setting down a passenger elsewhere, for example in the middle of a road and especially on the offside, is most dangerous to all traffic and is a clear indication that the driver concerned is inefficient.

Parking and Road Repairs

It should not be necessary to remind drivers that they should park with consideration for other users of the road. One of the worst situations is parking on a road on which a major opening has been made. Parking under such conditions reduces the effective width of the road and often necessitates one stream of vehicles travelling on the wrong side of the road.

Pass Pedestrians Carefully

Drivers are reminded that when driving along a road on the surface of which loose metal is lying they should take care in passing pedestrians as the speed of the vehicle while travelling over the loose metal may throw up pieces at pedestrians with dangerous results. The same advice applies to passing over newly metalled roads, before they are asphalted.

Beauty beside the Road

WHITE LIST OF ADVERTISERS.

The National Council for Protection of Roadside Beauty has compiled a list entitled a "White List" of advertisers which sets forth the names of those firms who have agreed to keep their bill boards within strictly commercial districts of cities and villages.

Regular publicity work is being carried on to bring the list to the notice of the people who wish to give preference to the products of those firms and manufacturers refraining from offensive billboard advertising.

Underground Car Park

The City of Birmingham will be the first local authority in England to provide a public air-raid shelter for citizens in the shape of an underground car park. Arrangements are being made to accommodate 260 cars. In the space of a few minutes the car park can be converted into an air-raid shelter capable of accommodating 3,500 persons.

Brake Reaction Device

DRIVER TIMES HIMSELF.

As braking efficiency given in percentages and reaction time in seconds mean little to the average driver, the American Automobile Association has developed the Brake Reaction Device, which indicates to the driver the exact distance he goes while reacting and the braking distance required to stop while travelling at any speed.

The device is quite simple to operate. It is clamped to the front bumper of the car. When the car reaches any desired speed, the examiner presses a key. This fires a blank cartridge, which forces a capsule of paint down on the road to mark the place. The instant the driver hears the shot, he steps on the brake as quickly as possible. As soon as the brakes are applied a second shell is fired, making a second paint mark on the road surface.

Thus the distance between the two paint marks gives the exact distance that it takes the driver to react. From the second paint mark to the front bumper where the car comes to a stop is the true braking distance.

"Your move, Sir, I think"

The motorist was cruising along when a man suddenly stepped off the pave-

ment on to a pedestrian crossing. The motorist stopped, and the pedestrian, instead of going on, doubled back to the pavement. A pause. The car moved slightly forward—and the pedestrian stepped into the road again. The same tactics as before.

Then the motorist ended the comedy. Leaving his seat, he walked up to the pedestrian and with a sweeping wave of the hand said to him: "Pardon me. Your move, sir, I think".

How to Crank a Car

WRONG WAY MAY CAUSE SERIOUS INJURY.

An incident was recently reported in *The Evening News of India* about the driver of a laundry van who in starting the handle of his Company's car sustained an injury; a few days later the finger became septic, blood-poisoning set in, and the employee died.

Following this report the W.I.A.A. send us the following note on the correct method of cranking a car:

Correct Way:

Do not grasp the handle but hook the fingers with the thumb under it, that is, the thumb should be alongside the forefinger on the same side of the handle.

Rotate the handle until it is at its lowest point and then pull it upward by a jerking swing. Pull, do not push against the compression. In case of backfire, if you are holding the handle in the correct position, the fingers will straighten out and loose their hold on the handle.

Racing Cycle Menace

Motorists are all agreed that the ordinary cyclist is a constant source of danger on the road; a fresh menace now presents itself in the increased number of racing cycles on the streets of Bombay.

Many points go to make the racing cycle a positive nuisance to road users in general. Young men and even boys when perched on the saddle of a racer feel they have a right to speed; they forget that their machine is in the wrong place—being meant only for the race track. These cycles are fitted with gadgets that spell speed and are not at all built for emergencies that constantly arise when one uses the highway.

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The following incident which happened the other day illustrates the point.

A youth on a racing cycle shot from the left side of the road in front of a car without looking to see if it was safe to do so. An approaching tram which he had not noticed prevented him from getting across to the other side. The young man got confused and tried to jump off from his machine. He failed in his effort as he was unable to free one leg from the patent pedal that is always attached to racing cycles. He fell in front of the car, and though he himself escaped injury, a car following behind crashed head-on into the rear of the car that had pulled up just in time to save the cyclist from being crushed to death.

Racing cycles (declare the Safety First Association) should be prohibited on streets and highways. This action will certainly lessen road accidents and save many a reckless youth from premature death. A rough census taken by the writer shows that a very small percentage of owners of racing cycles in Bombay are really interested in cycle racing as a sport; the majority of them purchase these machines out of a spirit of adventure and youthful love of show.

How to dry out Wet Brakes

After a car has been washed the brakes sometimes remain wet so that when they have to be used they do not hold. A sure cure for wet brakes is to run with them on for a short distance as the heat generated dries them out. Remember this tip also in the monsoon.

Clogging up Traffic Arteries

The traffic value of arterial roads around large cities can be very gravely impaired by the imposition of speed limits and the provision of pedestrian crossings and other safety measures which have to be adopted owing to the type of development allowed adjacent to the roads.

The question of Ribbon Development is a very serious one. All approaches to large towns should be zealously guarded and no building allowed within 220 yards from the centre line of the road.

Crosswalks and the Building Line

Crosswalks (pedestrian crossings) should be in continuation of the building line.

Until recently the pedestrian refuge island marking the position of the crosswalk on Lamington Road (South) at the intersection of Grant Road and Lamington Road, Bombay, was situated behind this line. This exposed the pedestrians who crossed at the correct place, *viz.*, at the throat of the street, to danger.

The Safety First Association pointed this out to the authorities, as a result of which the refuge island has been brought forward in continuation of the building line.

How Fast is too Fast?

Question: How fast is too fast in driving an automobile?

Answer: If you can't stop within the clear distance you can see ahead, you're driving too fast, says the Safety First Association. Wherever there are corners, alleys or parked cars where someone might pop out without warning, be sure that you can stop *in time*.

Jay Walk in Haste

Jay Walk in Haste, and repent in leisure.

No suicide squad of any army in the world ever marched in the face of the enemy with more aplomb than do jay walkers.

You can see them every day. They dash out from the kerb, looking neither to the right nor to the left, whether the traffic police sepoy's signal is against them or not.

Do they get away with it?

No! The Safety First Association state that in most cities pedestrians make up two-thirds of the traffic toll.

Do these careless pedestrians save time? The average time a pedestrian has to wait to cross is one minute. To gain that minute, jay walkers risk weeks in hospital, perhaps death.

You can figure it out for yourself whether they save or lose time in the long run.

Thinking Fast

You have to think fast when there is an accident.

If you are at the scene of an accident, resist the temptation to rush the injured off to the hospital lickety-split.

The Safety First Association of India and the W.I.A.A. report that many times it is better to administer first aid immediately—to apply artificial respiration, to stop severe bleeding, or to apply a splint.

There are times when the injured should not be moved until a doctor comes, especially when the spine is hurt, for fear of making the injury worse.

And above all, remember that it is easier on the injured to have a safe and smooth ride to the hospital than to have a wild, hectic, and nerve-wracking trip.

The Safety First Association also suggests that it is wise to be prepared for emergencies by learning the principles of first aid. It may be the means of saving a life.

That Last Minute Rush

When you are due for dinner at eight o'clock, do you start dressing at five minutes to eight?

Don't dawdle in dressing and hope to make up the time in driving to your engagement.

Leave earlier and drive safely.

Do You Know the Answers?

How far from the corner is it legal to park?

How close to a fire hydrant can you park?

What is the speed limit in the down town area?

Do you know the answers to these questions? If you drive a car or hope to, these are things you should have on the tip of your tongue.

If you do not know the laws of safe driving, the W.I.A.A. suggest that you get in touch with the Police Department and ask them for a copy of your local traffic regulations.

When You Drive Blind

How would you like to drive blindfold?

Not very far—say about 44 feet or so.

You wouldn't suicide, you say?

You're right. Anything could happen in those 44 feet.

But do you know if you're driving along the street at 30 miles an hour, and turn your head to one side for *just one* second, you *do* drive 44 feet without seeing what's in front of you.

The Safety First Association suggests that you keep your eyes on the road and your attention on your driving to steer clear of accident.

Conscience will Count

Motorists: Where children are playing near the kerb, it is a signal to curb your speed.

If a child has a sudden impulse to run across the street, or to coast across on his sled, will you be able to stop?

You might be able to escape blame for the accident, but if you know in your heart that you could have stopped had you been driving more slowly, you will not escape your conscience.

This message is from the Safety First Association.

Putting out Truck Fires

Fires originating on a truck are quite often difficult to extinguish. Because of

the freezing qualities of foam, small carbon tetrachloride extinguishers are usually carried. Should a fire start under the bonnet of the engine, the stream from the extinguisher should be directed through the slots in the side. Never lift the bonnet first.

Checking over wiring and connections of the ignition system may show up conditions which could start a fire. The cab of the truck, if not kept clean and free from rags, paper, etc., may catch fire. Oily gloves have been known to start a fire when heated to combustion point by the sun through the window.

The fumes from petrol are highly explosive and are responsible for most truck fires. Each driver should be aware of the precautions to take when filling his tank. It only takes from 1.5 to 6 per cent. by volume of petrol vapor in the air to be explosive.

Use every precaution when working near your petrol tank. Remember you would not smoke while sitting on a keg of gunpowder and petrol is far more explosive.

Get the "Feel"

Here's a little driving tip that is worth learning and using (says the Safety First Association of India). When you leave one type of pavement for another, such as changing from cement to asphalt, try your brakes a couple of times to get the "feel" of the road surface.

You should know the amount of braking required to bring you to a quick stop in an emergency. This is especially important in wet and slippery weather. As you know, your vehicle reacts differently on various types of pavement in bad weather.

This little stunt, once it becomes a habit, makes driving safer.



THE HERCULES TEAM OF RECORD BREAKERS.

Here is a "nap hand" of record breaking cyclists whose achievements and experience are embodied in the famous Hercules cycles which are shipped from Britain to every country in the world.

Their names (reading from left to right) are:—

Richard Kemps, Harry ("Shake") Earnshaw, Marguerite Wilson, Celestin Riga and Cyril Heppleston.

HOW WILD ELEPHANTS ARE CAUGHT

The Keddah Method

By N. N.

THERE are two chief methods of capturing wild elephants. One is known as the 'pit method' and the other as the 'keddah method.' The first was in vogue decades ago, but it was barbarous in the extreme and naturally the keddah method has taken its place. In this modern method, not a single elephant will be harmed and it is also advantageous in the sense that more elephants can be caught at a time.

In the pit method, pits of about eight feet square will be dug at some places where herds of elephants usually roam. The mouth of the pit will be concealed with leaves and grass so that it may look as ordinary ground.

As anyone may expect, elephants when they go that way, fall into the snare made for them. So inhuman is this method that in almost all cases, the elephants falling first will be crushed by the weights of the other animals that



come after them. The fallen elephants that may happen to be alive are then taken out with the help of tame ones. Happily this method has now completely disappeared.

The Keddah

The Keddah method, which is the chief method used in the Mysore state, requires a greater amount of skill and

a large number of hands. Huge stockades, built of strong timber, will be erected in a place chosen for the purpose. The only entrance to the stockade will be a big gate which can be raised or lowered at will.

After the completion of the stockade, the driving operation begins. A large number of men, women and children, with drums, empty tins and other sound-making instruments, gather near a big herd, which they surround on three sides. The din made by these beaters causes a stampede in the herd. All the animals run madly hither and thither, but find all ways but the one to the stockade closed. So they choose it and in a moment are within the gates of the stockade, without perceiving anything. After the last elephant has gone in, the rope that holds the gate is cut and the entrance closed.

When the noise has ceased, the elephants begin to move, but find that they are captured. Many a rash one tries to rush on and trample the wall of the stockade, but men stationed there with long bamboos ending in needle-points drive them back.

The Roping Operation.

Now comes the most thrilling part of the capture. It is the roping operation. Ten or fifteen tame elephants, called "Kumkis", carrying on their backs mahouts, enter the stockade unnoticed.

Then, the newly entered elephants split up into groups of two, each group choosing one wild elephant to be roped. With their trunks, these tame ones drive back their chosen victim to a corner of the stockade. This done, a man, agile as a monkey, enters the stockade with a rope in his hand, walks under the feet of the tame elephants, comes to the wild one, and before it tries to know what is



Wild Elephants tied to trees immediately after the roping operation.



A captive wild Elephant.

happening to it, passes a noose over its hind legs and darts back as swiftly as he had come. By this time, the two mahouts who are on the kumkis, tie the neck of the wild elephant with big ropes.

In this way, all the elephants will be secured and led to the training camp, where they remain fastened to trees, until they are trained and made tame.

Road 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 headlights 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 dependent 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 rough cloth and one on a sheet of glass. A light is directed vertically down on them from a height of say 9 inches and each pin observed from a distance of 5 feet, the eye being 2 inches 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 5 ft. 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 efficiently lighted as this part of Mount Road.

Mr. E. M. Van Voorhees

AMONGST the passengers landing in Bombay last Thursday from the S.S. "Strathnaver" was Mr. E. M. Van Voorhees, Regional Director for the Far East, of General Motors Overseas Operations. His territory includes the General Motors factories at Bombay—India, Batavia—Java, Hong Kong—China, and Osaka, Japan.

Mr. Van Voorhees, in his continuous travelling throughout the world, is able to keep in touch with world-wide economic conditions. When asked by our representative as to his opinion of the trend of business for the present year, his reply was most optimistic. "The automobile business," he said, "is an excellent barometer of world conditions. In the United States a 25% increase is anticipated, with an equivalent increase on the average throughout the balance of the world."

With reference to the Bombay factory of General Motors, India, Mr. Van Voorhees said: "I have just reviewed our 1938 business and I find that 42% of

the motor vehicles sold in India, Burma and Ceylon were assembled and sold by General Motors, India, Limited. That this volume of sales made a substantial contribution towards the business activity of India is borne out by the following figures. General Motors India spent Rs. 1,03,64,000 in salaries, wages, materials purchased in India, freight, taxes, etc. The bright outlook for business today makes me feel that we shall contribute to India's economy an even greater sum during 1939. It was also pleasing to note that out of the 801 employees on the payroll, all except 27 are Indians."

"The fact that General Motors India has a factory in India enables the Company to meet the special requirements of transportation in India. For example, every automobile is made completely dust proof. This requires certain operations away beyond anything which is done in the normal manufacture of a car in any other country in the world. Our cars can be painted in the colours most liked by the Indian customers.

Along with this special work Indians are constantly being trained in the many technical fields which comprise the manufacturing of automobiles."

The only pessimistic note sounded by Mr. Van Voorhees was the fear that Indian prosperity was already being handicapped by the high taxes on motor transportation. This has specific reference to the customs duties, licences and taxes on motor vehicles, and petrol taxes. As Mr. Van Voorhees said, "Prosperity is the rapid exchange of goods. The exchange of goods is almost entirely dependent upon its free movement. The movement of goods requires efficient and cheap transportation. If the cost of transportation is made excessive through taxation for example, the cost of goods to the consumer will increase and the turnover reduce. This condition will seriously handicap the growth of prosperity."

Mr. and Mrs. Van Voorhees will remain in India for a period of four to five weeks and then will proceed to Java.

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NOTES FROM LONDON

By Brian P. W. Twist

AT last there is definite news of the fate of the great Bressey road plan for London and its environs. But alas! it is adverse news. The London County Council has rejected three highway schemes on the score of cost.

The present offer of the Ministry of Transport is a grant at the rate of 60 per cent. of the total cost, but the L.C.C. feels that even so the amount which it would have to find is beyond its means. The Minister has made a tentative estimate that the Bressey plan may cost between £80 millions and £120 millions, and, even with this sum spread over thirty years, as envisaged by the report, the L.C.C. might have to find about £1,500,000 or £2,000,000 each year.

Thus the Council is unwilling to proceed even with portions of the plan at the present rate of grant, lest the undertaking be regarded as a precedent for proceeding with other parts of the scheme with inadequate aid from the Government.

Mr. Herbert Morrison, leader of the Council, said that they were willing to reopen negotiations at any time. He felt, however, that the Government, faced with the problem of rearmament and air raid precautions, must have come to the conclusion that big highway schemes had got to be slowed down for the time being.

Good Roads Asset in National Emergency

This is the first time that anyone in authority has voiced the view that motorists have taken for some time, with the continued lack of action in carrying out the suggestions of Sir Charles Bressey. However, there is the powerful counter-argument that improved exits from the capital are of national importance in an emergency, and thus road plans are themselves a part of air raid precautions. Evacuation of the greater part of London's teeming millions in a crisis has already been accepted as part of the Government's plan, and a carefully compiled map has been issued showing the areas regarded as in the danger zone, and those to which the evacuated population can be removed.

When one considers the congestion already to be seen at any fine week-end

on the roads leading out of London, one shudders to imagine what it would be like in a real crisis, even if panic were avoided. Surely the Bressey plan, though designed for the needs of peace, is of equal value as a precaution against the horrors of war. One of the main objects outlined by Sir Charles was to enable people to get into and out of London quickly.

In Berlin and Out of it

It should not be difficult, with plans such as those now being actually carried out for Berlin, for anyone in the heart of that city to remove oneself at least forty miles from the central area

within an hour. Even at the present stage, with roads in the suburbs of Berlin not yet completed, I myself have been 35 miles distant, and sixty minutes later have been sitting down in a hotel in the Unter den Linden. With normal traffic about, I would not like to reckon on covering half that distance in an hour before reaching the Carlton or the Savoy.

Huge as the total of £120,000,000 for the plan is, motorists in the United Kingdom contribute annually in taxation no less than some £80,000,000, which puts a vastly different face upon the matter, or would do if the greater part of this sum were not earmarked by the Treasury for other purposes.

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WHAT THE "AVERAGE" MOTORIST WANTS

He Gets in this True Economy Car

HUMAN nature is about the most stabilized thing on earth. Whether times are good, bad or indifferent, in the mass or individually human nature loves bargains, itches to get something for as near to nothing as possible; failing that, it must have genuine value for money expended—or human nature—the man in the street—goes elsewhere.

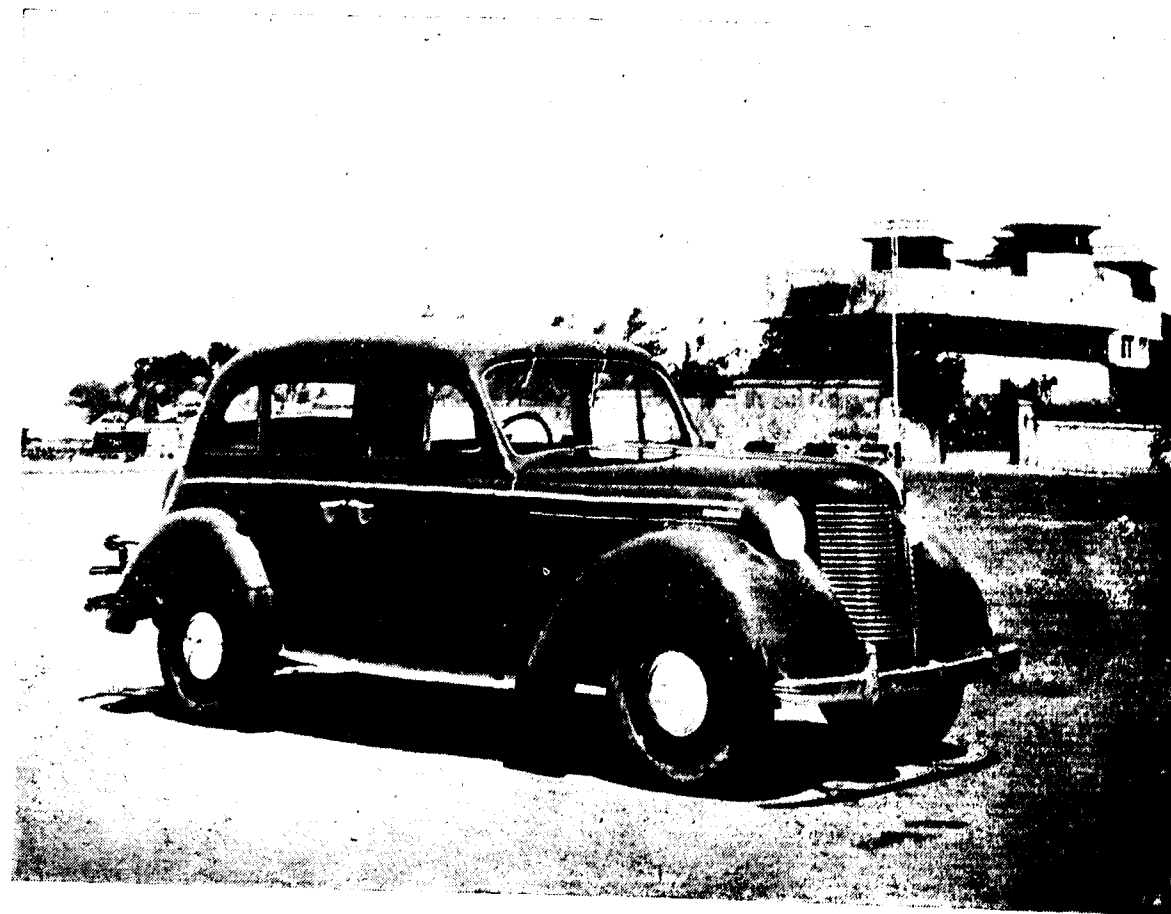
The man in the street very much includes the motorist on the highway. Automotive development of the last decade has brought his observation and bargaining powers to a high pitch. It is very hard indeed to foist off a bad "buy" in the car line. There are plenty, of course, who still expect a modern luxury-motor for scrap-heap price. The vast majority of car buyers, not quite so humourously ambitious, look for, expect and insist on getting the best car value available for the lowest they can pay. Some say and believe they get it in X-make; others plump for Y, and others again, for Z. They are all right, to an extent, but seldom completely right. Perhaps the much-vaunted X

Triumph does all makers and dealers claim in the way of providing power and speed, but not all they claim in the economy direction. The Y car may be economical, but varying in one or more other essential good-motoring respects, while Z may prove the Service Station's best friend, in spite of its smart looks and factory reputation.

With all the many makes of superlatively improved cars on the market, it is not every one that meets the discriminated ideas of the average motorist. Here and there are cars that do. One of the blessed few is the Opel, as near "right" as it is technically possible to produce in respect to looks, style, power, size, performance capacity, comfort, safety, and (last but first) economy in running and upkeep.

One can search the advertising columns of the press, go through a dozen dealer showrooms, look at lines of parked cars, ask opinions of friends and strangers alike, and find it hard indeed to come across a better low-cost bargain than Opel.

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SALES AND SERVICE GUIDE

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7, 2nd Line Beach, G.T., Madras.

Tuticorin—J. L. P. Roche-Victoria, Esq.,
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CONTENTS.

LIST OF A.A.S.I. PUBLICATIONS

	Rs. A. P.
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	PAGE.
Secretary's Notes and News—	
FOR MAY— An Appeal ..	111
Road Information ..	111
The Faultless Driver ..	111
Sight and Seeing ..	112
Branch Notes ..	112
FOR JUNE— Road Information ..	114
Itineraries ..	114
Some Notes for Intending Tourists on the Continent ..	114
Road Accidents in Colombo and their Causes ..	114
Communications ..	115
Trunk Roads ..	115
Dunlop Tyre ..	115
Current Doings ..	116
Extracts from Post Bag ..	116
Branch Notes ..	116
FOR JULY— The Post Bag ..	119
Scouts' Activities ..	119
Weights of Cars On Registration Certificate ..	120
Car Park Attendants ..	120
For Tourists ..	120
Hire of Cars for Tourists ..	120
France ..	120
Ceylon ..	120
Obituary ..	120
Twelve Thousand Explosions a minute ..	120
British Cars Overseas ..	120
Madras Government Notification ..	120
Membership ..	121
I. R. T. D. A. Monthly News Letter for May, June and July ..	124
Traffic News for May, June and July ..	130
Speed Limits—Mysore M. V. Legislation ..	133
Safety First News ..	134
Road Design and Civic Safety by L. M. Chitale ..	138
Schollenen Gorge on the St. Gothard Road, Switzerland ..	141
Driving Death from the Streets ..	142
Six Miles a Minute ..	143
Industrialisation—Its Value to India ..	144
Motoring on Coal Gas ..	144
Sixty Thousand Owners Can't be Wrong ..	145
Radio—Why not Sponsored Programmes by E. P. Menon ..	148
Madras Flying Club Notes for July ..	149
Bombay Flying Club Notes for May, June and July ..	150

calling to mind, but there are others more subtle. Guard against them all.

Sight and Seeing

Practise Moving your Gaze

Recently an English authority stated that he attributed 80 per cent. of road accidents to defective vision. In that he included not only organic defects in vision, but also the faulty use of eyes that may be functionally perfect.

The difference between sight and seeing is that the attention may be concentrated on some one part of the field of vision to the exclusion of what is happening in other and more important parts. Thus one may be concentrating attention on an approaching bend and fail to see a pedestrian step out into the roadway close ahead.

It has been found that accident-prone drivers make fewer head movements than do those with good records, and it is a good plan for safety to practise moving one's gaze constantly over the whole field of vision, moving the head with the gaze.

BANGALORE

By Major A. W. Waters, M.B.E., (Rtd.)
Hon. Secretary, Bangalore Branch,
A.A.S.I.

MAY was a particularly busy month, notwithstanding a drop in the number of letters received—chiefly from the Head Office, Madras. This was due to some complicated matters running into lengthy correspondence.

The Office

The normal office hours—or what we pretend are—were from 9 a.m. to 5 p.m. Actually, on ten occasions it was opened at 8-30 a.m., and on only two occasions was it possible to close at 5 o'clock, and then it had to be reopened on one occasion. The usual time was 5-30 p.m., to 6 p.m., while on two days it was 7-25 p.m. and 7-30 p.m. On one Saturday only was it possible to close down at 1-30 p.m. for lunch, and for good it was thought. Alas! I had scarcely begun to nod over 'Reuters' when a member called, followed by another at 5-30 p.m.; anyway, it was the first Saturday for many months that I got to a cinema seat without an attendant's torch.

Members called on 3 Sundays. With this record, little more need be said about the usefulness of this Branch.

The normal angle covered by the human eyes is a very wide one—almost 180° in fact—as can be seen by the

PUBLISHERS' NOTICE

With a view to facilitate noting change of address of members, we have now assigned a number to each member, which is printed at the end of the address. It is requested that members will kindly give this number when intimating change of address to the Automobile Association.

Publishers,

The "South India Motor Owner"

fact that one is conscious of the movements of one's hands when held back practically level with the shoulders. The

angle of really clear definition, however, is quite narrow. It is movement, not detail, to which the peripheral portion of the visual field is sensitive and this is the reason for the importance of generous head-movement.

Judgment of distance and speed depends as much on intelligence as on effective stereoscopic vision. The brain must learn to recognize the reasons for changes in shape and size as an object approaches and construe the meaning of shadows. It is by training in these essentials that one-eyed persons can cultivate a fair judgment of distance, though it is never as good as it is possible with two eyes properly used.

Safety, therefore, depends upon making the most of one's sight by using glasses if necessary, and to practise "seeing". The ability to read a number-plate at 25 yards, which is the official test applied to licence applicants in Britain, can be passed by anyone with approximately 50 per cent. effective vision.

Branch Notes

It does too, bring out the point about the advantage of the Hon. Secretary living on the spot as opposed to a separate office with definite and fixed hours. Another point is that, when I go out at night, a notice showing at a glance the state of roads and 'causeways' on all the main roads from Bangalore lies on the pad of the visitors' table to be shown to anyone calling, and writing materials, telegram forms, etc., are there too for a message to me; not infrequently, this has meant a trip to some member's hotel before or after dinner. It is pretty obvious therefore that with the present strength of members and the staff, members and those from out-stations have little cause for complaint at Bangalore.

Correspondence

Letters received from all sources were	131
Letters despatched.	
To the Secretary	162
Outstations	34
Local	159
Total	355

This is the 'peak' number for the Branch and exceeds by 91 the peak figure reached in 1938, viz., November

26-1, the average monthly figures for that year being 177.

Scouts

This Branch provided one Scout for special duty in Mysore during H. H. The Maharaja of Mysore Birthday celebrations and, apart from the publicity given to the Association, was of great service to members as also to motorists in general at the various functions and car-parks. As usual, he reported on arrival to the District Superintendent of Police, and his co-operation with the police seems to have been as successful as in previous years.

Visitors' Calls

During the month, 66 members and 14 non-members called. Of the first number, 45 were A.A.S.I., and 21 were from W.I.; Bengal; Burma and North India.

Licences

10 Bangalore, 10 Madras, and 4 Mysore licences were obtained and delivered at members' residences.

Leave and Tours

By arrangement with the Secretary, the writer was away from the 8th to the

15th May, and did a short tour through the Kadir District and parts of the Malnad, also fulfilled a long desire to visit the Babadungiris or Mountains. As is my custom when on tour, I lost no opportunity to add to my store of knowledge of beautiful Mysore; conditions of roads gradients; where to stay, and anything likely to be of use or interest to our members. Owing to the lateness of these notes, I hope to have some notes on this trip, including the famous Peeta founded and sanctified by Baba Budan who is reputed to have introduced coffee to these mountains from Arabia, in a future number of our Magazine.

I would mention just one little (?) matter however, and hope it catches the eye of some responsible official of the Mysore State. I refer to the State of 'Peeta'. This is of great historic fame and attracts innumerable visitors all the year round. It is unique in that it is held in great sanctity by Mohamedans and Hindus alike who live side by side in perfect agreement, the former holding that the cave is the tomb of Baba Budan while the Hindus believe it to be the throne of a Dattatreya.

One would expect that an important hillside village of this sort would be embellished with some decent gateways at the entrances as is done almost right throughout the State. Instead of these, or a signpost, the old gate pillars are in ruins and leaning at a dangerous angle. My party had nearly passed on, and it was an afterthought that we stopped and inquired the way to Peeta and were told that 'this is Peeta'.

Decent entrance pillars seem desirable and some sort of a 'circle'; also a name-board. Another longfelt want is, we were told, a good water supply. At present all water has to be carried up from a small tank down the hill a bit, and its carriage is expensive. It would seem possible to harness a pipeline to the Falls on the top of the hill.

This would bring about some shady trees, and a few stone seats under them would solve the problem of healthy surroundings for visitors to partake of the refreshments with which by tradition the custodians of the place regale all visitors free of charge, even up to the traditional three days, we were told. Unfortunately, in our case, we had gone up another 500 feet or so to lunch at the T. B. (a 2nd class, but formerly a 1st class one) and found some difficulty in doing justice to the excellent and tasty dishes prepared. Nothing daunted however, we were com-

B

pelled to bring away what we could not consume.

Trailers or Caravans in Mysore State

Members are reminded that these require no license-tax in Mysore State (nor in the Bangalore C. & M. Station).

In Mysore, trailers require to be registered the fee being Rs. 4.

Motoring Legislation in Mysore

Refunds on certain short-term licences.

Before the notes reach you, Notification No. T. 4171—R.T. 88-38-2, dated 10th June 1939 will have come into force.

Hitherto, no refunds were admissible under any circumstances, but this is modified as follows:—

"In the case of licenses for more than seven days taken out by visiting motorists who, within seven days after entering the State, reside in the limits of the Civil and Military Station, Banagalore, where they are obliged to take out a Station license, the Inspector-General of Police in Mysore is authorized to grant refund of tax paid by them for a period in excess of seven days." (The Mysore Gazette, Part IV, No. 24 dated Bangalore, June 15, 1939).

MADURA

By

Messrs. T. V. Sundaram Iyengar & Sons.
Hon. Secretaries of the Madura Branch.

THE office, though small, being situated on the trunk road attracts the attention of the motorists passing that way. Propaganda regarding the activities of this Association was made by Scout and Car Park Attendant by the distribution of the back numbers of the magazine and pamphlets to motorists in Madura town, and in the mofussil.

The Car Park Attendant was sent to Tuticorin, Tinnevely and other places on the 6th & 7th May, 1939 to make arrangements for the parking of cars during the Cinema Show on cars conducted by Messrs. T. V. Sundram Iyengar & Sons Limited, Honorary Secretaries, Madura Branch. At Tuticorin 12 cars came of which very few bore "AA" badges. Here pamphlets and application forms were distributed to motorists.

Then the next day, he proceeded to Tinnevely to do similar work. 18 cars came of which 6 bore "A.A." badges. Many motorists have promised to become members soon.

We hope that in due course more members will be joining this Association.

Correspondence

59 letters were received from all sources.

Letters issued were:—

To the Secretary . . . 42
Delivery and Despatches . . . 184

Route Itineraries Supplied

22 itineraries were supplied during the month to members.

Scout from Madras

Scout Drury from Madras was sent here on the 14th instant to assist members here. He along with the Car Park Attendant attended to the parking of Cars at the Chintamani Talkies, on the 14th instant and also at the following places during his stay till 31st May 1939.

1. Chintamani Talkies, (169 cars came of which 69 bore "AA" badges.)
2. Sourashtra Club.
3. English Club.
4. Race Course.
5. New Cinema.

Both of them interviewed all the motorists in Madura town and explained to them the activities of this Association and distributed pamphlets etc., to them. We await the result of their propaganda.

Two Driving Licences were renewed and delivered to members.

TRIVANDRUM

By A. K. Tambi, Esq.,

Hony. Secy. of the Trivandrum Branch.

General

A much quieter month but just enough to average eight hours a day. The number of callers dropped to a certain extent; this is due, I think, to the general exodus to the Hills for the Summer.

The Office

The work is progressing steadily. Number of motorists both Members and Non-members came to the office to get routes and itineraries to go to the hill stations from the Scorching Sun of the Plains. These were supplied on the spot. Two Members were enrolled in the month of May. Three badges and one map of the Madras Presidency were issued to two Members. All the road information notices which were sent to this Office from the Head Office were given full publication in the local Press. Short term licences to go to British India were got for some Members.

Road Scout

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

JUNE

Road Information

MADRAS motorists may not be aware of an excellent road map published by the Central Survey Office, Madras, and compiled recently in 1938. It is a map of Main Trunk Roads from Madras City scale 1 inch to 12 miles. Enlargements of large towns on the main routes are given on a larger scale 1 to 2 inches to 3 miles which facilitate considerably passage through them or indicate the best route.

Copies can be obtained through the A.A.S.I. office if required—Price Re. 1—unmounted. Arrangements are being made with the Survey Office to get these maps mounted in book form.

Trichinopoly Town

Arrangements are being made to have "AA" signs erected in Trichinopoly Town to show the through route, which is not clearly marked at present.

Madras Poonamallee High Road

The work of the cement concrete surfacing of this road having been completed the road is now open to through traffic from the 16th instant. The alternate route, *via*. Mount Road is reported to be rougher at present.

The Kistna River near Bezwada

The Anicut Road over the River Kistna is closed to Motor traffic from 23rd June, 1939.

Tanjore to Madura Road

From Tanjore to Madura up to the 18th mile the road is reported to be bad. The road from Pudukottai to Tirumayyam is slightly damaged due to recent rains; from there up to the 20th mile-stone the road is very bad. Melur to Madura the road is good.

Solleball (Sollibyle)

This village lies in the Balehonnur Koppa road in Kadur District (Mysore State) and it has been now called as "JAYAPUR".

Traffic Regulation in Ootacamund-Mettupalayam Road

Urgent repair works are in progress in the 17th mile of the Ootacamund-Mettupalayam Ghat Road and in order to

facilitate the work and at the same time ensure the safety of traffic, single line traffic has been instituted at the two work sites.

All motorists must be particularly careful and should observe strictly the traffic regulation as the repair works involve a certain amount of blasting and removal of boulders.

Itineraries

147 itineraries covering 52,809 miles were issued during the month of May 1939.

Some Notes for intending Tourists on the Continent.—(By the Courtesy of the "Autocar.")

The following may be of interest to members contemplating tours in Europe:—

Are you going abroad this year? Such a question may seem absurd to some people who, scared by the International situation, consider a foreign tour out of all question. Yet, there are just as many who are still planning tours in France, Switzerland and Scandinavia.

The times in which we live do not permit one to look with any degree of certainty as far forward as the autumn, but there are thousands of motorists who, judging events in their relation to a holiday planned, say, a month hence, have, and continue to have, enjoyable tours abroad.

The "AA" Report that for the first four months this year the number of members who went abroad and made enquiries about foreign touring was not less than in the corresponding period last year. True, there has been a drop so far this month.

Those motorists who have been used to going to Germany, Austria, Czechoslovakia and Hungary are no longer interested, but these countries have not by any means a monopoly in fine scenery. France and Switzerland have similar attractions. A holiday in the French or Swiss Alps could easily be extended to the Italian Lakes, should the political situation at the time be favourable.

We hear less of the Pyrenees than formerly, yet on this western fringe of France some of the finest scenery and most interesting towns are to be found.

Belgium, too, offers possibilities, especially if sea bathing is to form part of the vacation; Belgium has many excellent coastal resorts with fine stretches of sands.

It is strange that so many motorists who have yearly journeyed to the Continent rarely consider visiting such countries as Denmark, Norway and Sweden, each of which countries has something unique to offer the tourist. A refusal to consider a tour in either of these countries is to confirm the indictment that British motorists only go abroad because of the great distances that can be covered at speed. Those who have never been to Denmark would be surprised, and more than pleased, at what this country has to offer and at the hospitality accorded to visitors.

Norway may be more water than land, but it is the water that makes Norway what it is. For anyone who wants a quiet peaceful tour, Norway has distinct possibilities. Sweden, too, is well worth a visit.

Road Accidents in Colombo and their Causes

The "Record" the official publication of the "AA" Ceylon published in its May Number an interesting quarterly Accident return by the Superintendent of Police, Colombo.

The latter states that the table of causation of accidents explains itself, and it will be seen that drivers of private cars head the list as being responsible for accidents with 31.5%, pedal cyclists with 23.3%, pedestrians with 20.6%, motor omnibuses and lorries 12.1%, bullock carts with 2.1%, rickshaws with 2.1%, motor cycles with 1.5% and other causes 6.8%.

The Editor of the "Record" points out, however, the relative numbers of these vehicles must be taken into consideration before passing judgment, and shows that the ratio of "Accidents caused" to total "number of vehicles" was therefore—Buses 1 to 125, private cars 1 to 192, lorries 1 to 227.

The Superintendent of Police goes on to say that it is quite obvious from these figures that private car drivers have got to pay more attention to the rules of the road. The worst faults of drivers of private cars are their inattention when

driving, to other users of the road and their failure to keep their correct position on the road, so many drivers will not keep to the middle of the road if they are about to turn "right", numbers of unnecessary accidents are caused by drivers cutting across traffic in order to turn "right", or swerving left before turning "right". It is really bad and dangerous driving.

Another bad fault is failing to take sufficient precautions when coming out of a minor road into a major one.

The Galle Road, especially the widened portion, shows the highest figures for accidents, the worst portion being between Bullers Road and Wellawatte Bridge. This is mainly due to the want of "refuges" or "islands" in the middle of the road, and it is hoped that the

cyclists; the latter are a menace to other users of the road, as they appear to be under the delusion that traffic rules do not apply to them.

The Police are making a determined effort to educate cyclists concerning their responsibilities as co-users of the roads.

The features of the locality play an important part in causing accidents; that is, 149 accidents occurred at junctions, 169 on straight roads, 6 at open road bends, 2 at bottle-necks and 2 in narrow roads.

This points to the urgent necessity of much greater care being taken by drivers when negotiating junctions, and when driving in straight and wide roads.

Drivers are inclined to take turns at open junctions too carelessly, and with-

total length of roads newly opened was 149 miles. Every hundred square miles of local fund area had a total mileage of roads ranging from 14.3 miles in the Kurnool district to 90.2 miles in the East Tanjore district.

Trunk Roads

The district boards maintained during the year 3,026 miles of trunk roads. The expenditure incurred by the district boards on these roads amounted to Rs. 20.52 lakhs against which the district boards earned a total Government grant of Rs. 18.40 lakhs. The condition of trunk roads was very good in South Ramnad, South Tinnevely and Trichinopoly district. It was good in Anantapur, Cuddalore, Villupuram, Bellary, Chittoor, Ongole, Kistna, Madura, North Tinnevely and Chicacole

MEMBERSHIP

Membership on 1st January 1937-1101

Membership on 16th June 1939-2434

Our immediate Aim is 5000 Figure—to go on with a larger Membership means an Extension of Services, Fuller Road Reports, etc.

If every Member brings in a new Member without delay we shall have our 5000 before the end of the Year and be ready for further Expansions in 1940.

Municipality will remedy this in the very near future.

A large portion of these accidents occur at junctions, which supports my comments regarding turning "right".

Other causes are:—

(i) Overtaking improperly.

(ii) Cutting in.

(iii) Pulling out to overtake.

(iv) Pulling out from a side road junction.

(v) Emerging from minor roads to major roads, turning right and left without due care.

Out of 245 vehicles which were the cause of accidents in the 1st Quarter, 1939, 104 were private cars.

Out of a total of 529 vehicles involved in accidents, 241 were private cars.

Only 40 buses and lorries were responsible for accidents and 77 push

out due thought to the rules of the road, other users of the road, and in wide straight roads.

They drive too fast, constantly cutting in and never keep to a straight line, or on the correct side of the road.

It is essential to remember when driving along straight and wide roads that pedestrians have got a much larger area to cross and that there are numerous side roads, bungalows, etc., from which vehicles may emerge.

It is of interest to note that 195 accidents have occurred in the 1st Quarter, 1939, in roads where there are no pavements.

Communications

(Extracts from the Government of Madras Report on the working of Local Boards for the year 1937-38).

The district boards maintained during the year 34,243 miles of roads against 34,148 miles in the previous year. The

District Board areas. It was either fair or satisfactory in 17 districts. In North Arcot, the maintenance of the Madras-Bangalore trunk road was not quite up to the mark. It was unsatisfactory in Guntur, South Nellore and Vizagapatam.

Important marketing roads and second-class roads—The total expenditure incurred by district boards on the maintenance of important marketing roads was Rs. 40.98 lakhs of which a sum of Rs. 14.20 lakhs was met from Government grants.

Dunlop Tyre

Group Marking of Tyres

The Dunlop Rubber Co. (India) Ltd., announce:—

"This is to advise you of a modification in part of our tyre range effective from to-day. This modification is aimed at simplification and easier tyre stocking.

It consists of grouping sizes together which are already very closely related in their application.

Supplies of these group marked tyres will not be available for some little time and until they do arrive the price of our individually marked sizes will be that applied to the group marked sizes as shown."

Current Doings

The A.A.S.I. was asked by the Hon. Secretary, Madras Boat Club to assist

with the parking of cars at an entertainment on the evening of June 17th. A Scout and 2 Car Park Attendants were detailed for duty and assisted the Traffic Police. "AA" signs for car parks, etc., were used, and 126 cars dealt with without any hitch.

Extracts from Post Bags

"I now acknowledge with thanks your letter No. 2728 of the 23rd May enclosing an itinerary from Marseilles to Chamonix. This has not been

acknowledged before because I have been away on leave.

I am extremely obliged to you for the trouble you have taken!"

Membership No. 2728.

I thank you for your letter dated 16th May enclosing my Driving Permit.

I have also received a badge from the "AA", London.

I thank you for the trouble you have taken in the matter.

Membership No. 2386.

Branch Notes

BANGALORE

By Major A. W. Waters, M.B.E., (Retd.)
Hon. Secretary, Bangalore Branch.

A.A.S.I.

The Mysore and Bangalore "Fort-nights."

"The Annuals are over" (at least, at the time of writing) and, as usual, were immense attractions. At Mysore, where the 'Fortnight' is about a calendar fortnight, this beautiful 'Garden-City' seemed to be more popular than ever before. It ran from the last few days of May to the 10th of June. More than that I cannot say, as work prevented me from taking another holiday so soon after my last month's one. The Bangalore Road Scout stayed there till the end of the festivities, and a few appreciatory letters about his usefulness were received from members.

The Bangalore 'Fortnight' was ushered in—officially—on the 16th June and ran to the 8th July, a matter of 23 days as against 21 last year. I say officially, because actually to most of us it opened with that most popular of functions the 'King-Emperor's Birthday Ball' so kindly given by the Hon'ble the Resident in Mysore, at the Residency, Bangalore, on the 8th June. Who can, after attending these brilliant functions, forget the Host's genial smile and attentive remarks which seem to miss no one in those crowded and palatial reception rooms; and the same can be said of Miss Gordon.

The 'Fortnight's' programme provided for about thirty major events, but these were added to by another half-dozen or so.

Once again, polo was popular and it is nice to record (as I did last year) the success of the Mysore Lancers, notwithstanding the brilliance of the

Kolanka team. The Horse Show, in the Residency grounds; Dog Show held in the Lal Bagh; Races; Exhibition of Needlework at the Mayo Hall; that very popular annual, the Residency Central Charities Ball at the Opera House; a few Race Balls; the King-Emperor's Ball at the Bowring Institute; the King-Emperor's Birthday Dance at the B.R.V. Theatre were among the items and, of course, the grand finale, 'Race Club Dance' at the B.U.S. Club on the 8th July.

I seem to have the impression that Bangalore was not quite so full as in previous years; I may be wrong, but certainly fewer visiting "AA" members called at this office.

I ought to mention, if that is necessary, that these 'Fortnights' have kept our Road Scouts very busy indeed and on many days, they put in as many as 10 to 15 hours a day going from one morning function to afternoon ones and then to the night shows etc. They never seemed to tire and cheerfully followed every item on the programme of which each man carried a copy. Weekly 'off-days' were entirely forgotten, but it is now possible to compensate them for that in an entirely mutual manner.

Assistance to Members

Quite a number was helped including one car which had to be man-handled in the very early (or late?) hours when the greying dawn enabled the lamps to be extinguished.

The Office

Work and hours were normal, as present standards go, though a slight falling off in actual number sent out.

The following is a summary of the 'Daily Reports' already furnished to the

Secretary:—

Letters received from all sources 184,
(53 over May).

Letters, statements, and periodical
'Returns':—

To the Secretary	135
Outstations	51
Local	141

Total	327
(28 under May)	
Itineraries issued	18,
covering	3,380 miles.

Driving Licenses renewed	2
M. V. Licenses obtained	32
(Station 23; Mysore 5; Madras 4)	

Members called at the office:—A.A.S.I.	70;
W.I.A.A. 5; A.A.B. 59	Total 80
Non-members	6

Total	86
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The office had to be opened for a short while on two, out of the four, Sundays. On one of these occasions to advise about an accident which happened the previous night; to visit the scene, as also to report to the Police Station.

Accidents

Our Scouts were the means of detecting an accident when a Jutka pony (a competitor at the Horse Show) got out of hand and dashed into a private car-park and put the shaft through the window of a member's car. The writer, later that night, made a report, with the Scouts, to the police and also called on the member.

The earliest visitor was at 8.45 a.m. and the latest called at 6.45 p.m. but quite a number called after 5 p.m.: We don't mind this when the matter cannot wait till the morning.

Appreciatory Letters

A few have been received and much appreciated; one or two were passed to the Secretary. I am afraid our modesty prevents us from bothering him with many of these. There are obviously some exceptions, and one such was from a member of the W.I.A.A. (quite a common occurrence) followed by a copy of it, etc., from the W.I.A.A. itself. It is certain, of course, that the W.I.A.A. do the same for our members when required, but I mention the matter because I have recently met members who had not fully realized this reciprocity when outside Southern India.

Routine and Contacts

June called for a deal of personal calls as also calls to the various public offices, both in the Station and the Mysore Public Offices; also to Public Bodies in the former place.

I have also been kindly accorded interviews to introduce myself—as your representative—to the following officials newly arrived:—The Collector and District Magistrate, Civil and Military Station; the President, Municipal Commission, C. & M. Station; the Commissioner of Police; while, on the Mysore side, were the Inspector-General of Police in Mysore, the Superintendent of Police, Bangalore City, and the Superintendent of Police of the District. The interview or visit to the Chairman of the Mysore Traffic Board was held over to enable me to do so with our Secretary a few days later.

Obituary

It is with the deepest regret that I have to record the death of two prominent Members, namely, Major A. S. Andrews, V. D. and Mr. J. Meadows Charles. I have already reported this to your office, but cannot pass over these notes without referring to these sad events.

The first named must have been a very senior member of the A.A.S.I., and among his many and public activities including 3 years' close contact as fellow members of the Municipal Commission, and the Southern Division Ratepayers' Association—in the latter of which I succeeded him as President—and as Master of the Bangalore Trades Association he kept up constant and close touch with this Branch in all matters affecting motorists, and motoring legislation.

In Mr. Charles, we have lost a very keen member which was likely to become

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keener, for his energy was unbounded, and as Master of the Bangalore Trades Association he had already interested himself in motoring matters. At both funerals, your Association was represented by the writer and the road patrols.

The Bullock Shoe Problem

The terrifying menace of the cast bullock shoe continues to agitate the mind of our members. Even a brand new tyre can be ripped by one of these, and with the best of repairs, they are seldom quite as dependable. Unlike a small nail puncture, when the deflation is gradual and the side-pull of the steering wheel, gives some warning that all is not well, a big percentage of shoe punctures will cause a sudden blow-out invariably throwing the car out of control with disastrous results to the occupants, besides the added danger of colliding with other vehicles, animals and even pedestrians on the road. These shoes can injure the feet of both pedestrians and animals and thus they are a danger to all users of the roads. A few months ago and after representations had been made, the Chief Engineer of Mysore issued instructions to the Superintending Engineers of Circles that the picking up of bullock shoes lying on the roads should be systematically attended to by the mile coolies. Further reports have since been received that the evil continues particularly on the stretch of road between Mysore City and Nanjangud where one member, on a single occasion, passed 195 bullock carts on a nine mile run. On a second occasion, exactly 100 carts were counted in the last 3 miles of this road. In view of this state of affairs it was decided, in communication with the Secretary of the A.A.S.I., that I should approach the Dewan of Mysore and ask him to be good enough to interest himself in the inauguration of an active campaign to rid the roads of these pests—some scheme which would be effective and lasting—school competitions for instance. The Dewan readily consented to give me an interview and seemed keenly interested in the subject, as he also was in a few other matters of motoring interest in Mysore which I was permitted to bring to his notice. I think I ought not to say more at this stage except that I came away fully impressed that something would be done, and that, very soon.

Of course, this evil exists everywhere and we all know the great success of the Schools campaign in the Coimbatore District. No better deed can be done

by a Boy Scout for instance than to pick up at least one shoe a day.

An Unwanted Madras Short-term Licence

Recently, and after taking a Madras S. T. Licence, a member had to change his plans two days prior to the validity of the licence. In view to condition (3) of these licences that "no refund of the tax paid shall be allowed under any circumstances" (page 172 of *The Madras Road Traffic Code*, 1938) I advised (rightly I hope) our member that nothing could be done. This seems rather hard in cases where the licence can be surrendered before the date the licence operates. A partial remedy would be for members to allow their A.A. Representative to defer taking out the licence to the latest possible date, and in case of doubt about going, to take the 'Form of Declaration' (we can supply these duly filled in) with them and drop them at the Madras Frontier Licensing Office the exact location of which can be endorsed on the Form by the A.A.S.I. Those Members still in possession of the Magazine for June 1938 will find a list and location of these L.O.'s on page 182 *et seq.* (as it then stood).

A Warning

In the latter case, *do not* miss the frontier L.O. or you will be made to pay for a quarter's licence even for only one day, and then, in cases where the tax is paid only after detection, you will have no definite legal claim to any refund except by the special sanction of the Commissioner of Police or the Collector of the district, as the case may be, and when the special circumstances satisfy such a course. Even so, your trip, however short, will cost Rs. 10 for a medium sized car: page 168 *ibid* is clear on this point.

Speed Limits in Mysore State

Hitherto, it was laid down that "No motor Vehicle shall be driven at a greater speed than 20 miles an hour within the limits of any town or village." Provision was made to vary this at specified places, as also exceptions under Magisterial orders. Now, Government has confirmed their proposals made in April last which lays down the following speed limits:—

Notification No. T. 4135-R. T. 7-38-39, dated Bangalore. 7th June, '39.

1. Maximum speed with pneumatic tyres—

(a) Outside City, Town or Village limits—

1. Motor, cars, cabs and cycles No limit

2. Motor buses and lorries ... 30 miles per hour.
- (b) Inside City, Town or Village limits—
 1. Motor cars, cabs and cycles ... 30 miles per hour.
 2. Motor buses and lorries ... 20 miles per hour.
 2. When not fitted with pneumatic tyres on every wheel of the vehicle or trailer ... 6 miles per hour.

The provisions remain for varying the limits in specified places under the orders of the District Magistrate.

These rules also substitute old rule 22-A which laid down a maximum limit of 15 m.p.h. for a light motor vehicle to which a trailer was attached. I wonder how many motorists knew of the last rule when they sailed through Mysore with a trailer at any old speed.

Motorists will now know where they are in the matter of speed and it is all for the good that legislation keeps up with the spirit of the times. The old 'tag' with slight modification may well apply to motoring laws:— "No law should be so harsh as to lead to its common disregard, and no law should be so lax as to lessen the regard for the safety of all users of the highway."

I remember once following a bus for 3 miles at 40 m.p.h. who knew I was behind him and refused to allow me to pass. At that speed and the awful dust he made, it would have been madness to attempt to pass him. I could have reported him at great inconvenience to myself, etc. I find the lorry driver a much greater gentleman in this respect.

Tolls in Mysore.

Recently a member declined to pay a toll fee because it had, somehow, been omitted from the A.A.S.I. itinerary, and it was later on paid. It is as well to remember that the location of these toll-gates are sometimes changed and its notification in the Gazette may be overlooked or missed. Regardless of the A.A. Routes, motorists should pay all tolls demanded, after satisfying themselves that they are State or District Fund tolls, and then, if doubt exists, send the toll-fee receipt to the A.A.S.I. for verification. We have lists of these and amend them when changes are gazetted. Routes for Mysore will invariably have a warning note on these lines inserted in them.

Road Conditions in Mysore

Hassan District—The road from Hassan to Halebid (Temples) via Salegame, which was formerly held to be a 'fair-weather' one only, was reported to be, in May last, in a shocking condition and quite unfit for motors of any size. The motorist in question was in a big and heavy car, even so his car was damaged and in places, a speed above 5 m.p.h. positively dangerous. As I have received other reports of this road, it may fairly be said, I think, that until this road is reclaimed it should be avoided at all costs. This is a pity because when one is visiting the Halebid and Belur Temples (possibly among the finest in India) the road referred to formed one side of a triangle and often saved having to retrace one's steps.

If memory serves me right, this road was opened a few years ago, with great eclat, by the Dewan of Mysore.

Bangalore to Kankanhalli—A month ago, this road was quite unfit for any vehicular traffic. It leads to delightful hill and forest scenery; a well informed friend tells me that it was, many years ago, known as the 'wild country'. On no account use this road till it is put in order. If you have to go to Kankanhalli, I advise the longer road by 11½ miles, *via* Closepet. That is to say—Bangalore to Closepet 30, thence to Kankanhalli 16, total 46 miles and provided that the last 16 is in good order (I only know the first 10) it is well worth going that way for pretty scenery, undulating, twisty and, I am told, the last two miles a semi-ghat road. The direct road from Bangalore to Kankanhalli is 34½ miles.

Krishnarajasagar Dam and Brindavan to French Rocks and Melakote Temples—Don't attempt it by the shortcut from across the Dam. I tried this out about a month ago and for about 5 miles there is only the merest cart track and in places very, very bad. You should return to Seringapatam.

Reverting to the Closepet—Kankanhalli Road the toll on this road at mile 9 was abolished from the 1st July 1939, as also, by the way, the toll at mile 10 on the Magadi—Closepet road. If you want to get off the beaten track this is the round; forests and hills and, of course, wild animals. Do it in the fine weather too.

Rules of the Road and Hand Signals in Mysore

A few days ago when driving from the Station into the City (Mysore) limits I approached a Mysore Traffic Constable

(an intelligent Anglo-Indian). I was was turning left at his junction, so thought him a very fair sample of traffic control to try out a hand signal instead of my traffic indicator. So I extended my right arm and hand horizontally and then carried them forward and towards the left side with a circular sweep on a level with the shoulder. The constable at once gave me the pass to the right. Of course, I turned to the left, but not before making sure there was no one following me, for had there been, he too may have seen my arm extended to the right and missed the little manoeuvre to the front, and would of course, have passed me on my left, only to crash into me. After dropping my passenger, an experienced owner driver from the U.S. I alighted and spoke to the constable and said that I had given him the turn-left signal strictly as per the Mysore Motor Manual. "Yes" he said, "but I saw your hand extended and it disappeared from view, so I thought you were turning right". "Not your fault" I said, for even if the constable in front did get it correctly, not one motorist or cyclist in fifty, when following a closed car would do so and would certainly crash in trying to pass by the left. I said nothing about breaking my knuckles on the windscreen when trying to carry out the circular sweep.

It is not to be expected, of course, that any sweeping changes will be made in all these varied signals, since the All-India Bill ought soon to be coming into force. When it does, all motorists will expect that they follow on the lines of those in the U.K., and that then, every-one in India legislates on similar lines.

In the Station we have another 'turn-left', and a very good one which is that in the original All-India Bill, but whether that stands in the final Bill is to be seen. The motorist from Madras has another sort of signal for the turn-left and which he uses in the Station and Mysore but few know what he means to do. I don't say it is not a good signal, but it is not the law in Bangalore, and so may not be, and nearly always is not, understood. Actually, I believe it is the signal in force in the U.K.

I am afraid I have allowed these notes (originally intended to be brief) to run to inordinate lengths and will no doubt be slashed right and left by someone's 'blue pencil', so I must reserve for another month some notes on less boring subjects. I have also missed the post today by just 4 hours.

• TRIVANDRUM

By A. K. Tambi, Esq.,
Hony. Secretary of the Trivandrum Branch.

General

There is nothing outstanding to report. With other places just getting into their summer stride, there are already signs that Trivandrum has cooled down considerably and taking on a less parched appearance. With the rains coming down in right earnest the temperature is lowered very much.

The Office

There were not many visitors in the Office for most of them were returning from the Hills back to their homes and so we had not much work in the direction of issuing routes and itineraries. Two members came to the office to get routes and itineraries and one member was issued with a map of the Madras Presidency. One member was enrolled in June. One Badge was issued to a member. All the road information notices which were sent from the Head Office were given full publication in the local press.

New Members

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

Road Scout

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

Broadcast Talks

We hear that it is proposed to broadcast weekly talks from Madras on Police topics which would include traffic subjects. We hope the opportunity will be taken to issue warnings and advice to all road users, commentaries made on the spot at important traffic points illustrated by actual occurrences, also conversations between traffic officers and members of the public, e.g., motorists, cyclists, pedestrians, etc. which may prove interesting and instructive. We trust this proposal will materialise and not be allowed to fade away for want of general interest. The S.I.M.O. will gladly reproduce such broadcasts for the benefit of motoring members if the matter can be arranged.

Letters and suggestions from Members. Past numbers of the S.I.M.O. reveal the fact that the amount of material contributed by members is small. We would be grateful for letters and suggestions from members on current motoring topics such as improvements to the A.A. S.I. and the S.I.M.O., also local views, grievances and current topics. Inciden-

tally letters of appreciation would be welcome! The publication of the fact that the A.A.S.I. has been helpful is of value in advertising its utility. Such advertisement brings in more members, while increased membership will permit its spheres of utility to be enlarged.

Travel Notes or Accounts of Places of Local Interest, and of Journeys are valuable, especially with photos or sketches, not only to those who motor for recreation or change, but also to those whose journeys are performed in the course of earning their daily bread. It is appreciated that those on leave or still in harness generally have little inclination to get down to a holiday task in the shape of literary composition. Members of the motoring fraternity, however, should always be willing to help each other, and advice or information regarding tours, short or long, will always call down the blessings of the interested on the heads of the self-sacrificing writer.

News of the lighter variety with pleasantries or jests would also be welcomed. The S.I.M.O. does not go so far as to offer a prize for the best monthly joke, but if the latter are good enough and sufficiently numerous it may even be possible to emulate the example of some periodicals in this respect.

JULY 1939

The Post Bag

Extract of a letter from a Member from Mysore.

"I am very grateful for the very prompt service afforded me."

Extract of a letter from the member of A.A. Burma to that Association.

"I take this opportunity of conveying my sincere thanks through you for all the kind and very considerate help rendered by them (A.A.S.I.) to me during my two months' stay in India in connection with my South Indian tour by road. Their very courteous behaviour and ready willingness to help deserves the greatest praise."

From a W. I. A. A. Member

"I received the registration of my car and the Madras M. V. Tax Licence sent by you. Kindly accept my thanks for the trouble taken by you."

From a member to the Hon. Secretary, Bangalore

"The information you supplied concerning Mysore licences was most valuable and I had no trouble whatever—Thank you also for the itinerary from Ootacamund to Bangalore with tolls marked in red. To be forwarded on all these matters is to be saved a lot of annoyance and bother and to enjoy one's trip—On the eve of leaving your 'territory', I write to thank you for your characteristic promptness and courtesy."

A Madras member writes

"I greatly appreciate the service and assistance you have given me in this connection."

Scouts' Activities

The two new motor-cycles recently purchased for the Madras Scouts have increased their mobility and utility as can be imagined. Madras has been mapped out into some 20 patrol areas, which are covered in rotation by the two scouts, in addition to the usual visits to cinemas and places of entertainment to check the work of Car Park Attendants.

The diversion on the road to Bangalore beyond the Rice Cause-way caused some confusion to motorists owing to the temporary signs erected by the District Board

Engineer being defaced by wind and rain. A scout was therefore sent out from Madras to erect more permanent "AA" signs. Two days later, the diversion was closed, and the old route reverted to. This necessitated sending out the scout again to adapt the signs to the new route, where they will remain till the opening of the new bridge which is to replace the Causeway.

Other work done included the loading and unloading of 3 cars at the Harbour and assistance to members on the road.

Appreciation from Member

"My car has been attended to by your scout and delivered today morning".

Weights of Cars on Registration Certificate

These weights were not being entered to the nearest cwt. on Mysore Registration Certificates, but only a general classification was noted, 15 to 40 cwts. When it was desired to procure Madras licence, this classification was of no help as it covered three Madras categories—incidentally it covered two categories in Mysore.

Representations were made to the Inspector-General of Police, Mysore, by the A.A.S.I., as a result of which orders have been issued that the actual weight to the nearest cwt. of the vehicle will be entered in all Mysore Registration Certificates in future.

Car Park Attendants

Members are reminded that A.A.S.I. Car Park Attendants are at their disposal for parking cars at private gatherings or entertainments, if more than twenty cars are expected.

No charge is made for the services of the Car Park Attendants, but members are requested to apply in good time.

C.P.A.'s are available in Madras, Bangalore, Madras, Trichy and Trivandrum. Application should be made to the "AA" House, Madras, and to the Hon. Secretaries or Hon. District Representatives elsewhere.

For Tourists

Channel Islands, Jersey—Registration and Licensing—Visiting Motorists

New regulations have been promulgated in Jersey whereby a system of registration and licensing for visitors similar to the English system has been brought into force.

All visitors henceforth—even those from England—must be in possession of International Certificates for Motor Vehicles and the cars must carry G.B. plates. The normal charge of 10sh. 6d. will be made for the Certificate and 2 sh. 6 d. for the plate.

International Driving Permits are valid but not necessary because motorists, on production of a valid English or foreign licence, may continue to obtain from the Authorities in Jersey the usual licence to drive, on payment of 2sh. 6d.

Further details are available on request from the A.A.S.I.

Hire of Cars for Tourists

Visitors to Ceylon who may be thinking of taking their cars from S. India for a holiday tour are advised to consider as an alternative the hiring of cars on their arrival in the island. Cars can be hired from reliable firms from about Rs. 150—250 a month according to size—which compares favourably with the cost of transporting a car from this province.

If due notice is given to this Association, the Secretary will be glad to make arrangements through the "A A" Ceylon for the hire of cars.

Similarly cars can be hired in Madras for business or other tours. Application can be made to the Secretary who will arrange necessary details.

France

Use of a temporarily imported car by different persons at separate time without exportation is permitted without special authority in the case of persons relating to each other or close friends. Documents must be made out in the name of the first importer and the second user should carry letters of authority.

Ceylon (from the Eastern Touring Federation)

Third Party Risk Insurance is compulsory now in Ceylon.

A list of companies authorized to issue policies of insurance under the new Ordinance is available at "A" House.

Obituary

We regret to record the deaths of the following members:—

Major A. S. Andrews, V.D.,
Mr. J. Meadows Charles,
Mr. P. R. Mavinkurve.

Twelve Thousand Explosions a Minute

Do you ever stop to consider what is happening under the bonnet of your motor car when you are driving?

Here are some figures which may give the average owner still greater respect for the car designer, and increase his admiration of the reliability obtained in modern cars.

The figures relate to a modern 8 cylinder car.

Ninety gallons of water a minute are circulated through the engine block when the car is travelling at 60 m.p.h.

At the same speed there are approximately 12,000 individual explosions per minute.

Each valve spring is compressed 1,500 times, each sparking plug produces 1,500 sparks, and the distributor rotor revolves at a speed of 1,500 r.p.m.

At 60 m.p.h., the fan is revolving at 3,000 r.p.m.

British Cars Overseas

So much is heard of the demand for large cars overseas that the uninitiated may be misled into thinking that the typical British light and medium-sized car is never exported. This is far from the truth, as while there is no doubt that many countries would buy still more British cars if our taxation system encouraged the production of higher-powered types, our smaller cars enjoy a substantial demand where conditions are favourable.

An interesting example is provided by New Zealand, where the 10 h.p. category is steadily increasing in popularity. In 1936, cars of this horse-power accounted for 18 per cent. of all registrations, and in 1938 they had increased their share to 25.6 per cent.

The Government of Madras have issued the following Notifications

The Government of India have stated that they will be unable to entertain new proposals for grants from the Central Reserve in the Road Fund for some time and that such proposals should not be put forward during 1939-40 and 1940-41 unless they are in substitution of schemes already proposed and awaiting provision of funds or are of extreme importance and urgency. In view of this communication and of the present state of provincial finances, the proposal to install in the Engineering College, Guindy, machines for testing stones used as road metal, which was approved by the Board of Communications, Madras, at its meeting held on the 6th May, 1939, will be deferred for the present.

Membership

MAY

47 new members were enrolled from 18th April to 9th May 1939. The Committee thank the following members who have introduced new members during this period.

3 each by Dr. N. Gangadhram and Messrs. Simpson Finance Co. Ltd., 2 each by Mr. C. H. D. Leonard, Madras and Trivandrum Branches of the A.A.S.I.

1 each by Dr. B. Seshagiri Rau, Rev. Virgil E. Zigler, Messrs. Union Company, Mr. D. O. Asher, Bangalore Branch of the A.A.S.I. Mr. S. Somasundram, Messrs. Kothari & Sons, the British India General Insurance Co., Ltd., Messrs. J. A. Andrews, K. A. Ganesh, M. J. C. Hogan and V. Doraiswamy.

The remaining 23 were enrolled by the staff.

New Members

Sri V. Ayyadurai Ayyar,
Superintending Engineer, Dowlaishwaram.

Rao Bahadur T. G. Sanjivi Pillai,
District Superintendent of Police, Masulipatam.

J. S. Andrew, Esq.,
C/o Madura Mills Co., Ltd., Madras.

Major John Hardy,
Fort St. George, Madras.

Mohammed Ali Sahib, Esq.,
'Court House', Egmore.

E. Bennett, Esq., I.C.S.,
Collector, Tinnevely.

Sri T. S. Swaminathan,
Odayar Bungalow, Mannargudi, Tanjore.

K. Moller, Esq.,
'Shamrow', Nungambakkam, Madras.

Sir K. Ramunni Menon,
Lakshmi Sadan, Lawder's Gate Road, Vepery, Madras.

F. Sayers, Esq.,
Ardmoyle, Adyar, Madras.

Major W. S. C. Curtis, M.C.,
Ooty Club, Ootacamund, Nilgiris.

H. Keene, Esq.,
Shawfield, Marshall's Road, Egmore.

Sri A. B. Sundaresan,
Income Tax Officer, No.1 Circle, Guntur.

S. J. Bruford, Esq.,
Munnar, Travancore.

Sri M. Seshadri, I.C.S.,
Kamalalaya, Fern Hill Road, Kodaikanal.

Messrs. S. Viswanadham & Co.,
44, Bunder Street, G.T., Madras.

Sri K. Ramalingam,
59, South Raja Street, Tuticorin.

Sri V. Ganesan,
Asst. Engineer, Corporation, Madras.

Sri A. Venkatarama Aiyar,
C/o Dr. N. Gangadharan, Royapettah.

A. J. Marphetia, Esq.,
Merchant, Arathoon Road, Royapuram.

Sri K. R. Thangapandian,
Junior Zamindar of Ammayanaiyakanur, Ammayanaiyakanur Post.

W. Hogg, Esq.,
C/o Madura Mills Co., Ltd., Madras.

M. A. Biddulph, Esq.,
Q.V.O. Madras Sappers & Miners, Bangalore.

R. J. A. Moore, Esq.,
Merchiston Estate, Kallar Bridge P.O., Travancore.

D

Sri K. Parameswaran Pillai,
Retired Law Member to the Travancore Government, Trivandrum.

Sri P. Sundaramoorthi Mudaliar,
79, Nattu Subbaroya Mudali Street, Mylapore.

Sri P. Natesa Mudaliar,
P.W.D. Contractor, 26, K. V. Koil Street, Mylapore.

Sri K. M. S. Reddy,
I.T.O. (on leave), Arogyavaram.

M. B. Gardner, Esq.,
6-B, Hall's Road, Egmore, Madras.

C. E. Lonsdale, Esq.,
C/o Inspector-General of Police Office, Madras.

Sri N. Chatterji,
35, Main Road, Royapuram.

T. P. Finn, Esq.,
Binnyston Gardens, Bangalore City.

Sri N. Krishnarajulu Chetty,
6/20, North Beach Road, G.T., Madras.

E. E. Mariette, Esq.,
Madras Club, Trichinopoly.

Rev. J. Russell Fink,
Rentichintala, Guntur, District.

Sri B. Madhava Rau,
Bhimasena Gardens, Mylapore, Madras.

W. R. Wood, Esq.,
C/o Burmah Shell, Madras.

Sri P. K. S. Chari,
Superintendent of Posts, Trichinopoly.

Sri V. C. Rajulu,
Avanashi Road, Coimbatore.

Sri K. Muthulinga Reddy,
Zamindar, Kayapakam P.O., via Acharapakam.

L. C. Robinson, Esq.,
Nungambakkam High Road, Madras.

Sri D. Venkat Rao,
'Khudadad', 24, Raman Street, Theagaroyanagar P.O.

Sri T. Anantachari,
73, Lawder's Gate Road, Vepery P.O., Madras.

Sri K. Kuppuswamy,
4, Thandapandi Street, Theagaroyanagar P.O.

M. E. Rahman Sahib, Esq.,
Monteith Lodge, 1, Monteith Road, Egmore, Madras.

Sri P. V. Krishnayya Chowdary,
'Garden House', Guntur.

Sri T. Sundara Raghavan, Bank House, Tiruppur.

JUNE

36 new members were enrolled from 22-5-39 to 12-6-39.

The Committee thank the following members who have introduced new members during this period.

2 by Bangalore Branch of the A.A.S.I.

1 each by Madras Branch of the A.A.S.I., Messrs. Simpson Finance Co. Ltd., Hooper's Garage, Simpson & Co. Ltd., Dr. B. Seshagiri Rao, Miss A. W. Watson, Trivandrum Branch of the A.A.S.I., Messrs. S. Wilcox, R. Allen, W. A. G. Milner and W. O. Brown.

The remaining 23 were enrolled by the staff.

New Members

G. E. A. Beale, Esq.,
2nd Bn. 13th F. F. Rifles, St. Thomas' Mount.

Sri T. V. Muthukrishnan,
'Pammal House', Rajah Annamalai Road, Vepery.

JULY

44 new members were enrolled from 19-6-39 to 17-7-39.

The Committee thanks the following members who have introduced new members during this period.

3 by Bangalore Branch of the A.A.S.I., 2 each by Messrs. Simpson & General Finance Co. Ltd., and Sri K. Ramaswamy and C. H. D. Leonard, Esq., 1 each by Messrs. Simpson & Co. Ltd., V. Doraiswamy, C. T. Chidambaram Chettiar, British India General Insurance Co., C. M. Sharma, Miss S. C. Ferguson, Messrs. Gordon Woodroffe (Motors) Ltd., D. Noronha, Madura Branch of the A.A.S.I., Dr. K. Narayanan, Sri V. G. Saravanam and Miss A. D. Baker.

The remaining 23 were enrolled by the staff.

New Members

Sri A. Chengalraya Naidu,
156, Narayanapillay Street, Bangalore.
Janab M. M. Hakim Jamil Khan,
Arni House, Hall's Road, Egmore, Madras.
Sri D. S. Aravamudan,
C/o Standard Oil Company, Madras.
Sri Veresee Karamsee,
19, Audiappa Naick Street, G.T., Madras.
The Luk Tobacco Co.,
31, Vaidyanatha Mudaly Street, G.T., Madras.
Rao Sahib P. B. Viswanatha Iyer,
Executive Engineer, P.W.D., Mercara, Coorg.
Sri A. Kandasamy Mudaliar,
1/28, Godown Street, Madras.
S. H. Mose, Esq.,
Wellesley, Nungambakkam High Road, Madras.
E. J. Bingle, Esq.,
Christian College, Tambaram.

D. Noronha, Esq.,
College Buildings, Esplanade.
Sri Rm. S. Rm. Sathappa Chettiar,
Bannur, Karaikudi, Ramnad Dt.
Sri M. Rama Rao,
3, Linghi Chetty Street, G.T., Madras.
W. H. Y. Prescott, Esq.,
Hindustan Vanaspatti Manufg. Co. Ltd., Scindia House,
Ballard Estate, Bombay.

R. W. L. Bisiker, Esq.,
Clifton, San Thome High Road, Mylapore.

G. A. Baker, Esq.,
Komaran, Kottayam, Travancore.

Messrs. Sanjivappa & Sons,
Cotton Seeds Merchants, Adoni, Anantapur.

Sri M. Srinivasa Rao,
Sun Life of Canada, Mount Road, Madras.

R. G. N. Price, Esq.,
Madras Club, Madras.

P. St. M. Windle, Esq.,
C/o Peirce Leslie & Co. Ltd., Calicut.

Janab H. V. Shah,
111, China Bazaar Road, Madras.

Sri A. S. Venkataraman,
1/25, North Mada Street, Mylapore, Madras.

Rao Sahib Y. P. Vasudeva Iyer,
District Health Officer, Coimbatore.

Sri S. Natarajan,
6/23, Edward Elliotts Road, Mylapore.

A. J. Larive, Esq.,
Larive & Co., Cocanada, E. Godaveri.

Sri M. S. T. Annamalai Chettiar,
Director, The Salem Sankara Films Ltd., Salem.

Sri K. A. Pl. Palaniyappa Chettiar,
Nemattanpatti, Ramnad District.

Dr. W. Lakshmana Rao,
C/o The Andhra Cement Co. Ltd., Bezwada.
J. W. G. Sparrow, Esq.,
63, Fisher Road, Perambur.
K. R. Iyengar, Esq.,
Dy. Asst. Controller, Cordite Factory, Aruvankadu, Mt. Nilgiris.
K. A. Anderson, Esq.,
Chartered Bank of India, Australia and China, Madras.
E. Nobiling, Esq.,
31, Race Course Road, Coimbatore.
Babu Ascharaj Lall Gurwara, B.A., LL.B.,
Chipurupalle P.O., Vizagapatam.
G. E. McCann, Esq.,
4, Infantry Cross Road, Bangalore.
F. G. White, Esq.,
C/o Imperial Bank of India, Vizagapatam.
R. H. C. Hill, Esq.,
11-A, St. Mark's Cross Road, C. & M. Station, Bangalore.
D. W. Parker, Esq.,
C/o General Electric Co. Ltd., Mount Road, Madras.
J. D. Dickinson, Esq.,
Arnakal Estate, Vandiperiyar, Travancore.
N. L. Anderson, Esq.,
45-B, South Parade, Bangalore.
Sri T. Sivasailam Pillai,
9, Mailai Ranganatham Street, Theagarayanagar, Madras.
Sri N. Subrahmanyam,
13, West End Street, Gopalapuram, Cathedral Post, Madras.
M. MacLeod, Esq.,
C/o Burmah Shell, Cocanada.
Sri C. Ramalinga Reddy,
Inspector of Factories, Gattamanchi, Chittoor.
N. Durrani, Esq., B.Sc., B.E.,
District Board Engineer, Bellary.
Sri K. Srinivasa Iyengar,
110, Sandapattai Street, Madura.
H. E. Reinhardt, Esq.,
Standard Vacuum Oil Co. Ltd., Madras.
H. Rozat de Mandres, Esq.,
Agent, Messageries Maritimes Co., Pondicherry.
Sri A. Varadappa Chetty,
26, South Mada Street, Mylapore, Madras.
E. G. Greator, Esq.,
"Nervangh", Coonoor P.O., Nilgiris.
A. E. D. Frederick, Esq.,
Indian Police, Vellore.
O. E. Windle, Esq., O.B.E.,
Secretary, A.A.S.I., Madras.
Lt.-Col. R. W. Burton,
"St. Hildas", Coonoor.
Sri P. Panini Rao,
The Grove, Mylapore.
T. Gavan Duffy, Esq.,
R. C. Training School, Tindivanam, S. Arcot.
Mrs. W. P. Kneeland,
Calvary Evangelistic Mission, Quilon.
Capt. F. M. Trobridge,
No. 6, Edward Road, Bangalore.
Sri K. L. N. Iya,
Postmaster, Bangalore.
Rev. J. C. Finefrock,
U.L.C. Mission, Guntur.
Dr. K. R. Ramachandra,
Civil Asst. Surgeon, Govt. Hospital, Chirala.
Sri S. T. Krishnaswami,
Dunlop Travelling Representative, P.O. Box No. 232,
Mount Road, Madras.
Sri K. N. Govindan,
District Magistrate, Quilon.

Sri C. Subrahmanya Ayyar,
46, Elliot's Road, Mylapore, Madras.

G. M. Steers, Esq.,
147, Popham's Broadway, G.T., Madras.

Sri T. S. Varadachary,
"Muruganadi", Srinivasapuram, Coimbatore.

C. G. Mort, Esq.,
9, Ordnance Lines, Madras.

Sri S. Venkata Ram, F.C.I., F. Com. Sc. A.,
No. 10, Govindappa Naick Street, G.T., Madras.

Sri K. P. Narayan,
Doctor's Gardens, Coimbatore.

Rao Bahadur K. V. Rangaswami Aiyangar,
Vasanta Vilas, Rangachari Road, Mylapore.

Major J. F. Shepherd, I.M.S.,
King George Hospital, Vizagapatam.

L. B. Gasson, Esq.,
Commissioner of Police, Egmore, Madras.

Sri C. Sundara Mudaliar,
12, Jagadeesan Street, Thyagarayanagar P.O., Madras.

G. C. Spitteler, Esq.,
Special Development Officer, Salem.

Sri M. Venkataramana Reddi,
Landlord, Ramanayanakotta, Burakayalakotta P.O.,
Madanapalle, Chittoor District.

Sri C. H. Mohan Rao,
117, Victoria Hostel, Triplicane, Madras.

W. M. Brindley, Esq.,
6, Lavelle Road, Bangalore.

Sri W. J. Chocolatewala,
54, Venkata Maistry Street, G.T., Madras.

J. R. Hughes, Esq.,
C/o I.C.I. (India) Ltd., Madras.

R. Hepp, Esq.,
C/o G.P.O., Bombay.

Sri S. T. P. Kasi Chettiar,
Pallathur, Ramnad District.

BIBBY LINE

SAILINGS

Vessel—1939-1940	Leave Colombo	Leave Cochin	Arrive Marseilles	Arrive London
S.S. "Yorkshire"	13 Sept.	14 Sept.	30 Sept.	7 Oct.
M.V. "Derbyshire"	27 Sept.	—	14 Oct.	21 Oct.
M.V. "Shropshire"	11 Oct.	12 Oct.	28 Oct.	4 Nov.
M.V. "Staffordshire"	25 Oct.	—	11 Nov.	18 Nov.
S.S. "Oxfordshire"	8 Nov.	9 Nov.	24 Nov.	1 Dec.
M.V. "Worcestershire"	22 Nov.	—	8 Dec.	15 Dec.
M.V. "Cheshire"	6 Dec.	7 Dec.	22 Dec.	29 Dec.

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The Indian Roads & Transport Development Association Ltd.

Monthly News Letter.—MAY

Transport Advisory Council

THE Technical Committee of the Transport Advisory Council sat in Bombay from the 10th of May until the 19th May to consider the Rules under the Motor Vehicles Act, 1939 which comes into force July 1st, 1939. The following were the members of the Committee:—

Mr. K. G. Michell, C.I.E., I.S.E., Consulting Engineer to the Government of India (Roads), (Chairman).

Road Experts.

Mr. A. Vipan, C.I.E., I.S.E., Chief Engineer and Secretary to Government, Public Works Department, Orissa.

Mr. L. B. Gilbert, I.S.E., Chief Engineer, Public Works Department, Buildings and Roads Branch, United Provinces.

Experts in the control of Motor Transport.

Mr. H. G. Russel, O.B.E., I.P., Assistant Inspector-General of Police (Traffic), Punjab, Lahore.

Mr. R. Hume, O.B.E., District Superintendent of Police, Chingleput, Madras Presidency.

Mr. P. D. L. Kelly, I.P., Deputy Commissioner of Police, Calcutta.

Mr. C. H. Reynolds, I.P., Deputy Commissioner of Police, Bombay.

Additional Co-opted Members.

Lt.-Col. H. C. Smith, O.B.E., M.C., General Secretary, The Indian Roads and Transport Development Association Ltd., Bombay.

Mr. Nurmahomed M. Chinoy, J. P., Bombay Garage, Bombay.

Mr. W. W. Ladden, O.B.E., Managing Director, Messrs. Simpson & Co., Madras.

Mr. A. S. Trollip, J. P., General Manager, the Bombay Electric Supply and Tramways Co. Ltd., Bombay.

Two representatives of Railways nominated by the Railway Board.

The meetings of the Committee which sat every day were held in the Lecture Room of the Bombay Electric Supply and Tramways Co. Oral evidence was taken on certain technical matters and

the views of one or two bodies interested in transport were also received by the Committee.

Speed Governors

A subject which has been receiving the attention of the Government of India and various bodies for some time past is the possibility of controlling the speed of transport vehicles by means of governors. There are a number of different types of governors on the market which are operated from the carburettors, but some doubt has been expressed whether they are foolproof for if they can be tampered with they are of little practical use. The London Paper *Modern Transport* now announces a new system of speed governors which once set by the person in charge is tamper-proof. This device warns the drivers by audible and visible signs of the approach of the maximum speed and should he attempt to exceed this speed, control takes place and effectively prevents it.

The action, unlike that of carburettor governors, is electric and works in conjunction with the speedometer, which is fitted with a device that has the effect of by-passing some of the ignition current when the maximum speed is reached. Already a number of concerns are having their fleets installed. Amongst those fitted are Tillings, Sadia, Thomas Allen, Metropolitan Transport Supply, Union Transport, a number of laundries, caterers, breweries, furniture removers, and railways. The cost is £2 including fitting.

The Company have also in course of production another speed governor that depends for its action on the rate of acceleration of the vehicle. Unless the driver proceeds steadily and without what is commonly known as "stepping on it", the power will be reduced. This type of governor makes it impossible for a driver to abuse his vehicle, and the saving in the cost and inconvenience of repairs should be considerable. It is generally understood that excessive "revving in gears" is the cause of a lot of wasted petrol and oil, and consequently there will be substantial saving here also. This new governor should not be confused with the carburettor type and it has features such as instantaneous release of control as soon as pressure on the accelerator pedal is reduced. While

the price of this new governor has not been fixed yet it is probable that it will cost, fitted £2 net. Vehicles fitted with both of these governors would be protected against "high-revving" in gears and excessive road speed. The makers are prepared for the present to fit samples on trial for one month on the understanding that if satisfactory in filling the claims made they will be purchased.

Plastic Roads

An interesting talking film was shown by Messrs. Burmah-Shell Oil Storage and Distributing Co. of India Ltd. and Messrs. Imperial Chemical Industries (India) Ltd., in Bombay on May 2nd last, the Mayor and a number of leading citizens being present.

The film described the construction of Cairo-Alexandria Road through a desert utilizing the local sand in building a bituminous carpet 3 inches to 4 inches thick laid directly on the existing surface without any intermediate layer to act as a foundation. The film opened by showing how a touring car could travel over a sandy soil without sinking merely by using low pressure tyres and went on to demonstrate how if the sand was levelled and bituminised, it could cater for all pneumatic tyred traffic without any difficulty.

The principle of the construction appears to be that no matter what the load of a vehicle is, it is the load transferred to the road surface that matters and in the case of pneumatic tyred traffic this load is not appreciably more than the pressure of its tyres. Therefore, so long as this tyre pressure is not in excess of the bearing capacity of a soil, there is no need to provide foundations and incur a great deal of expenditure on building successive layers to take up a wearing carpet.

The bearing capacity of a soil depends on its ability to form a compact mass and to resist the action of water and to achieve both these ends a suitable bituminous binder is incorporated in it. A 3 inch to 4 inch thick carpet built in this way seems to be sufficient for the purpose as demonstrated in this film.

The principle is very interesting and judging from the extent of work carried out in Egypt, Palestine and in other countries seems to open up vast possi-

bilities in cheapening the construction of dustless roads.

In applying that principle to Indian conditions the main drawback appears to be the bullock-cart with its iron tyres, which require the present costly constructions using successive layers of stone. The film showed two instances of how concentrated loads can spoil such surfaces. In one case whilst the surface was capable of carrying motor traffic including heavy lorries it was badly marked by a woman walking on it using high heeled shoes. In another case the tract of a caterpillar tractor dug into the surface. Whilst it was easy to repair the damage done and further in course of time the surface had hardened to such an extent that it had to be excavated with axes, the fact remains that concentrated loads are not gentle to plastic roads, and, therefore if an advantage has to be taken of this interesting principle it is necessary to consider the alternative of changing the tyres of traffic. It would be interesting to estimate how much money could be saved in constructing and repairing roads at present built to suit iron tyres if the latter were converted into pneumatic tyres. Engineers who have studied this problem seem to hold the view that the savings would be more than sufficient to pay for the conversion. The point is worth investigation by Government.

The case seems to be different in the case of Aerodromes, footpaths in cities, play-fields, garden walks and so on where there is no iron tyred traffic and where, therefore, the method of construction demonstrated in this film should open up possibilities.

Road Loans

The urgent necessity of bringing about the financing of road development

by means of Road Loans is one of the important items figuring in the programme of activity for the current year adopted by the Council of the Association at a recent meeting. All Branches of the Association accordingly are examining the possibility of this method of financing in their respective areas.

In a note drawn up by the Bombay Branch pursuant to this suggestion, the Branch refers to the appointment, some three years ago, of a Special Officer for Road Development in the Bombay Presidency and the preparation subsequently of priority lists of urgent road schemes, amounting, exclusive of the Bombay-Poona and Bombay-Nasik Roads and the Narbada Bridge, to something approximating six crores of rupees. Out of this sum, it was Government's original intention to sanction an expenditure of 3½ crores, half from the share of the Presidency in the Central Road Development Fund for the next 7 years and the remaining half of Rs. 1.75 crores by means of a Road Loan.

This programme in itself was far short of the Presidency's real needs and, in spite of the overwhelming evidence in favour of the execution of a comprehensive road programme, Government ultimately have abandoned their intention to raise a Road Loan thus sacrificing the possibility of the provision of an adequate road system in our time. This is a matter for the most profound disappointment, for there is every justification in favour of a loan policy under present conditions.

After dealing with the importance of cheap transport of agricultural and industrial development and referring to the fact that railways would never have come into existence had they not been built from capital, the Branch

points out that adequate sources of revenue are available at present for the payment of interest and sinking on a Road Loan if raised.

Apart from the Annual Provincial share in the Central Road Fund amounting today to Rs. 25 lakhs which is already earmarked for the approved part of the road programme, there are in addition two very tangible sources of annual revenue which might quite justifiably be utilised for the payment of interest and sinking fund on a Road Loan.

The one is the source of revenue from the Provincial Motor Vehicle taxation amounting to Rs. 40 lakhs, of which the surplus today amounts to Rs. 13½ lakhs and is definitely ear-marked for roads under the Bombay Motor Vehicles Tax Act of 1935. This is an increasing source of revenue which shows every indication of doubling in a few years. The second source of revenue is from the new Provincial Sales Tax on petrol which should amount to approximately Rs. 15 lakhs and could quite justifiably be allocated to the development of roads in the Presidency.

Assuming, therefore, that only Rs. 15 lakhs from these two sources of revenue were set aside annually for the servicing of a Road Loan, repayable at 3 per cent. interest over a period of 20 years a sum of 2¼ to 2½ crores of rupees could be made available immediately for the execution of a reasonable road programme.

The Branch urges, particularly in view of the fact that the present extremely unsatisfactory condition of the roads is due entirely to their neglect during the past 10 years, that a programme of road development, consistent with the Presidency's needs should be undertaken by means of loans by capitalising available revenue.

JUNE

The Term "Low Cost Roads" Calls for Distinctions

THE general use of the expression "low cost roads" requires an explanation of the fact that a large number of roads of high initial cost have become economical in as far as all the factors affecting the cost of transport are concerned. The principal item which distinguishes

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economical (or low-cost) roads from those that are not can be summarised as follows: When the advantages obtained from a road exceed the original cost, plus interest, representing funds invested and maintenance expenses, such a road can logically be considered as economical. On the contrary, any road for which the annual outlay is higher than the advantages it is capable of

rendering may be considered as coming under the category of expensive roads. In other words, a "low cost" road may be defined as one on which the total cost price of transport per unit of weight over unit of distance is at a minimum, taking into account the economic life of the road considered. That is an excellent criterion, worthy of being borne in mind by road engineers and administra-

tors when they have to choose a type that is suited to a given case.

In order to apply the principle of comparing total revenue with the outlay for a given type of road surfacing, it is necessary to have a minute analysis before taking final decisions. Some very representative persons maintain, for instance, that the great length of twin or divided roads constructed in North America is real luxury. Nothing appears to be further from the truth if it is borne in mind that their annual cost is in proportion to service rendered, apart, of course, from the fact that the outlay is counterbalanced by the road safety for which the public is apparently prepared to pay, in order to have the privilege of covering great distances in a minimum of time. It is not to these modern roads, whose development must of necessity be somewhat restricted for a fairly long while to come, that ill-informed criticism should be directed, but rather to the thousands of miles of so-called "low cost roads" whose traffic exceeds their capacity, giving rise to serious inconvenience and even being dangerous owing to dust, mud and defective surfacings, and whose exceptional maintenance charges absorb too large a part of the funds available.

The expression "low cost" being only applied to the initial outlay, leaves out of account, as explained above, the basic

fact that a type of road cannot be classed under the category of "low cost roads" unless the total cost of running a vehicle during its economic life is low or minimum. Thus, it may be regretted that the expression "Low cost roads and their place in highway development" should, owing to a narrow minded interpretation of it, and in the absence of precise explanation, have been exclusively applied to those surfacings of which the initial cost is low or average—(Report of the Canadian Good Roads Association. An address by Mr. W. B. Hutchinson, Assistant Engineer, Public Highways Department, Province of Ontario).

Road Development in Orissa

The Government of Orissa have appointed a Special Officer for the purpose of drawing up a comprehensive scheme of road development in the province. The scheme, it has been laid down, should comply with the following conditions:—It must be sound in itself and must be part of a rational plan calculated to afford improved facilities for marketing, or for commerce and industry and eventual economic benefit.

The Special Officer has been instructed to consult the Collectors of Districts, the Presidents of District Boards and the executive authorities of Municipal Councils in respect of particular schemes, and to submit a summary of their views.

JULY

Assam Roads

THE peculiar handicaps to which road development in Assam is subjected by reason of the physical features of the province, the progress made in the construction and improvement of roads as well as bridges during the last 10 years and the impossibility of giving Assam an adequate road system without external financial assistance are set out in an exceedingly interesting and well illustrated report by Mr. K. E. L. Pennell, Chief Engineer, Assam, entitled "A Short Account of Recent Development of Road Communications in the Province of Assam."

The Chief Engineer points out that with ranges of mountains on its northern and eastern borders and an additional range of mountains within the province

dividing it into two valleys, the cost of bridging the many large rivers flowing from these ranges—among which is the Brahmaputra, one of the largest rivers of the world—places the development of any but the most meagre road system quite beyond the province's unaided resources. Another handicap is that heavy rainfall necessitates embanked roads in plains districts and lack of road metal in these regions combined with the prohibitive cost of transporting metal owing to paucity of road and rail communications makes it impossible for them to metal any save the sections carrying the heaviest traffic.

Mechanical Methods of Road Maintenance.—With nearly 90 per cent. of the total road mileage consisting of earth roads, Assam experimented in 1929 with mechanical methods for their maintenance

which was found to be much superior to and more economical than maintenance by hand labour. Road maintenance with tractors, graders and planers has since been standardised with the result that 21 such mechanical units are now at work in the province, all of which, including those purchased in 1929, are giving excellent service. Assam has in addition found mechanical methods advantageous for the production of chippings for road surfacing and six granulators are at work in the province.

Other Improvements.—Improvements have been effected in other directions also, including the surface painting of macadam roads, the gravelling of earth roads, soil stabilisation with sodium carbonate and the provision of creteways.

Road Construction in Baroda

Villagers Help Government

A striking example of what co-operative efforts on the part of the village people, Government and the District Local Board can achieve in the field of rural reconstruction is furnished by the project undertaken recently in the Kamrej Taluka of Navsari District.

The project consists of the construction of a road linking the villages of Kamrej, Orna, Nagod and Rundhwada at a cost of Rs. 46,800. The Baroda Government have offered to contribute Rs. 23,800 and the people of the villages concerned are providing the necessary metal and labour, estimated to cost Rs. 23,000. The share of the District Local Board will be to maintain the road in thorough repairs when constructed. The work of construction has already begun and is expected to be completed by the beginning of next year.

The people of some ten villages in the same Taluka, it is understood, completed this year the construction of a stretch of some eight miles of road from Champura to Baben at a cost of about Rs. 13,000, under the guidance of the President of the Navsari District Local Board. The villagers provided voluntary labour, supplied funds and also part of their holdings coming under the road line free of cost.

COME IN OUT OF THE WET!



You would expect it to be perfectly obvious to every motorist that a badly lubricated engine means a hopelessly unreliable car. But it isn't—at least, if motorists ever do think so far, it is astonishing the number that never stop to consider the kind of concoction that they consent to have poured into the crankcase. Quite likely they are most fastidious about washing down the paintwork, or testing tyre pressure, or even choosing a mascot for the bonnet, but if it is a question of lubrication, it is mostly a case of "Oh, I suppose I'd better have a spot more oil." Thinking it over, you'll have to admit that there is oil and oil.

If it's perfect lubrication you want, there is one certain way of getting it—insist on

SHELL MOTOR OILS

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

Agents:

Sind-Bombay Trunk Road

The completion of a road from Karachi to Bombay by constructing the necessary missing links has been strongly urged by the Sind Branch of the Association in a letter addressed to the Government of Sind.

A proposal to construct a railway connecting Bombay and Sind has been under the consideration of the Railway Board for over 60 years and it is believed Government are not in favour of the Railway as they are not convinced that it will prove to be a paying proposition.

A road, on the other hand, will involve a considerably lower financial outlay and will at the same time provide the through communication from Sind to Cutch, Kathiawar, Rajputana and Bombay which is so urgently required.

It is pointed out that a road exists from Karachi to Hyderabad and thence via Badin to Nagar-Parker at the eastern end of the Rann of Cutch. From Hyderabad to Nagar-Parker, however, the road will need to be improved and strengthened, the cost of which, it is estimated in certain quarters, will not exceed Rs. 4 to Rs. 5 lakhs.

From Nagar-Parker it is proposed the road should pass to Deesa and then to Ahmedabad, traversing a part of Sind and certain States in Gujrat and Kathiawar. From Ahmedabad to Bombay a trunk road has long been contemplated by the Bombay Government.

There is no doubt that a Sind-Bombay Road will be of great value both from the commercial and strategic view-points. Its value to the Zemindars and agriculturists of Sind will be immense.

The proposal, therefore, is undoubtedly one which merits the favourable consideration of the various authorities concerned. It is understood the Hon'ble Mr. Nichaldas Vazirani, the Minister for Public Works, Sind, is taking a keen interest in the scheme. According to a report in the press, the Sind Government propose to depute their Special Road Engineer to carry out a survey of the route through which the road would pass within the province of Sind, so that when final arrangements are made there would be no delay in constructing the road.

Roads in the Nilgiris

It is understood that in October last, the District Board, Ootacamund, suggested to the District Road Traffic Board that nine roads be closed during the monsoon as they were not considered

safe for lorry traffic owing to narrow corners and the bad state of decking of bridges and culverts on the roads. As the policy of the Traffic Board was not to close any road to a particular class of traffic the District Board was asked to improve the roads at an early date so as to carry lorry traffic. The opinion of the Nilgiri Planters' Association was also invited on the matter.

Meanwhile, the District Board furnished a further list of 25 roads, suggesting their closing during the monsoon months. The District Board, it is reported, said that it found it difficult to find the money to bring these roads up to the necessary minimum standard of efficiency.

At a meeting of the District Road Traffic Board held on June 27th two representatives of the Nilgiri Planters' Association were invited to be present and the whole question is understood to have been discussed at length.

It was decided that the District Board should draw up a tentative programme of repairs to cover a specified period so that the financial implications of the question might be clearly understood.

The President of the District Board agreed to consider the matter in consultation with the interests concerned.

It was also decided that pending further examination of the subject the roads in question should not be closed during the present monsoon.

**Unremunerative Railway Lines
Replacement by Motor Transport
Suggested**

Reports indicate that ten branch railway lines, of which seven are in the Punjab, have been marked out as unremunerative and that the question of closing them down as a measure of economy, in accordance with a recommendation of the Wedgwood Committee, is under consideration by the Railway Board.

The Council of the Indian Roads and Transport Development Association Ltd. have addressed the Government of India in this connection, suggesting that the best means of saving the losses caused by the lines would be to replace train services with motor transport.

It has been pointed out that the closing of an unremunerative railway line may diminish but not eliminate the loss sustained by the line, because the capital cost of the railway track and interest thereon will continue to be borne by the railway. It may therefore be a commercial proposition to arrange for motor

transport, which can be operated with lower overhead and lower capital costs, to be provided on the track in place of the unremunerative railway services, particularly so when the railway line is rendered unremunerative because of motor transport being more economical for the particular requirements of the areas concerned.

It has also been pointed out that the adoption of the policy recommended would not only enable the railways concerned to retain all the present advantages, such as through bookings between the branch lines and other railways and the contribution to the earnings of the main lines through the branch lines acting as feeders, but the fact that the branch line tracks and bridges are strong enough to accommodate heavier units of motor vehicles than those most of the stretches of the general road system of the country can carry, should enable motor services to be operated on these routes much more economically and efficiently than is the case with services operating on ordinary roads at present.

The Association has added that the Wedgwood Committee, who have deprecated the maintenance of branch lines at the expense of the general taxpayer, have, in another section of their report, expressed themselves in favour of railways owning and operating motor transport. If the railways concerned do not want to operate motor transport themselves, there would be the alternative of either allowing ordinary motor transport operators to use the converted railway track upon payment of a charge or of transferring the railway track to the Local Government on terms which would make it available for public use after conversion into a motor road.

The Burma-Yunnan Highway

The following information is taken from "The Gateway to New China," a pamphlet issued by the Trade Information Department, Bank of China, Rangoon Agency.

The total distance of the highway is about 800 miles and there is as yet no regular commercial bus service along the highway. It is hence necessary for travellers to provide their own conveyance. There is no filling station on the way beyond the 105 miles junction and it is imperative that travellers should carry a sufficient supply of petrol from Lashio. Thirty tins of two imperial-gallons each should be quite sufficient for a 30 h.p. car to cover the entire trip from Lashio to Kunming. The present

conditions of the road are such as require long and strenuous driving.

There are at present no organized rest-houses on the way. The money in circulation along the Burma-Yunnan Highway includes smaller denominations of (1) the Chinese national currency notes issued by the Central Bank of China, the Bank of China, the Bank of Communications, and the Agricultural Bank of China; (2) the old and new Yunnan Provincial Bank notes (which differ very much in value); (3) Chinese token coins. A small amount of rupees is also in circulation in Mangshih and Lungling. In Kunming, the Chinese national currency notes of all denominations are in circulation. There is very little banking facility, especially for travellers in frontier towns. Some kind of banking operations, chiefly remittance transactions, are being carried out by some local merchants.

Transport in Federated Malay States

The Report of the Transport Board, F.M.S., which is excellently illustrated, traces how the owner-driven hire cars fitted with home-made "mosquito" bus bodies have now been replaced by well-constructed buses providing regular services to fixed time-tables and at fixed fares.

On the introduction of the reforms, the owners of hire cars were informed that in order to prevent wasteful competition and to avoid difficulties and dangers which usually accompany the operation of competitive bus services, only one road service licence would in all pro-

bability be granted for each route. The hire car owners were advised to combine to form limited liability companies for each route and then to apply for a controlled monopoly on that route. In this way was born on each route the movement for the Cooperative Provision of Road Services by existing vehicle owners and, with very few exceptions, the resulting companies comprised all the original operators. By the 1st of January 1938, the rationalisation of the bus industry had been virtually completed.

At the end of 1936, there were in existence in the Federated Malay States about 2,500 operators owning 2,599 public service vehicles (766 buses and 1,833 hire cars).

By the end of 1938 Road Service Licences had been granted to 82 operators running 250 road services with 844 stage carriages.

The Report remarks that "in many parts of the country the regular bus services are beginning to have their effect on the lives of the people. For good or ill, they are linking the Kampong dweller with the town, broadening his outlook, encouraging him to work by providing him with a market for his produce within easy reach. It is known, for instance, that persons living along the Kuala Lumpur-Seremban route, who formerly paid a visit but once a month to one or other of the capitals owing to the difficulty and expense of getting seats in the hire cars which were nearly always full on leaving their terminal points, now travel regularly on the bus service once a week. The bus services

may have extracted some traffic from the railway but they have also fed new traffic to the railway, particularly, where it has been possible to facilitate joint working by moving the terminal point of the bus service from the bus stand to the railway station."

The Report goes on to state: "It has been remarked by an eminent authority on transport—Mr. Frank Pick, the Vice-Chairman of the London Passenger Transport Board—that 'there is nothing more strange in transport than the fact that facilities create traffic—passengers arrive out of nowhere as it were.' This has been demonstrated to a remarkable degree in the Federated Malay States during the last eighteen months."

In view of the widespread disregard of speed limits the Licensing Authority, as a safety measure, requires governors to be fitted on all new public service vehicles and on all goods vehicles owned by public and limited carriers. The fitting of governors to vehicles owned by private carriers is only required after evidence of infringement of the speed limit is received.

The Report states that so far from governors being unpopular, most bus companies and hauliers who have fitted them are satisfied that the expense involved is more than compensated by the resulting economy in operating costs and freedom from the risks and liabilities arising from excessive speed on the part of their drivers. One bus company voluntarily fitted governors to all its buses and reported substantial reductions in petrol consumption.

Continental

Tyres & Tubes are reliable



TRAFFIC NEWS

Issued by **G. RADCLIFFE GENGE**, Publicity Officer, Western India Automobile Association

MAY

A Road with a Paunch

Reduction of corpulent camber

MOTORISTS in Bombay will be delighted to learn that the authorities are doing away with the corpulence of Waudby Road by reducing the excessive camber which adds to drivers' difficulties today. While the authorities deserve congratulation on their action it is to be hoped that this slimming treatment will be extended to other localities also.

The Memorandum on the Lay-out and Construction of Roads issued by the British Ministry of Transport states that "excessive camber tends to the uneconomic use of the highway, induces drivers to keep near the crown of the road, and may be a source of danger. A cross fall which is excessive increases the tendency to skidding. The appropriate fall of the finished surface from the crown of the road to the channel suitable for close-jointed stone setts, asphalt, and concrete, is 1 in 48, and for ordinary stone setts, tar macadam and grouted surfacings 1 in 40. But super-elevation and local conditions may necessitate a departure from these cross falls."

Re: Education of Drivers

Hornby Vellard, Bombay, continues unfinished. The dual concrete carriage-ways appear to be completed, but the medial strip is still in the condition it was months ago. Perhaps the authorities are waiting to see the shape of the Marina reservation before finishing this.

The immediate necessity is footpaths—on both sides—so as to segregate pedestrian traffic from vehicles; and to be effective such footpaths should have surfaces which are attractive to barefoot walkers; otherwise it would be a waste of money to construct them.

Hornby Vellard has an important part to play in the re-education of Bombay's drivers. Its surface is good. From the left to the centre strip there is very little camber and therefore, provided pedestrians are properly cared for, there is no excuse for not keeping left and allowing the right lane for overtaking traffic only.

It is true that this surface has not been designed for speed; in fact in certain situations, such as the outside of curves, the camber provided is the reverse of what is required and excessive speed may result in an overturned vehicle.

Whether the necessary superelevation can be added at this late hour without much extra expense we are not qualified to say, but we do make this suggestion that the authorities make an important note in their road construction note book, that:—

- (1) superelevation must be provided at curves;
- (2) superelevation, not camber, is required at curves.

It is such otherwise fine roads that let the engineers down and the absence of an important element like this contributes towards accidents.

Blinding into Roundabouts

Many motorists continue to blind into a roundabout at such a speed that traffic already circulating in the roundabout and about to leave has to pull up and give way to them. This practice should not be allowed to continue for it must result in serious side collisions.

Our suggestion is that the authorities place an intelligent constable at a good position and let him note down those motorists who disobey the rule of giving way to all traffic leaving the roundabout. It is just another way of saying "Give way to traffic on your right." If the opposite were correct, it would result in the cars' packing into the circle so fast that none would be able to get out.

Eye Wandered. Boy Killed

We remind you again that many a driver who is otherwise careful finds himself in a serious accident because he let his eyes or his attention wander from the road for just a moment.

Suppose, for example, that you are driving at 30 miles per hour. If you light a cigarette, or turn your head to look for a number or talk to a companion for just one second—in that second your car goes a distance of 44 feet.

In 44 feet many things can happen. A child may dart out from the kerb after a ball; a car may stop suddenly in front; a boy on a bicycle may sweep across your path—and when these things are happening, your attention is elsewhere. Remember driving is a full time job. The Safety First Association and the W.I.A.A. urge you to keep your hands on the wheel, your eyes on the road and your mind on your driving full sixty seconds of every minute. Accidents happen in the twinkling of an eye.

Seven Minutes Work 1 Bus Ride

How long on an average must a man work to pay for a bus ride to work or from work? In the United States 7 minutes, in England 8½ minutes, in France 9 minutes, in Italy 13 minutes, in Germany 15 minutes, and in (what was) Czechoslovakia 16 minutes.

Noise-Dampers and Makers

While inventors and engineers are producing noise-eliminating gadgets and quieter machinery, unnecessary street noise still remains a curse in most cities.

Motor manufacturers boost silent running engine, the public authorities demand rubber-tyred wheels on all types of vehicles to reduce street din, experts are busy planning the sound-proof building—but bad manners, thoughtlessness, and selfish inconsideration on the part of motorists and pedestrians, says the Safety First Association of India, keep needless noise and unnecessary suffering still on the increase.

Hurry, Hurry

Hurry, Hurry! Get there guys!

The undertaker has your size.

Clear ahead? Don't look around

You'll have them when underground

What? Slow down—dangerous curve?

What's the matter—where's your nerve?

Slippery roadway? Never fear.

You'll make a pretty angel, dear!

JUNE

Holland's Example to India

Cycle Tracks Along Every Road

TRAVELLING in Holland, says Wilfred Lascelles, is both easy and quick. By far the most popular form of transport is the bicycle. A few years ago it was no uncommon sight to see Her Majesty Queen Wilhelmina riding her bicycle along the roads of her capital.

Bicycles are not distributed so untidily over the roads as they are in England, continues the writer, and therefore they are not such a menace to fast moving traffic in the open country. Besides nearly in every main road there is a cycle track, and it is a punishable offence for cyclists to ride in the open road if a special track has been supplied.

Now that road construction is receiving the special attention of the authorities in India, this example of Dutch efficiency in road planning may be worth mentioning.

Beautifiers or Obstruction?

Trimming and Training of Trees along Highways

While the planting of trees along Marine Drive and Hornby Vellard, Bombay, is welcome the authorities must see that the trees are looked after carefully and that they grow up straight.

Road users in Bombay can name a number of footpaths and streets that are spoilt by the existence of trees that have grown badly out of the perpendicular and are an obstruction rather than a convenience. Moreover, in places (such as Pedder Road) they render proper lighting at night even more difficult than it should otherwise be.

The trimming of low-lying branches and the cutting down of trees that

obstruct the free use of footpaths or are a serious hindrance to good visibility of motorists at corners and important junctions is a matter to which the attention of householders has been drawn before.

Closed Vans Block Vision

Dual Driving Mirrors Advocated

Huge closed vans are now becoming common on our streets. These closed vehicles are a danger to motorists who follow them for they obstruct vision completely. Such vans should not be allowed on busy streets during peak hours.

The Safety First Association suggests that for the convenience and safety of the drivers of such vans an extra mirror should be attached on the left side of the vehicle as is done on BEST double decker buses in Bombay. This enables the driver to see on both sides and helps him to clear safely when overtaking or when emerging from a parking site.

Parking and Disembarking

When you park, park in the direction of traffic—that is the law in the City of Bombay today. Most motorists find it best to obey the law in this respect; but because there is no regulation about getting out of the vehicle on the left side, motorists are found taking liberties with impunity.

It is a dangerous practice to get out from the off-side door, and one that would get a man into trouble in Paris and most continental cities.

So here is a reminder from the W.I.A.A.:—

When you park on the left side, see that you get out on the left side, no matter how inconvenient it is to do so. The left is the right side. Don't get out on the right side—That's suicide!

JULY

Ahmedabad Town Planning Young Engineer Sent to London For Training

THE Ahmedabad Municipality is to be congratulated on sending a young engineer to the University College, London, for a course in Town Planning.

This Department of Town Planning is well known and is under the professor-

ship of Patrick Abercrombie, one of the leading English town planners. Courses in Town Planning vary from one to two years and are open to students who have been regularly trained as engineers, architects, etc.

Model town planning is of vital importance to India and it is hoped that other Municipalities will follow this lead

Thought for the Week

When in too much of a hurry just pause and consider this:—

"It's wiser to let the grass grow under your feet than over your head."

Young Drivers the Worst

Accidents also up after 50

Recent statistics based on mileage indicate that drivers under 20 years of age have the highest accident rate. Also, that the rate decreases quite steadily up to the age of 50, and increases sharply after that age.

The first is easy to explain—the inexperience of young drivers, the recklessness of youth, the love of adventure that savours of needless risk, and the foolish love of speed and thrills. The second is due, experts tell us, to the inability of old people to see quickly and accurately, to their delay in reacting in time to avoid collision, and to the fact that fatigue and exhaustion overcome them very quickly. If you are over 50 years of age, avoid driving at night, unless your vision is very good.

Less Accidents on Friday 13th!

Do you know that the 13th of every month records less accidents than most other days of the year? It is possible that the superstition that the 13th is an unlucky day has a direct bearing on the accident toll. Many of us poke fun at such a superstition; but the fact remains that most of us do not take the same chances on the 13th of the month, especially if it comes on a Friday, that we would take without a second thought on any other day. Strange, isn't it?

And if you want to know more about it listen to this:—There were NO traffic accident fatalities in New York City on Friday, January 13, this year. Coincidence? May be! but it's true all the same.

and send capable young engineers abroad for training in this important subject.

Better Alive Than Right

Everyone agrees that there are some things in life worth dying for; but the right of way is certainly not one of them. A man who wins an argument over a right of way and loses his life in doing

it is dealing his family a tragic blow that could easily have been prevented.

Be a good sportsman and let the other fellow go ahead. Who knows, he may be in a great hurry, he may be having trouble with his brakes—a hundred and one reasons may excuse his bad manners. On the other hand, if you refuse to yield and insist on your right of way in the face of an inevitable accident you might have the same epitaph as Mr. Gray, says the Safety First Association:

"Here lies the body of Julian Gray
Who died while taking the right-
of-way;
He was right, dead right, as he
sped along,
But he's just as dead as if he'd
been wrong."

New-Laid Concrete Cut-up Forgetfulness On Marine Drive

Work on the Marine Drive, Bombay, is being delayed because the usual forgetfulness has been displayed and it has now been necessary to cut up a length of concrete in order to lay a sewer that had been forgotten.

It is surprising how often this happens. The cost of forgetting to make provision for pipes, cables, and public services that exist underground must be enormous.

Pedestrian crossings along the Drive are now taking shape. Each pedestrian crossing will be marked by beacons which consist of a spherical ball, say 12" in diameter, painted traffic yellow, mounted on a seven foot steel tube painted alternately black and white. These beacons are placed on the approach side of the crossing.

In the medial strip the crossing is marked by four amber-coloured lamps, which of course, will be lighted at night. This will prove a great convenience to motorists as they will see in advance that

they are approaching a pedestrian crossing.

The crossings, too, will be marked out in yellow lines and in between a herring bone pattern will be worked. These yellow lines are perhaps not as satisfactory as steel studs. Experiments, it is said, will be made in connection with this later on.

All Intersections Dangerous Veteran Driver On Road Safety

A veteran driver who had gone for many years without an accident was asked what he thought was the chief reason for his good record.

Number one on the list of caution rules he gave us was: "I always think of every intersection as dangerous; if I can't see a safe distance down the road because of a house or shrubs or trees or parked cars, why, I make sure I am going at a slow enough speed so I can stop if something DOES come in my way."

The Safety First Association reports that more than half city traffic accidents in which someone is injured occur at intersections. To keep yourself safe, follow this old timer's advice, and approach each intersection with caution.

Bus Drivers and Monsoon

A circular to bus drivers issued by the Traffic Manager of the BEST Company contains the following useful information:—

"Skidding on wet roads is caused by the sudden application of brakes and also by turning sharply. Drivers are cautioned to drive carefully, so that occasions may not arise where sudden braking and quick turning become necessary.

"When roads are badly flooded the speed of the vehicle should be reduced to a walking pace; this will prevent splashing on the electrical connections and so

prevent detentions. If deep water is encountered second gear must be used."

Good advice for all motorists to follow.....

An Example from Britain

Every reader of *Traffic News* is urged to get a copy of the Report of the Select Committee of the House of Lords and to read carefully through this new roads' charter. Here are a few of the recommendations:—

Drivers: More difficult driving tests. Greater restraint in endorsing driving licences. Drunken drivers to be treated severely. Disqualification of accident-prone drivers.

Cyclists: Registration and number plates for pedal cyclists. Compulsory insurance, red rear lights, and cycle tracks. Ban on children under 10 cycling on public roads.

General: Road users should be able to bring action for damages against authorities failing to maintain roads in proper condition.

Safety Research Boards

Road Inspectors should make systematic surveys on the roads in order to decide on the most effective measures to be taken to avoid accidents; and accident officers should be appointed to investigate all the contributory causes of accidents rather than to concentrate on who was primarily to blame for purposes of prosecution.

Shielding Rear Mirror

The annoyance of a rear mirror spotted with rain and therefore useless, can be avoided by making a simple tin visor to clip over it. The visor can be cut to suit the individual mirror and may be secured by suitable spring clips.

SPEED LIMITS

M. V. Legislation in Mysore. Speed-Limits, etc.

Speed Limits

In giving below pp. 215-217 of Part IV of Mysore Gazette (No. 24), it will be noted that speed limits have been confirmed.

This matter was originally put up to your office under my No. IMP/1148 dated 5th May last.

Refunds of M. V. Tax, page 217

At last we have forced Mysore to legislate. Innumerable cases have in the past been put up, mainly from this Branch Office and I have worked closely with the C. & M. Station Municipal Office, we have usually got back refunds through Government in cases where excessive licences were demanded at Frontiers.

The W.I.A.A. will be very glad to learn of this legislation.

Our own members will, I expect, read of it in our Magazine.

Yours faithfully,

A. W. WATERS,

Hon. Secretary,

Bangalore Branch, A.A.S.I.,

The Mysore Gazette

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Bangalore, Thursday, June 15, 1939

Part IV

Legislative Measures and Rules thereunder.

NOTIFICATIONS.

No. T. 4128—R. T. 1-38-20, dated

Bangalore, 6th June, 1939.

In exercise of the powers vested in them under Section 15 of the Mysore Road Traffic and Taxes Act No. VI of 1935, the Government of His Highness the Maharaja are pleased to direct that a check-gate be opened a Toravanda, Sorab Taluk, Shimoga District, and that this check-gate and the Agasanalli toll-gate be treated as one toll-gate the pay-

ment of toll at one gate exempting vehicles, etc., from payment of the same at the other.

No. T. 4135—R.T. 7-38-39, dated
Bangalore, 7th June, 1939.

In exercise of the powers conferred on them by Section 11 of the Mysore Motor Vehicles Act, 1928, the Government of His Highness the Maharaja of Mysore are pleased to issue the following amendments to Rules 22 and 22-A of the Mysore Motor Vehicles Rules, 1924, as amended from time to time, the draft amendments in the said behalf having been already published at page 99, Part IV of the Mysore Gazette, dated the 4th May, 1939, with Notification No. T. 3673—R. T. 7-38-34 dated 28th April 1939.

Amendments.

For Rules 22 and 22-A of the Mysore Motor Vehicles Rules, 1924, as amended from time to time, substitute the following:—

"22. The maximum speed at which motor vehicles may be driven in any public place shall be as follows:—

I. When fitted with pneumatic tyres on all wheels:—

(a) Outside City, Town or Village limits—

1. Motor cars, cabs and cycles—No limit.
2. Motor buses and lorries—30 miles per hour.

(b) Inside City, Town or Village limits—

1. Motor cars, cabs and cycles—30 miles per hour.
2. Motor buses and lorries—20 miles per hour.

II. When not fitted with pneumatic tyres on every wheel of the vehicle or trailer—6 miles per hour.

Provided that in such places as the District Magistrate may think necessary

he may impose any limit lower than the maximum prescribed above which may be indicated by means of Notice Boards erected for this purpose in any area of a City, Town or Village or open road. Any person opposed to such lower limit as may be fixed by the District Magistrate, may appeal to the Traffic Board. The Board may pass such orders thereon as it deems fit."

No. T. 4152—R. T. 87-38-2 dated
Bangalore, 9th June, 1939.

The Amildar, Harihar Sub-Taluk, is appointed Licensing Officer under the Road Traffic and Taxes Act, VI of 1935, for the purpose of collection of taxes on all classes of motor vehicles and for the issue of licences therefor with effect from 15th June 1939.

No. T. 4171—R. T. 88-38-2 dated
Bangalore, 10th June, 1939.

In exercise of the powers conferred upon them under Sub-section (3) A of Section 9 of the Mysore Road Traffic and Taxes Act No. VI of 1935 as amended by Act No. IX of 1936, the Government of His Highness the Maharaja of Mysore are pleased to direct that the following note be inserted under Rule (IV) of the Rules regarding short term licences issued with Notification No. P. 2493—R.T. 23-36-4, dated 13th October, 1936:—

"Note.—In the case of licences for more than seven days taken out by visiting motorists who, within seven days after entering the State, reside in the limits of the Civil and Military Station, Bangalore, where they are obliged to take out a Station licence, the Inspector-General of Police in Mysore, is authorised to grant refund of tax paid by them for a period in excess of seven days".

By Order,

J. APPAJI GOWDA,
Secretary to Government,
General Department.

SAFETY FIRST NEWS

Bombay Joint Town Planning Committee

Town Planning Commission for Bombay

THE need for a long view, boldness in planning the requirements of the future, appointment of a Town Planning Commission for Bombay and similar large cities, establishment of a School for Town Planning assisted by finances from all Provinces, where future town planners could be trained to foster the principles and practices laid down by the Committee and recognition of the Committee by Government, is stressed in the first Report of the Bombay Joint Town Planning Committee.

Tracing its origin to an informal meeting held on November 26, 1936, the Report states that the Committee today consists of representatives of the Indian Merchants' Chamber, Bombay Chamber of Commerce, the Indian Roads and Transport Development Association, Indian Institute of Architects, Western India Automobile Association, European Association and the Safety First Association of India, while Mr. N. V. Modak and Mr. G. R. Genge are co-opted members.

One of the Committee's early difficulties was to know what in fact was going on behind the scene. Only in very few instances was the Committee in touch with a plan of civic development in Bombay in its early stages. This has been unfortunate for the city for, states the Report, there can be no doubt that this Committee would in all cases have been able to make suggestions which would have led to both improvement and economies. When the Committee receives official recognition, all difficulties of co-operation between official and non-official bodies interested in the development both of Bombay City and Bombay Province will surely disappear. The Committee's function, until a whole time Planning Commission is appointed, will therefore be to act as a liaison between the authorities and the citizen and as an incentive to the proper economic development of the towns and cities of Bombay Province.

Road Architecture

Describing the highlights of the Committee's activities, the Report mentions that the science of Road Architecture is a new one and this Committee has

studied and is studying its basic principles, and is evolving a code which should serve as a guide to those entrusted with the layout of streets in future. Here it is of interest to note that early in its existence, the Committee formulated such a code and the memorandum of the British Ministry of Transport which was published later confirmed its soundness.

Co-ordinating Authority

The Committee deplores that there is no one co-ordinating authority in Bombay to control all planning through a master plan, in which is included a zoning plan and codes to secure efficient sub-division of land. The Committee stepped into the breach when the Government Committees appointed to assist the authorities with the layout and traffic arrangements of the Back Bay Estate were disbanded, and is since then taking an active part in the construction and planning of the Marine Drive, so that it will meet adequately the needs of the future traffic. It has advised a medial strip, traffic lights, lighted and proper signalised crosswalks for pedestrians, the restriction of side streets or access and so forth. Similarly, the Committee had offered valuable suggestions regarding the layout of the Colaba Railway Land and that of the Queens Road Estate.

Plea for a Master Plan

Illustrating the results of haphazard planning and the sub-division of land into building blocks in the past with little evidence of foresight and regard to the needs and comforts of the people obliged to live upon them, the Report recommends the adoption of a Master Plan and formulation of a Platting Code as these are the only means of promoting the adequacy and economy of the street and road system, population distribution, and necessary open spaces for light, air, health, recreation, etc. On the question of parks, the Committee observes that the people need them. They are as useful in promoting community health and happiness as any of the recognised urban necessities. A bathing beach, a playground, a park—each when in full use is a factory; its products are smiles, light hearts, sound bodies, wholesome human interest.

The Committee has issued during its short period of existence nearly 50 technical memoranda dealing with town and traffic planning, which are the first of their kind available in this country and which should prove a valuable guide to those in charge of planning cities and large towns. The problems facing the Committee are many—they are indeed too many for satisfactory attention by an Honorary Committee. The work and their incidence on the city are of such magnitude that a whole time Town Planning Commission with the necessary financial allotment should be appointed without delay.

School of Town Planning

The Report concludes with a warning and appeal. "We still rely for learning too much on mistakes. We must avoid this. The Committee will continue to investigate the basic principles underlying town and traffic planning, but to rely on honorary workers, however good, is wrong in principle. There are whole fields of planning, specially belonging to this country, which need investigation. A school for town planning should be established. Surely India could support one—a Central School assisted by finances from all provinces, where future town planners could be trained and the required research work carried out."

Note on Traffic Engineer

Most towns in the world suffer from traffic congestion, a problem that will increase in severity as the number of motor vehicles increase.

This situation is in the main due to the fact that the present system of streets was not designed for the traffic it has to carry.

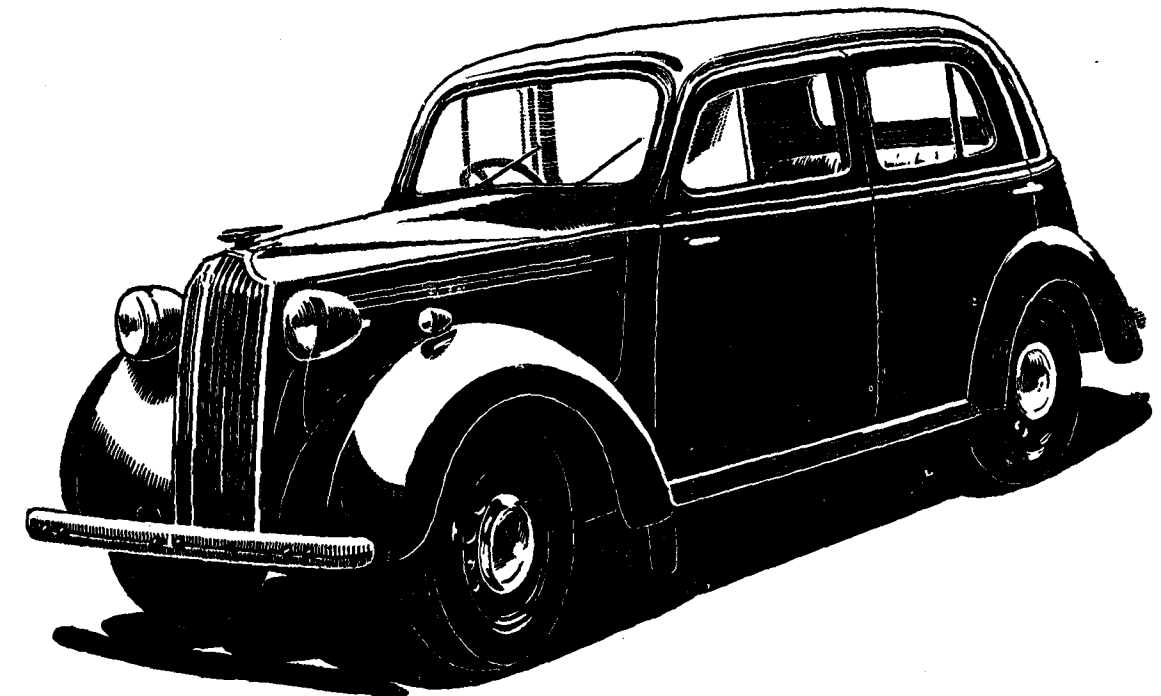
Our problem today consists in fitting traffic to the streets and, so far as new development and redevelopment are concerned, in laying out and building streets to suit the traffic. This work calls for a special technique: in the U.S.A., where the traffic problem was first scientifically investigated, schools have been established to teach Traffic Engineering.

The Safety First Association of India has through its study of local problems used this technique in analysing causes and suggesting remedial measures. They have found out that the problem is more than any honorary Association can finance.



HERE IS AN INVITATION

The VAUXHALL 10 is a car completely out of the commonplace. We would like you to prove this for yourself. We want you to enjoy the experience of driving a car from which all feeling of mechanical effort is eliminated—to experience its brilliant acceleration—its uncanny silence—and above all its unbelievable petrol economy.—40 M.P.G.



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Since this problem is due to those responsible for the layout of the town, it is but natural that those same authorities should apply corrective measures to the existing situation, and see that the streets of new and re-developed areas will conform to the traffic requirements of the future.

In the following discussion, this argument is developed:—

The Problem

The problem facing all cities today is traffic congestion, which results in delay and accidents and therefore costs time and money. What this amounts to it is difficult to say but it must amount to a huge figure annually, as is shown from the following illustrations:—

(a) *Transport Coy.* If the average speed of traffic could be raised from 8 to 10 m.p.h., the saving to the London Passenger Transport Board alone would amount to £1000 or Rs. 13,500 per day. The saving to the local companies who are responsible for urban transportation would be less than this but would be considerable.

(b) *Distributors.* Congestion doubles the cost of deliveries made by Joseph Lyons, London. The cost of a call by day is 6sh. 8d., whilst the cost of call at night is 35sh. 4d.

Every vehicle is affected by congestion—fewer calls are possible per day, therefore a larger number of vehicles is required.

(c) *Typical Towns' Cost of Congestion.* In Worcester, Mass. (U.S.A.) having a population of 200,000, the cost of congestion is estimated at Rs. 94,500 per day. In Cincinnati (U.S.A.)—population 400,000—the cost of congestion is estimated at Rs. 270,000 per day. This list could be extended to give the estimated costs of congestion in other great cities in the world.

(d) *Shops.* Congestion seriously interferes with the trading of shops. Intending customers frequently have to go elsewhere because the kerbs are occupied by "frozen cars".

The causes of congestion are many. They may be classified under the following broad headings:—

Faulty use of the road.

Badly planned street system.

The remedies which suggest themselves can be conveniently dealt with under the headings:—

Making traffic fit the streets.

Making the streets fit the traffic.

Making the traffic fit the streets is largely a question for the police, but to enable them to do this efficiently it is necessary that the local authorities should make the necessary engineering revisions, e.g., rounder Corners, Roundabouts, Channelising Islands, Cross Walks, etc. This is the work of the Traffic Engineer.

There has been an increased amount of rebuilding during the past few years, but unfortunately there has also been a lamentable missing of the opportunities that this rebuilding has afforded. Who is at fault? I suggest that it is we, for we have no Master Plan, no Town Planner.

Aligning streets to suit traffic is the work of the modern Town Planner. It is common knowledge that there is far too much access to our main thoroughfares by way of minor streets, garages, private entrances, etc.—too much obstruction by way of parking, street furniture, loading and unloading, etc.—too great a variety of traffic, etc.

It is never too late to start with re-planning but to do this we must have a Master Plan and to have this we must have the advice of an expert Town Planner with a local Town Planner to administer the plan and work out the details in accordance with the code formulated by the expert.

The Police, who are responsible for traffic regulation and enforcement, have not the time nor the facilities for studying traffic planning. Similarly, the Municipal Engineering Department have certain duties and responsibilities and generally do not feel responsible for traffic planning.

Traffic Engineering requires a special technique and therefore a special Traffic Engineer should be appointed or failing that a young man having the necessary qualifications should be sent to a Traffic Engineer for training or to one of the Schools in the U.S.A. where the subject is taught.

The Traffic Engineer would be responsible to the City Engineer and he would work in very close touch with the Commissioner of Police, study his requirements, and assist him with the physical revisions of street necessary to suit in for traffic.

The duties of the Traffic Engineer are detailed in two appendices under the headings of:—

(1) "Technical" in which is explained his chief duties; an elementary description of the special technique which he will employ is added; and (2) "Liaison" detailing those bodies interested in traffic and with whom he must keep in constant personal touch.

The Technical Duties of a Traffic Engineer will ordinarily be:—

1. The study of congestion and accidents (near and real) and determination of remedial measures;

2. Checking new street designs to determine whether adequate traffic capacities have been incorporated, etc.;

3. Improving traffic circulation, i.e., Roundabouts, Channelising Islands, One-way Streets, Filtering, Marking of Turns, Prohibition of Turns.

4. *Pedestrians.*—Studying the requirements and providing for the safety of pedestrians, i.e., Footpaths, Cross Walks, Refuges, Guard Rails, Underground Passages, Overhead Bridges.

5. Studying the parking problem and determination of parking limitation, open air parks.

6. The location and design of Petrol Service Stations.

7. The location of Bus Stops, Taxi, and Gharry Stands.

8. The location and maintenance of traffic control devices.

9. Siting of Buildings in relation to traffic, particularly those that attract traffic.

10. *Road Signs.*—The erection and maintenance of Signs.

11. *Play Streets.*—The establishment of Play Streets.

12. *Standard Specifications.*—Developing standard specifications for Entrances, Loading Zones, Streets Corners, etc.

13. *Emergency.*—Emergency and Experimental regulations.

The Technique of the Traffic Engineer

There should be somebody in every civic organisation who should be given the responsibility of recording accidents and of analysing them to find out what the causes are. The technique for this purpose is quite simple and has been well tried out. Briefly this consists of:—

(1) An Accident Record, which is the fundamental of Accident Prevention. All traffic accidents should be reported

on a standard form. These reports should be filed by street locations so as to allow of immediate access to the record at any dangerous point.

(2) An Accident Spot Map is indispensable to show the distribution of accidents and their tendency to concentrate at certain points. Accidents should be shown by pins or spots of different colours according to their type.

(3) *Collision Diagrams.*—When the spot map reveals four or more accidents at a central point or on a short section of the highway, the Traffic Engineer should prepare a collision diagram to reveal the pattern of the accident experience. A collision diagram shows the direction of approach and other important information about the vehicles which are involved in accidents. It further identifies the problem and directs the attention of the Engineer towards the specific difficulty.

(4) *Condition Diagrams.*—The Traffic Engineer should prepare a condition diagram to show to the proper scale the physical layout and location of accidents which may show the pattern of the accident experience. Studies of highway accidents will reveal the physical conditions of traffic, speed, and other significant facts which contribute to accidents at a particular point.

Basing his recommendations upon the studies of the Traffic Planner ordinarily, the Traffic Engineer will refer them to other departments for action, viz., the Municipality for road causes, the Police for Traffic violations, etc.

Public and Professional Bodies with whom the Traffic Engineer Should Maintain Close Relations

The Traffic Engineer should keep in constant touch with the following

Authorities:—

1. Those Authorities who are responsible for the layout of areas, construction and maintenance of roads and for the authority to construct buildings, etc., abutting on the roads i.e., the Municipality, the Port Trust, Central Government, Provincial Government and the Railways.

2. Those Authorities who open up roads and who place their tramway tracks, cables, pipes, pillars, poles, etc., on or under the roads, viz., (a) Utilities, i.e., Electricity, Telephones, Gas, etc., (b) various Municipal Departments, i.e., Water, Roads, Cleansing, Encroachment, Hydraulic Drainage and Licensing, (c) Port Trust, Government Telegraph, Railways, Governments—Central and Provincial.

3. Service organisations who are interested in Traffic and the use of automobiles such as Automobile Associations, the Indian Roads and Transport Development Association, and the Safety First Association of India.

4. Professional bodies interested in the subject of Town Planning and Highway design, layout and construction, e.g., the Indian Institute of Architects, the Institution of Engineers.

5. Transport Companies.

6. Those organisations which earn money from the streets in various ways: for example, Municipal Licensing and Assessment Department, Outdoor Advertising Agencies, etc.

7. Those who control Traffic, viz., the Police.

8. Those who design and manufacture vehicles for use on the highway, i.e.,

the Motor Manufacturers' and Importers' Association.

9. The Motor Vehicle Insurance Companies, who it is reasonable to expect—as benefiting parties—will follow in the steps of their American colleagues and assist by way of finance, publicity and research into the causes of accident, etc.

10. Educational institutions which include in their curricula the subjects of Transportation and Town Planning, e.g., Engineering Colleges, Commerce Colleges, Local Self Government Institutes, etc.

Liaison is useful in two directions:—

(a) It will give the Traffic Engineer a pool of partly trained students to draw upon when he needs many observers to take traffic counts, etc.

(b) It will enable the staff of such institutions to keep in touch with practical requirements.

The Traffic Engineer should examine all proposals which affect traffic, correct them where necessary, and o.k. them before they are sanctioned by the Authorities. This applies not only to new work but to alterations and repairs when opportunities will occur at the end of the life of the road, building, permanent way, etc., to effect changes which will be beneficial to traffic.

The Traffic Engineer regards congestion and accidents as symptoms of poor layout. He will study these with the special tools and technique with which he is equipped and determine whether the road itself is contributory to accidents and put up remedial measures for their cure.

ROAD DESIGN AND CIVIC SAFETY

By L. M. Chitale, F.R.I.B.A., A.M.T.P.I.

ROAD accidents seriously impair civic welfare and City Fathers cannot afford to neglect this growing evil in the interests of civic safety. "About 1300 people were killed in 1935 as a result of motor accidents and more than 10,000 others injured" in our country. Though less spectacular than similar statistics of western nations, the problem is no less alarming for the "incidence of automobile deaths in India is the largest in the world;" the actual ratio of automobile deaths per 10,000 vehicles in India in 1936 was over 100 whereas the corresponding figures are 30.6 in England and Wales and 13.6 to the U.S.A. Expansion of cities, increased transport, over-crowding and other consequences of industrial progress under contemplation is bound to aggravate the peril and the sooner adequate precautions are taken the better.

Experience indicates that among the three methods available to counteract this evil, Education, Restriction and Construction, the first two are at best palliatives only, while the cure lies in proper layout and equipment of the road. This will become clear when we realize "the vast majority of the apparent or immediate factors that lead to road accidents can be reduced to a single common denominator—nearly 90% of the total casualties are caused by unexpected encounters. These 'unexpected encounters' are in the main due to human errors of some kind or other." In spite of education the factor of the unexpected would still arise, as a leading Scotland Yard expert on traffic control recently pointed out. Education no doubt has value but experience supports the conclusion of American Traffic specialists that "the driver and the pedestrian cannot be greatly changed; they are as careful or reckless as nature made them. It is remarkable how little laws and regulations have done to make them take more care." In spite of the very best system of traffic control, about 18 people die and 628 get injured per day on the roads of Great Britain. Mr. Alker Tripp points out that the effect is entirely dependent on the human factor and is thus definitely imperfect. They do not further secure adequate control over the pedestrians and the pedal cyclists who are responsible for 53% of the Road accidents in Great Britain and 47% of the Road accidents

in the Madras Presidency (in 1937). Restriction of movement by law is irksome when enforced and ineffective when unilateral.

Constructive work alone represents the path to complete solution. Only a properly laid out and equipped road system can successfully minimise the chances for "unexpected encounters". The art of incorporating safety into road design, calls for great care and judgment on the part of the designer; the methods to be adopted are complex and complicated involving knotty problems in planning and architecture, engineering, and psychology. Space forbids a detailed discussion but the broad principles may be indicated.

A clear conception of the incidence of traffic accidents is however necessary to appreciate the value of these principles and the following statistics are helpful.

Distribution of Fatalities and Injuries in the Madras Presidency during 1937.

	Killed	Injured.
1. Pedestrians	249	788
2. Attendants and Passengers	73	595
3. Pedal Cyclists	8	100
4. Others	16	182
TOTAL	346	1,665

Distribution of Fatalities in Great Britain during 1937.

1. Pedestrians	46.7%
2. Pedal Cyclists	22.0%
3. Motor Cyclists	15.0%
4. Pillion or side car Passengers	3.4%
5. Drivers of Motor Vehicles	4.7%
6. Passengers other than 4	8.1%
7. Riders of Horses	0.1%
TOTAL	100.0

Pedestrians contribute most to road accidents and our first task is to devise measures to protect them. They should be separated from fast vehicular traffic, and can never safely mix with motor traffic. The ideal way is to provide pedestrian footways on each side of the roadways at bridge level, connected at suitable intervals, thus completely eliminating the problem of crossing vehicular traffic. This will assure 100% safety, but is not practicable and the best alternative is to provide footpaths on the sides of roads, its width depending upon the density of pedestrian traffic. A mini-

mum of five feet is recommended by the Ministry of Transport in Great Britain. To prevent promiscuous crossing and stepping off the kerb, guard rails along the edge of the foot way is necessary in crowded localities. Footpaths at the backs of premises is recommended in residential and business areas but they become insanitary and unpopular. Again crossing the road and junctions presents difficult problems. Foot crossings are necessary and the pedestrian should be properly guided and given precedence over the vehicle. Sub-ways are recommended at junctions and also where the traffic is very heavy. Piccadilly Circus at London is held out as an example, but local conditions of drainage and water mains should be taken into consideration. Refuges and islands help the pedestrian to cross the road and may be created wherever possible.

We have next to protect "attendants and passengers," who contribute 21% to traffic fatality and 36% to traffic injuries in our Presidency. "Rash and negligent driving", the popular explanation, hides from our view the root cause of these dangers, which only careful investigation will reveal. That the drivers of cabs and buses in Great Britain, much better trained than their type in our country, are held responsible for 33.6% of the road accidents there, compel us to conclude that the blame is in a large measure due to the defect in the road system. Better training of drivers and more rigorous control are no doubt essential but road reform cannot be overlooked. The speed of public conveyances should be regulated and buses and lorries should be prohibited from running at high speeds.

Protection to the Pedal Cyclist comes next, and this problem is bound to assume serious dimensions with the increase in the cycling habit. The cyclist problem comes next to pedestrians in Western countries where experience shows safety is more difficult to secure for them than in the case of pedestrians. It is best to have cycle tracks (6 feet wide is recommended by the Ministry of Transport in Great Britain as the minimum) separated from the main carriage way by verges broad enough to afford protection from open doors of cars. Even this fails to offer complete protection at road junctions. Measures are being devised and the system of suitably

merging them at junctions are now adopted. • If separate tracks are not possible at least adequate road space should be provided at the extremities of the road and marked, to ensure the cyclist sufficient accommodation. Improvement of road surface is necessary to prevent skidding and abolition of tram tracks are essential to ensure safety on roads to the cyclist.

Now comes vehicular traffic and the problem in Indian cities is rendered more complex by the persistence of slow vehicles drawn by horses, bullocks and men. It is best to separate the slow from the fast vehicular traffic to facilitate fast traffic and its control, either by reserving some roads for them or by permitting them to use motor roads during lean hours. Practical difficulties are too many in this connection, but when the pedestrian and the pedal cyclist are separated a radical improvement will result for the motor vehicle. The three main considerations that should govern city roads are safety, sufficiency and convenience.

Roads must be "safe" and free from open drains, pits, ruts and other dangerous impediments. Will our City Fathers note the open drains along some of the important roads in Madras? Instances are not wanting to show how manhole covers get displaced during rain and trap pedestrians. Tram tracks too mar the safety of the roads and it is imperative that the road surface is cleared of this danger. Further, the line of the road, sight lines, gradient, cross walls, surfacing, and lighting too should be governed by safety first considerations. All obstructions should be removed even if they happen to be such useful items as public conveniences.

Secondly roads must be adequate for the traffic they are to convey. The limits of adequacy are difficult to define as they depend upon local conditions and requirements but a general idea could be obtained from the calculations of the Ministry of Transport in Great Britain which under the Restriction of Ribbon Development Act of 1935 lays down the following minimum standard widths:—

Proposed layout.	Minimum standard width to be adopted. Feet.
Single carriage way not exceeding 30 ft. with footpaths	60
Single carriage way not exceeding 30 ft. with foot paths and cycle tracks	80

Proposed layout.	Minimum standard width to be adopted. Feet.
Dual carriage ways (each of two traffic lanes), with footpaths but no cycle tracks	80
—Do— —do— with cycle tracks	100
Dual carriage ways (each exceeding two traffic lanes), with footpaths but no cycle tracks	100
—Do— —do— with cycle tracks	120
Where further provision is required for wider cycle tracks, additional width of verges for improved visibility or equestrian traffic, greater space for services or improved amenities	140

It is not necessary that we should adopt these standards blindly but it may be remarked that they will not be considered too much for our country if we remember that in planning city roads we should take into consideration the future growth of traffic.

The canon of convenience dictates that they should provide easy and quick access to the different parts of the city, and should facilitate quick circulation of traffic, to prevent congestion. Different classes of roads will have to be laid to separate different kinds and purposes of traffic. The main roads have to be supplemented by service roads.

Road junctions, bridges, railway-lines and corners give rise to numerous intricate problems when we attempt to reduce road accidents. The main intersections should be improved by large roundabouts, fly over junctions being both costly and unsuitable in crowded areas. They need not, however, be unattractive and it is needless to make them unsightly by oil drums or concrete posts, which are not city embellishments in any aesthetic sense. Beauty could be imparted to utility by enclosing the island with guard rails and growing low shrubs and green grass and flowers. The minimum width for a central island is found to be 150 feet. A 200 feet island is considered better. Where traffic is really heavy even 900 feet may be required. Further the converging

roads should not create "bottle necks". For pedestrians safety' sub-ways or bridges are recommended and where impossible the junctions should be guarded by traffic signals. Number of intersections should be reduced as far as possible, and cross roads of minor importance separated. Too much space should not be provided as it will provide wandering movements at the confluence of the roads. Street corners should provide enough visibility and blind corners should be eliminated. In the interest of road safety readjustment of corners should be given effect to immediately. Corner visibility is enhanced when the walls there are low, and the example set by the Central Government buildings in Queen's Road at Bombay is worthy of imitation. Bridges should be eliminated as far as possible within city limits as they give rise to heavy gradients. Railway stations are best situated on the outskirts of the city; otherwise overhead tracks and stations as in Germany, should be substituted.

These principles apply not merely for the laying out of new roads, but also as ideals to be striven for where existing roads have to be adapted to changed traffic and transport conditions and in the replanning of developed areas. The most pressing problem of the 20th century city is how to accommodate the 20th century traffic. Our present inadequacy of roads is largely due to the rapid increase in the number and speed of vehicles. For with the exception of Paris which benefited by the exceptional foresight of Louis XIV, city roads were not planned to accommodate increasing traffic. Street congestion, the pressing evil of most modern cities, can be reduced by adopting where possible the following measures:—By removing obstructions caused by the waiting vehicle by providing space for them adjacent to, or at the back of, shops and premises; by arcading the frontages of shops where provision will be made for the footway as at the Hotel Ritz, Piccadilly, or at the Rue de Rivoli in Paris; by providing embayed stopping places for buses. Secondly by the more orderly movement of the vehicles, and here again we have to emphasise the elimination of the tram—a reform supported by City Fathers of modern cities of importance; by increasing traffic speed; by diverting traffic wherever possible by minor roads. Finally by widening the roads by acquisition, when resort is had to all other measures. Loading and unloading at shops and godowns and private cars and buses setting down and picking up

passengers would still occupy some space on roads which should if possible be embayed.

Accommodation for the parking and waiting vehicle thus becomes an essential part of any efficient road system, but the problem of street congestion and parking cars cannot be successfully solved if we leave out of account the question of regulating the heights of buildings. Taller buildings help to create greater traffic congestion by drawing in more cars and zoning of buildings is essential to control the density of traffic and its consequence, street congestion—both present and prospective. It is high time that civic authorities in Madras insist on adequate provision for garages preferably underground, for new buildings or additions, to be erected in crowded localities.

City traffic problems and road risks could however be reduced to manageable dimensions if the different aspects of civic life are localised in separate areas. Only by locating shopping centres at suitable localities with adequate accommodation for waiting vehicles can the evils of congestion in shopping centres be minimised because shop customers and cars are inseparable. Theatres should be located at a safe distance from main roads to protect surging crowds from fast traffic. In short zoning seems necessary to build "safety" into city roads.

Road safety and traffic control thus lead to Town Planning. The road system should be laid on definite conceptions of the general traffic system to be followed in the town as a whole. Planning practice recognises four main types of road layout: the rectangular form, which vitally affected the traffic system of American cities; the Spider web plan convenient for traffic; the Geometrical plan which secures symmetry and architectural grandeur; and the Contoured or Informal plan adopted in Germany to harmonise with topography. The form of layout largely depends upon local conditions but a combination of the Spider web with other systems could be tried in the interest of traffic. But as roads are intended for traffic and transport, a thorough traffic survey should precede their planning, reform and regulation. The lack of it, not merely make the roads unsatisfactory but traffic control and regulation become difficult

and wasteful of civic economy. Instances like the one very traffic regulation at Armenian Street, Madras, could be multiplied, but it is necessary to point out that apart from loss of time and money due to the rounding about of the streets there is a serious loss that will result from the depreciation of land and building values in the streets subjected to such regulation.

The need for a thorough survey and

traffic census cannot be overlooked for growing cities like Madras nor can we forget that traffic committees for successfully discharging their duties, should be advised by competent specialists. Preventing road accidents seems largely a problem in Zoning and Town Planning! Will our City Fathers realise this aspect of their responsibility and devote their attention before it assumes graver dimensions?

APPENDIX

Incidence of Road Accidents in the Madras Presidency during 1937*
Distribution of Fatalities and Injuries.

	Killed.	Injured.
1. Pedestrians	249	788
2. Attendants and Passengers	73	595
3. Pedal Cyclists	8	100
4. Others	16	182
	346	1,665

Causes of Accidents.

1. Pedestrians,	657
2. Drivers	583
3. Pedal Cyclists	105
4. Other causes	309
	1,654

Accident Centres.

1. On straight roads or bends with good sight line	1,159
2. At road junctions	123
3. In built up areas	242
4. Others	130
	1,654

Vehicles involved.

1. Motor cars and buses	1,233
2. Lorries and Vans	315
3. Motor cycles	39
4. Pedal cycles	136
5. Jutkas, bullock carts, etc.	259
	1,982

Incidence of Road Accidents in Great Britain during 36-37.**
Distribution of Fatalities in 1937.

1. Pedestrians	46.7%
2. Pedal Cyclists	22.0%
3. Motor Cyclists	15.0%
4. Pillion or side car passengers	3.4%
5. Drivers of Motor Vehicles	4.7%
6. Passengers other than 4.	8.1%
7. Riders of horses.	0.1%
	100.0

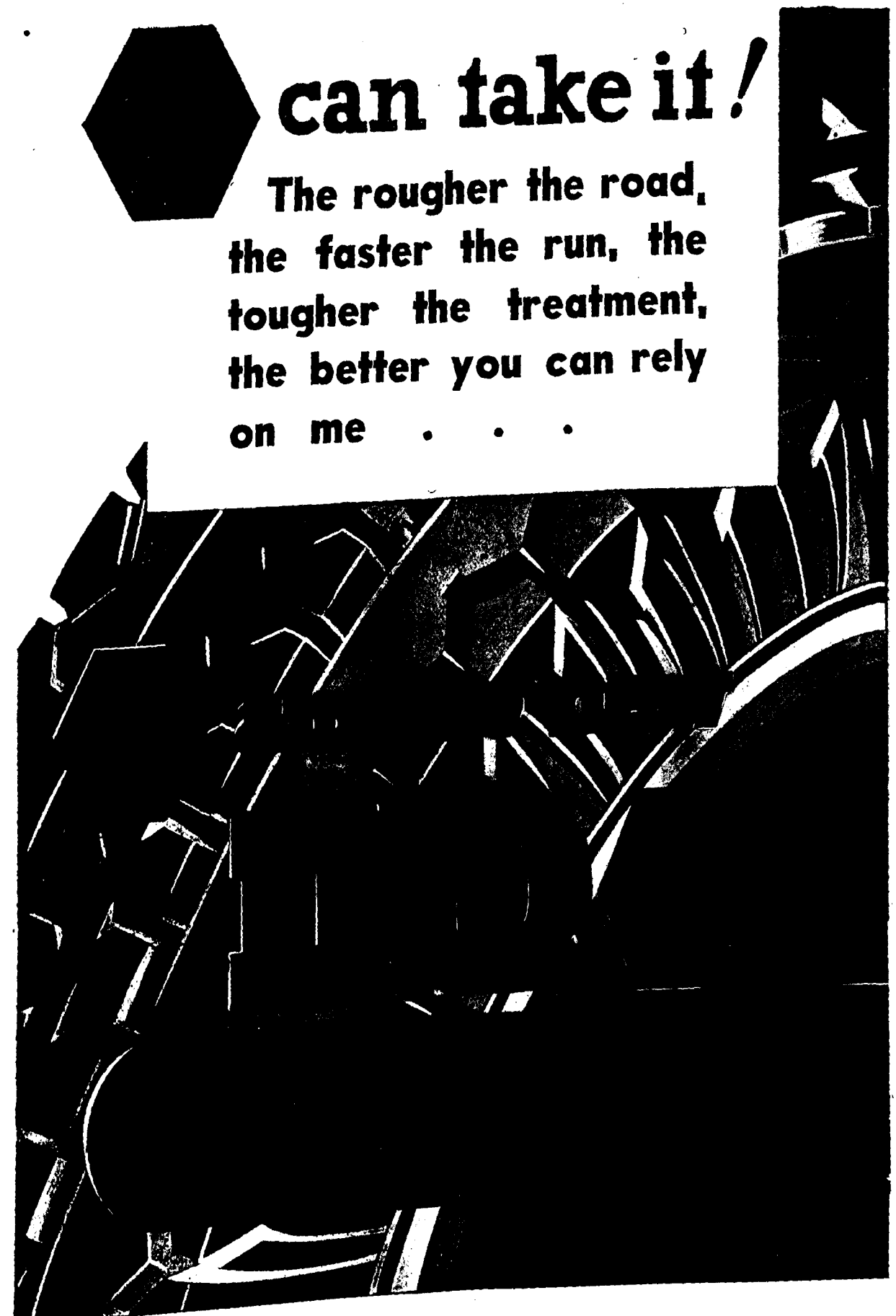
1. Drivers	33.6%
2. Pedestrians	30.5%
3. Pedal Cyclists	22.8%
4. Various other causes	13.1%
	100.0

* Compiled from "The South India Motor Owner"—Vol. X, No. 11, Nov. 1938, p. 365.

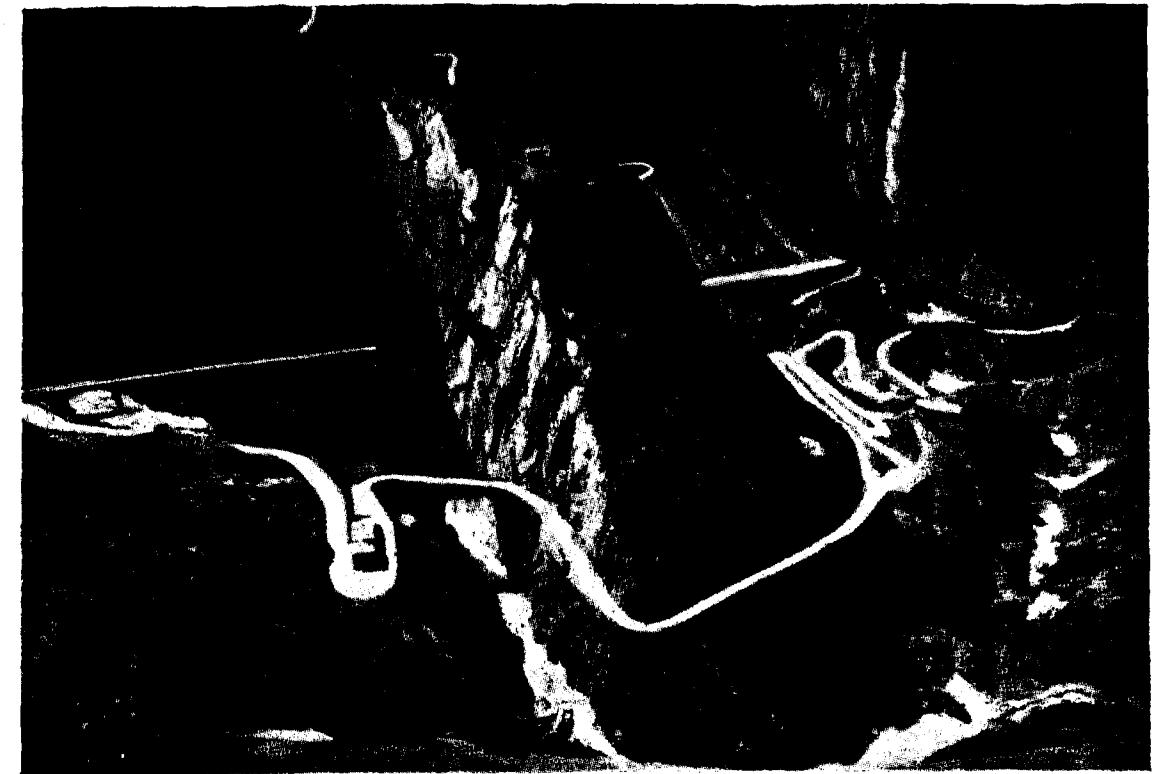
** The Ministry of Transport figures, from Alker Tripp, "Road Traffic and Its Control."

can take it!

The rougher the road,
the faster the run, the
tougher the treatment,
the better you can rely
on me . . .



• Schollenen Gorge, on the St. Gothard Road, Switzerland •



An extraordinary photograph of the road through the Schollenen Gorge on the St. Gothard Road, Switzerland.

(By Courtesy "The Autocar")

WE have some very respectable ghat roads ourselves in South India. The difficulty about getting photos of these is that they pass generally through heavily

wooded country which does not permit of panoramic views showing the road so clearly as the above photograph. The Anamalai Ghat and the Gudalur Ghat,

however afford scope for the expert photographer. Will not some enthusiast send us photographs of these or other ghats to show readers what motorists have to do in this part of the world?—Ed.

INDIA^{SUPER} TYRE

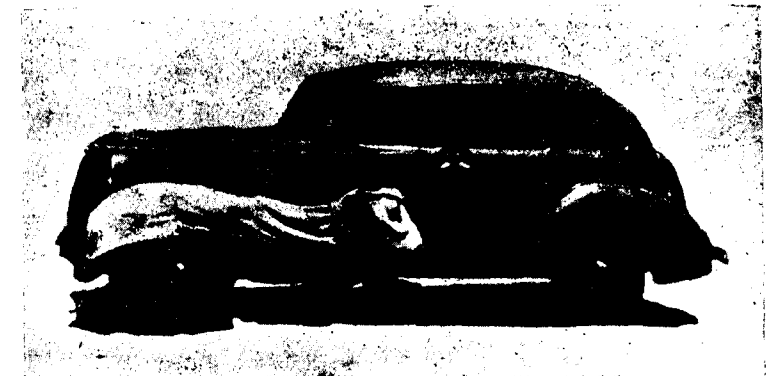
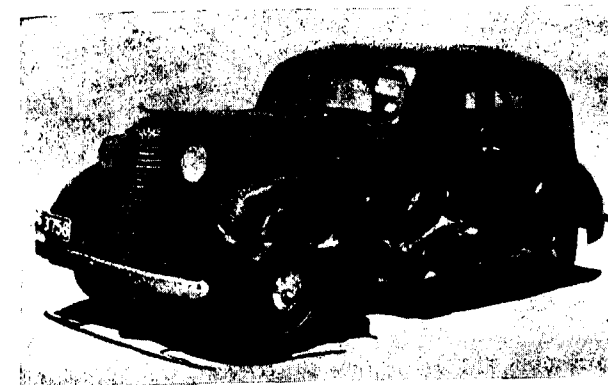
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THE SKELETON ON THE RUNNING BOARD COMES TO LIFE.

The other day hastening from the heat of the plains to the Hills the car skidded and invited a bridge culvert to come along also. The invitation and argument were short, but they left a mudguard rather the worse for wear, as will be seen in picture No. 1. No. 2 is the result of clothing the skeleton with gunny. The prehistoric animal seen here is a combination of smashed mudguard, gunny covering and sunshine.

—From Mr. F. HOWARD OAKLEY, Post Box 67, Madras.

Driving Death from the Streets

FOR more than four months recently the City of Providence, Rhode Island, enjoyed a holiday from motor vehicle deaths—announces T. E. and E. F. Murphy in the *Rotarian*.

This record of 125 deathless days is the longest ever achieved by a large City in modern times. Providence has a population of more than 250,000. It has narrow, tortuous streets, blind corners and many other traffic hazards. Yet this congested area has become the safest City in the country.

The honour for this achievement goes to Superintendent of Police John J. Parker and City Highway Engineer, Ralph Eaton. The Board of Police asked Superintendent John J. Parker to do something about the appalling rise in motor deaths. He and Earl Adams of the Safety Squad analysed fatal accidents occurring over a period of years and found that speed was a major factor in 85 per cent. of the fatalities.

"Let me cut down the speed and I'll cut down the fatalities," Parker told the Board. He suggested a top speed of 25 miles per hour.

The Board was dubious but agreed to try it for 60 days. Some objectors protested that the top of 25 miles was unnecessarily slow; that they were being penalized because of a few witless drivers. To counteract this criticism, the Superintendent conducted a test. He gave one driver *carte blanche* to speed from one end of the City to the other. He was told to "beat" the lights and do anything else to accelerate his progress. A second driver was instructed to drive well under 25 miles an hour and to observe every rule of the road.

The two cars arrived at their destination less than two minutes apart, and the citizens were shown graphically that speeding in the City didn't really save time.

By press and radio, citizens were warned well in advance that the 25 mile rate was the absolute maximum. The first few days of the safety drive the police distributed thousands of warning cards to speeding motorists, and the cynical shrugged their shoulders, thinking it would soon be over.

Then the police cracked down; summonses for speeding were distributed by the hundreds.

Agitated citizens and small-time politicians stormed the police station and the courts—with no success. Even the Clerk of the Court where traffic violations are tried was caught in the drive.

Superintendent Parker told his men, "Stay out there where you can be seen, and remember this safety drive applies to everyone; rich and poor, politicians, officials and even personal friends. Treat them all alike."

Meanwhile, every civic agency was asked to help. Safety was preached from church; the press devoted column after column to safety news; radio stations co-operated; police went into the schools to talk about safety. At the end of the 60-day trial period the accidents chart had taken a big downward dip. On the 68th day Providence reached its record of deathless days and every policeman in the City wore an arm band with the numerals 68 on it.

On the 82nd day the driver of a touring car collided with a truck and sustained serious injuries. Superintendent Parker dramatized the incident by ordering that the smashed car be left on the highway as an object lesson. More than 20,000 people came to see it.

As the record continued to grow, public interest grew with it, and driving became more careful each day—and more pleasant. There was no longer any blaring of horns, no screeching of

brakes; cars moved along smoothly, quietly and slowly.

Meanwhile, in grisly contrast, accidents in nearby cities helped to make the City feel that its slowness was worth while.

In one City six men were smashed to death against a tree while travelling at high speed. In another, a driver, after a couple of drinks roared down the highway and rammed into a car driven by a young man who was travelling carefully on his own side of the road. The young man, his mother, his father, and two friends were killed.

The speeding driver lived.

Pictures of this horrible carnage were printed in the papers and the citizens were given the chance to ask themselves which they preferred—speed or safety.

That they have chosen safety is dramatically illustrated by the huge white flag that flies in the central mall. Only on rare occasions is it taken down and a hideous black flag hung in its place—the symbol of a highway death that day.

Remember that Providence presents one of the worst traffic problems of any City of its size in the country. Yet in addition to its 125 deathless days in succession, it has

Reduced non-fatal accidents from 679 to 267;

Reduced ambulance calls by 60 per cent.;

Established a new low traffic death rate.

What is being done in Providence can be done anywhere if there is the will to do it.

It is merely a matter of choice: speed or safety. And after all, what have you done with all the time you have saved by speeding?

SIX MILES A MINUTE

Or
Round the Equator in Three Days

By Alan C. Hess

IT is announced that John Cobb is to return to the Bonneville Salt Flats, Utah, U.S.A., with his all-British Railton car next August to attempt to be the first man to travel on land at six miles a minute.

It is only by examining some of the more unusual effects of a speed of 360 miles per hour upon a car that we can begin to imagine, however incompletely, the magnitude of the problem which confronts the engineer who would design one for such an enterprise.

Forty years ago the greatest speed at which any car in the world had ever travelled—the World's Land Speed Record—stood to the credit of a Frenchman, M. Leubat, at less than 40 m.p.h. To-day we are only to be satisfied with a speed nine times as great!

In those days, the cars which attempted the world's record speed over the measured mile or kilometre were almost invariably steam-propelled vehicles, and although these attempts excited a lively interest among a handful of experts, the general public remained sublimely indifferent to the whole affair.

Little did they dream that the small band of "maniacs" whom they thought to be bent upon precipitating themselves prematurely into Kingdom Come, were, in reality, sowing seeds from which the harvest was destined to be gleaned, in many cases, in their own life-time, having matured into a means of transport universally employed.

20,850 Revolutions a Minute

To-day, 40 m.p.h. is common-place; forty years ago it was unattainable.

To-day, 360 m.p.h. is almost within our grasp, forty years hence. who knows?

A car designed for such an enterprise as this embodies many fascinating characteristics not to be found in ordinary cars. To start with, we know that friction generates heat and that overheating leads to inefficiency, if not to complete failure. To obviate this excessive heat, the moving parts of an engine are lubricated.

Now, in your ordinary touring car, as a general rule, no part attains a greater

revolution-speed than the crankshaft, and this turns about 2,570 to 3,000 times each minute at 50 m.p.h.—nearly 50 times each second.

Terrific isn't it?

But one of the gear wheels on the super-charger drive of the Railton is designed to rotate 20,850 times every minute at 360 m.p.h.—or 348 revolutions each second.

Imagine the task of keeping this one cogwheel cool!

I suppose the more or less technical aspect of these attempts which most captures the popular imagination is the question of streamline.

Well, it is claimed for the Railton that it is so scientifically shaped that whereas the average touring car encounters a head-on resistance at 60 m.p.h. of something like 225 lbs., yet at six times that speed this record-breaker would only be met by a resistance of less than double that force.

In fact, at a rough estimate, one may say that for all its mass of over three tons, this all-British car can travel at 300 m.p.h. into the same head-on resistance as is encountered at 60 m.p.h. by your car and mine.

One Mile to the Gallon

To those who witness an attempt of the sort Cobb is to make, the speed is rendered all the more impressive by the deafening roar which invariably accompanies it. When one considers that in the twenty-four cylinders of his two Napier engines there will be close on 30,000 gas explosions each minute, this noise can readily be understood.

Owner drivers to whom the petrol tax is a scourge will like to know that, whereas they are accustomed to a mileage of something like 30 to each gallon of petrol, the Railton is designed to consume this quantity of fuel about every 1 to 1¼ miles; and, talking of fuel and speed, it is interesting to note that, when travelling at 6 miles per minute, the gases in the pipes leading from the carburettors to the cylinders are actually being sucked through at a speed considerably in excess of three miles per minute or, to be more precise, 280 feet

per second, to the car's approximate 528 feet per second.

Instead of bringing miles per hour down to feet per second, however, let us take a broader view of this speed. Travelling at 360 m.p.h. it would take a car less than three days to complete a distance equal to the circumference of the earth at the Equator. What is more, if the course of the car could suddenly be changed from horizontal to vertical, at any moment of its flat-out run, it would leap through the air to a height of nearly three thousand feet.

The engine's lubricating oil is circulated by the oil pumps at the rate of 8 gallons per minute, the twenty-four pistons making more than 2,450 strokes each second when the car is flat-out. This means that a film of oil must be maintained over a cylinder wall area of more than 17 million square inches per minute!

Speed Makes Tyres One Inch Wider

No one will deny that there is danger to be faced by men who attempt to drive such cars at high speed; but, believe me, there is also danger to be faced by the man who creates the components for such a car.

The tyres for instance.

Before these can be given to the makers of the car with any degree of confidence, exacting tests have to be carried out; and these trials in a special armour-plated test-plant are observed by scientists at a respectful distance, first under a given load at gradually increasing speeds and then at a given speed under a gradually increasing load until they disintegrate.

Of course it must be appreciated, that the design of a tyre capable of standing up to six miles-a-minute even for a few seconds nowadays is a matter of highly skilled technique.

At that speed the centrifugal force is so great that the tyre becomes almost one inch larger in diameter than when it is at rest.

It consumes nearly two million foot-pounds of energy every minute, enough power to lift a heavy express train clear off the ground. There are, of course,

four tyres in the case of the Railton; so multiply this appropriately and it will be seen how great is the engine power consumed by the tyres alone. Actually it is in the region of 250 h.p.

The tyre's temperature increases to boiling point of water in about one minute at that speed, and it tends to fly apart with a force of roughly 12 tons. Each pound of it, if free, moves outwards, and contains enough energy to

lift a large fully-laden luxury car clear off the ground. 360 m.p.h. means 46 revolutions by each road-wheel every second.

Even when the tyre is made to resist these terrific stresses, nothing could prevent it when revolving at this speed from being cut clean through by a piece of glass or even the edge of a small shell lying in the sand.

Now, I know that statistics are irksome, and unfortunately it is not possi-

ble to simplify all technicalities so as to make them palatable, but I hope that these few examples of high land speed phenomena may have succeeded in conveying some idea of the magnitude of man's task in overcoming the elements so that fellow-men may travel on land at 360 m.p.h., and so that you and I may go about our lawful avocations at touring speeds efficiently, economically and safely.

INDUSTRIALISATION

Its Value to India

CONCRETE evidence of the benefits of industrialisation in India is shown by the figures given below. These figures though only of direct reference to the tyre industry must be of interest to all to whom the future welfare of India is of some concern and we are grateful to Messrs. Dunlop Rubber Co. (India) Ltd. for supplying them.

In 1930 the average mileage value of both car and commercial tyre stood at a 100. 1935 marks the establishment of the Dunlop Factory in India and the average mileage value grew to 120 in that year and 155 in 1939 for car tyres, from 125 in 1935 to 140 in 1939 for commercial tyres.

A further result of the establishment of this factory may be seen in the reduction of prices of typical tyres.

	Car	Giant
1935	Rs. 48-8	Rs. 127-4
1939	Rs. 36-8	Rs. 96-4

It will be seen that the public now receive very much greater value for money spent on equipping each wheel. In view of the greatly increasing number of wheels in India this point must be of some considerable importance. A rough estimate gives us the number of wheels in India as follows:—

	Car	Giant
1933	453,000	177,400
1935	482,750	189,900
1939	510,000	202,600

Results of such a nature gained in the first three years of the establishment of their factory gave the Dunlop Company every encouragement. The service to the public in the reduction of costs is a part of a great service that can be better realised when it is seen that the factory purchases wherever possible all commodities for manufacture in India itself and furthermore gives employment to many of her countrymen. It has often been remarked that the future of India rests very largely on industrialisation. It is from proof such as that given above that one receives the necessary faith to carry out such a policy.

Motoring on Coal Gas

New Engine Which Does Away With Petrol

BRITISH Members of Parliament are shortly to be shown new types of motor car engines driven by high-compression coal gas which, it is claimed, operate as efficiently as engines driven by either oil or petrol.

Evolved at the National Gas and Oil Engine Company's works at Ashton-under-Lyne, England, it is believed that

the new engines may well revolutionise the fuel aspect of road transport.

The importance of the development in the event of war, when supplies of imported fuel may be precarious, is realised in Government circles, where a keen interest in the new engines is being shown. A scheme for rationing petrol in war time was announced recently.

Already the United Kingdom Gas Corporation is investigating the possibility of setting up gas-filling stations in various parts of the country. These will refuel gas-driven lorries and gas-driven motor vehicles from cylinders containing compressed gas or from gas compressors on precisely the same principle as that used in putting air into tyres. The whole operation occupies only a few seconds.

Sixty Thousand Owners Can't Be Wrong

IF a hundred motorists were asked to put a particular car-name against the caption—'A car that will make motoring history,' without doubt at least fifty different cars would be named. Obviously the majority of selections would be wrong, for good all-round as each of today's cars is, it is only one, here and there, that is qualified in a variety of major respects to be capable of justifying any such history-making distinction.

That is to say, of course, amongst a sufficiently large number of practical motorists, for with such universality of competitive preferences, it is only when thousands and tens of thousands and not merely hundreds, give their choice to one special car or make, that one can be confident that that number at least have found a car that will make—or has made—motoring history.

silky, surging performance on all and any kind of road, that forms a basic appeal.

As in all Vauxhall engines, a great deal of really scientific research is back of the 14's ability to give smooth, effortless performance of a quality one only expects in bigger and much more expensive turnouts.

So many other advantages are built into this car, that it would need a detailed specification list to array them—the type of information the motorist will prefer to go into at his dealers. Here it need only be said that these advantages include an integrally built welded steel body and chassis, over a 105 inch wheelbase, with a 51 inch track—very spacious for any 14—with the advantage of overall weight below the average, for after all there is no point in carting around a lot of un-

the occupant's figure; no-draft ventilation for comfort—riding and driving in any weather; powerful Lockheed hydraulic brakes that mean any accident is the other man's; and such a clean, dignified, finished interior, comfortable to a degree, that he is indeed hard to please who can find fault here.

A remarkable car and ideal for the owner who wants that "little extra" without having to pay extra for it. A sizeable car, too—not by any means a small one and not, of course, cumbrous, but just the happy medium for all who place comfort high on the list of personal motoring requirements.

The Vauxhall 14 is ready at any Vauxhall dealers to start making motoring history for the many who have searched far and wide and not yet found their ideal.



The New 14 H.P. Vauxhall

As nearly 60,000 new Vauxhall owners are added each year to the legions who say *ant Vauxhall ant nullus*, we may safely class this car in that distinction group, and of the several Vauxhall horsepowers available, the new "14" is very much to the fore—a bigger, roomier, livelier "14" than ever these famous manufacturers have yet given the motoring public. One good reason for its popularity is its ability to give its owners at least 30 miles to the gallon, which is why demand in India is steadily advancing.

Embracing practically every modern engineering advancement of the industry, the Vauxhall "14" is definitely a good looker to start with—and appearance becomes more and more a deciding factor in purchase. A new style horizontal grille radiator picks out the 14 from other cars at a glance, but principally it is its superbly efficient engine, built for

necessary sheer weight, if structural strength and engine efficiency are securable without it.

A steering column adjustable to suit every individual owner; a most resilient and vibrationless clutch that always gives the smoothest take-up; independent front wheel springing to ensure almost billiard-table riding smoothness, comfortable, stable and positive steering; controlled synchromesh in all three forward speeds; 6 phase carburation—a Vauxhall invention that gives these cars their leadership amongst price-class competitors, and which means, in brief, the provision of six carburation mixtures—starting, idling and four alternative mixtures that automatically come into operation to suit the needs of the engine: the right mixture at the right time and so a big petrol saver; body conformity seating—not just a name, but a really scientific seating construction designed to adapt itself to

Everything A Fine Car Should Be

THERE is surely nothing more intricate in its multitudinous preproduction activities than the work behind modern motor car design and production. Engineers and designers never stop work. What was a splendid car yesterday is virtually a back number today. Fresh discoveries, new ways of bringing a car nearer to perfection, fitting it in more and more closely with the ideas and needs of an ever-advancing motor public; developments in style, and to provide even greater comfort, better economy, more arresting beauty, still more scientific safety and "power on tap"—all this research and achievement engages the constant thought and effort of the great manufacturers. They know that a car is virtually essential to modern life and needs. And this is why the 1939 Buick, an already outstanding car,

has made an amazing effort to excel itself—and succeeded.

The new Buick has been not unjustly described as "a dream crystallised in steel". As beautiful and as modern as this morning's sunrise, trim, subtle, distinctive even in a mass of parked cars; new from bumper to bumper, "Buick the Beauty" is a mechanical masterpiece that embodies the first major design changes built into any car in five years, and engineered to set the style tempo of tomorrow with the fine performance pace of today.

From a year of ceaseless striving to improve the 1938 Buick, has grown the clear flowing beauty of the new arrival, a culmination of engineering and appearance design that gives every motorist who can afford a little more than the price of the average low-cost car one that is truly in the "for princes and rich men only" category as far as grace and utility go, but yet within the buying power of those thousands to whom money is an object.

A great car for lovers of beauty, for seekers of thrills, for all who look for power and comfort, for superfine performance, for the easiest of control and handling, and for that spacious roominess that is so necessary to enjoyable motoring.

It is only by actually seeing and riding in one or other of the six Buick

models produced in General Motors Bombay plant—and this can be easily done by arrangement with any Buick dealer—that motorists can get a definite idea of the superb craftsmanship, the aristocratic beauty and the astonishing roadability of the 1939 Buick. It is impossible to ride even a few miles in this beautiful creation without wishing to own it. No Buick ever built before has more materially and visibly backed up that honoured pledge of the manufacturers—"When Better Cars are Built Buick Will Build Them".

Its engineers could well have rested on their laurels when it came to engine performance, but even here they have bettered previous Buick engines by various detail changes, such as a new automatic choke, built as part of the carburettor, new fuel conditioning system, improved accelerator pump, simplified air cleaner, reshaped intake manifolds, new engine mountings, and numerous other highly technical improvements that add to Buick's long established engine supremacy.

Important developments in chassis design, too, contribute to lower, longer lines of the new models and improve the already fine riding qualities and stability. One of Buick's many outstanding contributions to better motoring is its torque-free coil rear-springing, with

improvements also in the inimitable front wheel suspension system, which also employs coil springs.

Noise elimination is yet another factor that has had detailed attention; increased visibility both for driver and inside passengers; new safety direction signals which tell the car behind Buick just which way Buick is turning; a front compartment freed from the old-type floor gear-lever by the introduction of the new gear shift lever on the steering column—these and literally scores of other new or improved mechanical and safety or comfort features—put the new Buicks still further ahead of other cars which depend more on external appearance than on under-the-bonnet perfection for customer preference.

There is, of course, only one way to get nearer to the reality of Buick the Beauty—and that is to arrange for a road demonstration, and to compare it in detail with other cars in the same price field. Comparisons may or may not be "odious"—it's competition which usually thinks they are—but they do serve to bring out those scores of "hidden values" where these exist and so demonstrate the value and advantages of one car over another. Buick asks for nothing more or less than to be subjected to this practical type of examination.

PICK THE
"Prefect"

... if you want real economy with comfort.



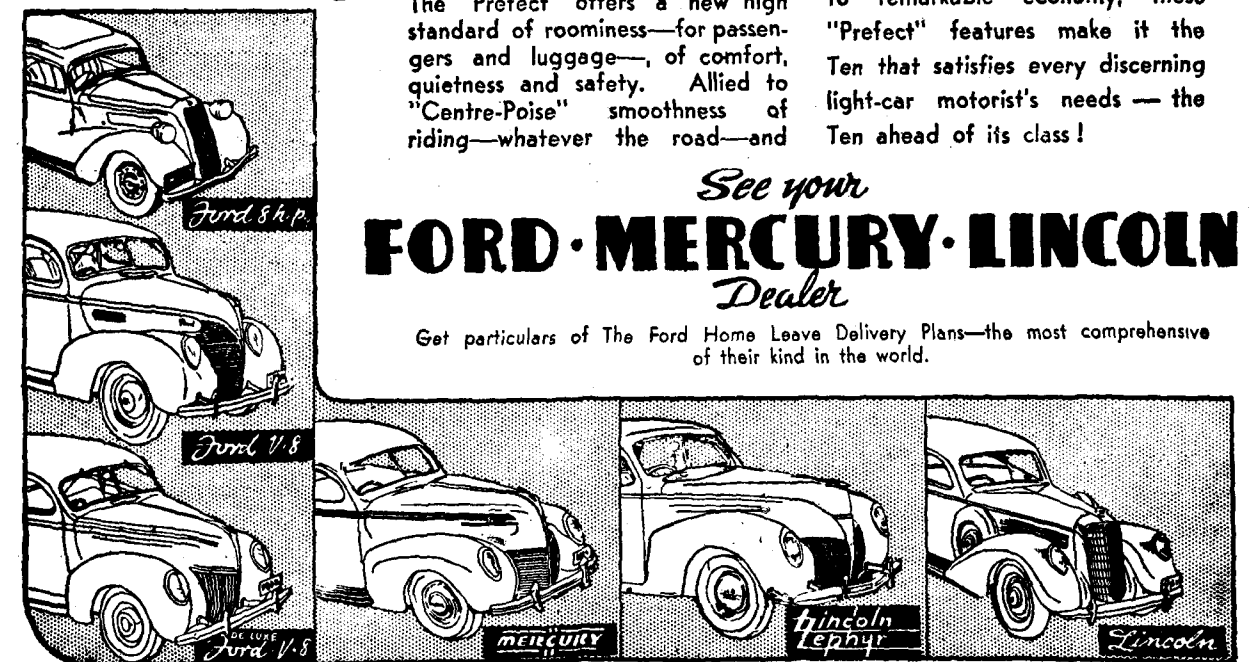
THE TEN AHEAD OF ITS CLASS

The "Prefect" offers a new high standard of roominess—for passengers and luggage—of comfort, quietness and safety. Allied to "Centre-Poise" smoothness of riding—whatever the road—and

to remarkable economy, these "Prefect" features make it the Ten that satisfies every discerning light-car motorist's needs—the Ten ahead of its class!

See your
FORD·MERCURY·LINCOLN
Dealer

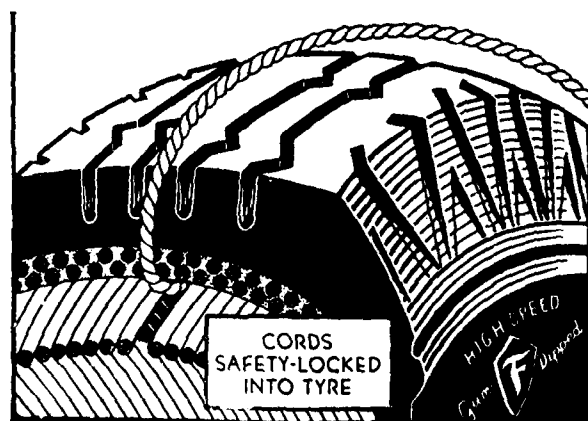
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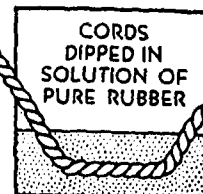
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RADIO

Why Not Sponsored Programmes?

By E. P. Menon

THE reason most frequently given for the low quality of the programmes broadcast by the stations of the All-India Radio is want of finance. It is pointed out that the B.B.C.'s perfection of technique is based on a substantial annual revenue of more than £3½ millions from the sale of licences, while the A.I.R. has still a long way to go to attain a licence revenue of Rs. 10 lakhs. Leaving aside for the moment the fact that the very high customs duty of 50 per cent. on radio goods, from which the Government of India is deriving an excellent revenue every year, was originally imposed with the definite idea of supporting the Broadcasting Department, there are various methods by which better programmes can be provided with an expenditure even less than what is at present incurred.

The most obvious of these, the one that immediately occurs to everyone who considers the problems of Broadcasting even superficially, is the introduction of sponsored programmes. The mighty network of American Broadcasting has been built up solely on the basis of programmes the cost of which is borne by interested advertisers.

Indian Broadcasting, as was perhaps only natural, followed the model set in England and has become a State organisation with strictly controlled programmes in which no hint of a commercial motive is allowed to creep in. But while Great Britain can afford to give good programmes without commercial help because of the stronghold which radio has secured among the people and their readiness to pay enough in the way of licence fees, the condition in India is far different.

The one fundamental necessity if India is to be really made Radio-consci-

ous is better programmes. But as at present managed and with the rates of pay now afforded to artistes by the All-India Radio, it would seem to be impossible to give to listeners anything better than what they are now getting. Why should we not then give up the British, and follow the American, example?

Many in this country probably are not aware what exactly the expression "Sponsored Programmes" implies. Some are under the impression that if broadcasting stations are thrown open to the use of advertisers they will have to listen to strident praise of all sorts of things from shoes and ships to cabbages and kings. There are advertisers who may conceivably desire to do this. But it by no means follows that they would be permitted to do so. Just as every responsible periodical and newspaper exercises a very careful censorship over the advertisements that appear in its pages, the Director of every Broadcasting Station will have the right and the duty of censoring each and every programme that goes out over the ether under his aegis.

A sponsored programme is one that is given by interested advertisers in order to bring themselves before the public. They may engage their own artistes or they may pay the Broadcasting Department for the use of the services of studio artistes. The reward that they get is often a bare announcement that such and such a programme is being broadcast by courtesy of so and so. Over and above all this the advertiser pays the Broadcasting Department for the time he occupies the air.

At present Indian Broadcasting Stations are not in action even for all the hours it is possible to use them. Why

should advertisers not be allowed to occupy some part of this time for a reasonable charge? Much of the time even during regular broadcasting hours is now taken up in playing gramophone records which few want to hear. Would it not be far more interesting, not to speak of the revenue that could be derived, if interested organisations were allowed to fill in this time with really good programmes?

There are many who are certain to be interested in giving programmes if once it is decided to allow them the use of the Stations. Important newspapers may give items of news exclusive to themselves, of course with due acknowledgment. This will not only serve as an advertisement to the publications concerned but go some way towards covering up the deficiency in the news department that is now one of the most glaring defects of the A.I.R. Programmes.

Film producers maintain some of the best orchestras and musicians in the country on their staffs. They would be only too delighted to advertise themselves and their current hits by broadcasting some of their songs and musical compositions. Hotels and other places of public entertainment which maintain orchestras will send them to perform before the A.I.R. Microphone.

There is no doubt that Indian Broadcasting will be definitely better if sponsored programmes are allowed. It will, of course, mean a change in principle. But unless this change is made, it is difficult to imagine how any great progress can be made in providing better programmes and making this country really Radio-minded.

—Courtesy, Indian Radio Review.

MADRAS FLYING CLUB NOTES

YET another month passed without our normal allowance of rain, but flying hours increased slightly and Mr. Pillai made a 600 mile flight with the instructor to Coimbatore and back, via Trichy both ways, in connection with a projected flying meeting at Coimbatore which unhappily had to be abandoned owing to the unceasing high westerly wind prevailing in those parts during the summer months. An overhead view of club member Mr. Kearney was, however, obtained *en route* in his remote country seat in Tirupur and a message was dropped to him, and one too for Mr. Budd, the Club's kind helper at Coimbatore. There were two charter flights by the instructor, one to Bangalore with Monsieur Herrenschmidt and the other to Hyderabad, both in a Gipsy Moth, the latter taking 5 hours non-stop in the head winds. At the close of the Month a flying meeting was arranged at Pondicherry in the way of a farewell to club member Monsieur Vincens of the Banque de L' Indo-Chine there, who is under orders of transfer to Djibuti; Mr. Raju flying thither with the instructor in a Gipsy Moth, followed after the lapse of a day by Mr. Law in the Leopard Moth (at last in commission again) with Messrs. Taverner and Sykes as passengers, and a number of joy rides were given to the Pondicherrians. Monsieur Vincens and Messrs. Raju and Sykes took some dual there and a charter flight to Madras was made, the passenger being Mr. Keene of the Indian Police, the first member of the public to travel from or to Pondicherry by air.

A record in the way of a quick pupil was set-up during the month by Mr. Bhore, I.C.S., who did his first solo

after a total of 3½ hours' tuition, beating the previous record—that of Mr. Davis of the Gloucester Regiment—by 10 minutes. Mr. Perera started taking and passing the tests for his "A" licence and Mr. Sinoff of the Bengal Flying Club joined the Club temporarily during his sojourn in the south.

FLYING TIME FOR JULY, 1939.

	H.M.
Dual instruction to members under training	13-15
Advanced dual to A, A-1 pilots	14-20
Solo flights by members under training	8-10
Solo flights by A, A-1 and B pilots	15-25
Pilot with passengers, A, A-1 and B pilots	9-15
Joy rides	6-30
Cross country flights by pilot instructor	15-15
Other flying	0-25
Test flights	2-0
	Hrs. 84-35

The following members took dual instruction during the month:—

Europeans.—

Mr. McPherson	Dual.
" H. P. D. Sykes	"
" D. G. Bhore	"
" L. Mills	Advanced dual.
" R. Sinoff	"
M. Vincens	"

Indians.—

Mr. Rana Yudhister Jung Bahadur	Dual.
" Parisutham	"
" R. M. Pillai	Advanced dual.
" P. M. Goghari	"
Mrs. Kapadia	"
Mr. M. R. Raju	"

Ceylonese.—

Mr. C. S. A. Perera	Dual.
---------------------	-------

CROSS COUNTRY FLIGHTS DURING THE MONTH OF JULY 1939

Date.	Machine.	Pilot.	Passenger.	Journey	Time.
6-7-39	VT-ACU	Mr. Tyndale Biscoe	with one passenger	Madras-Bangalore	3-0
6-7-39	"	"	"	Bangalore-Madras	1-35
18-7-39	"	"	Mr. R. M. Pillai	Madras-Trichy	2-30
18-7-39	"	"	"	Trichy-Coimbatore and return to Trichy without landing	3-25
18-7-39	"	"	"	Trichy to Madras	2-5
25-7-39	"	"	with one passenger	Madras-Hyderabad	5-5
26-7-39	"	"	"	Hyderabad-Madras	3-40
28-7-39	"	"	Mr. M. R. Raju	Madras-Pondicherry	1-5
29-7-39	"	"	Mr. Keene	Pondicherry-Madras	0-55
29-7-39	"	"	"	Madras-Pondicherry	1-0
30-7-39	VT-AIL	Mr. D. W. Law	Mr. Sykes and Mr. Taverner	Madras-Pondicherry	0-45
30-7-39	"	"	"	Pondicherry-Madras	0-40
31-7-39	VT-ACU	Mr. Tyndale Biscoe	Mr. M. R. Raju	Pondicherry-Madras	1-10

THE BOMBAY FLYING CLUB LTD.

Report for the Month of May, 1939

FLYING time for the month is 244 hours 48 minutes which show an increase of 115 hours over the flying hours of May 1938.

Messrs. A. R. Mehta and B. B. Dhuru successfully carried out "first solos" and Messrs. E. M. Cassinath, A. R. Mehta and P. N. Bal completed their "A" licence tests. Mr. S. S. Farooqui has joined the Club for his "B" licence training.

Cross Country Flights

Return cross country flights were carried out by Messrs. H. S. Ratnagar, E. Pinto and K. A. Zaveri to Poona, Deolali, Dumas and Dharampur.

Charter Flights

There were charter flights to Karachi, Bhavnagar, Poona and twice to Dumas.

Night Flying

Messrs. N. M. Gazdar, M. D. Mistry, S. K. Mehta and F. D. Gazdar completed the required night flying tests for renewal of their commercial pilots' licence.

Lectures

Lectures were given as usual to all pupils, and pupils for the "B" licence put in a good deal of practical work on engines.

General

The results of the competitions held during the month are as follows:—

Height judging. . Mr. E. Pinto
Aerial Golf. . Mrs. J. P. E. Elworthy
General Flying. . Mr. H. S. Ratnagar

On the 28th of the month a prize distribution was held at which Mrs. Eastley very kindly consented to give away the prizes. This was followed by a dance at the Club House.

Twice during the month flights were made in connection with Fleet Air Arm work.

On the 20th two machines were flown over Matharan and small parachutes containing gifts were dropped at Olympia during the Annual Sports there.

The Club will operate from Poona from 1st June for the monsoon and will re-open at Bombay from the 1st of October.

Report for the Month of June, 1939

ON the first of the month two Moths flew over to Poona to commence the Poona Flying Season. A third Moth followed the next day, so during the monsoon period the Club will operate from Poona with three Moths.

Flying time for June amounted to 113 hours 25 minutes, which shows an increase of 87 hours over June 1938. This month's flying time is the highest recorded for the month of June in India for the Bombay Flying Club Ltd.

The Club deeply regrets the death of Mr. A. R. Mehta who was involved in a ground accident when he, of his own accord, rushed to a stationary aircraft and

absentmindedly walked into the revolving propeller of the stationary machine.

Mr. H. R. Kenjale, a prominent resident of Poona, joined the Club and has started his training for the Pilot's 'A' Licence.

Mr. E. M. Cassinath, received his Pilot's 'A' Licence and Mr. B. B. Dhuru continued his training for the 'A' Licence. Messrs. Ratnagar, Pinto and Zaveri did return cross-country flights to Sholapur, and further instruction in map reading and compass steering was given to the pupils by making them do triangular cross-country flights to small villages. Mr. P. N. Bal started cross-country work this month.

Report for the Month of July, 1939

FLYING time for the month was approximately 80 hours, which is more than double the number of hours flown during July last year, and more flying could have been carried out had it not been for bad weather and high winds experienced in Poona during the first half of the month.

Mr. Kenjale continued his training for the "A" Licence and is a prospective private owner. Many Poona residents have been made airminded by Mr. Kenjale's keenness.

Lt. C. A. W. Samuda started to fly for his Indian "A" Licence, but has not been regular owing to pressure of work.

Messrs. Dandekar and Godbole intend to join this Club as Flying Members next month.

Mr. M. D. Mistry continued his training for the Instructor's Licence.

Messrs. Pinto, Zaveri, Ratnagar, Commissariat and Bal commenced their Instrument Flying course.

Messrs. A. C. P. Wadia and Cassinath usually come over from Bombay for week-ends and put in a certain amount of flying.

Lectures were given regularly to all the pupils and judging by the result of the test papers, considerable progress has been made. Advanced pupils were

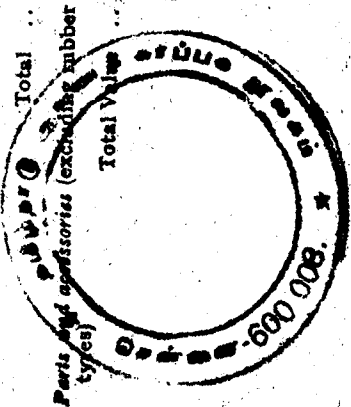
given practice in lecturing and a great deal of keenness was displayed by all.

The President and Members of the Committee gave a Dinner at the Taj-Mahal Hotel on the 27th to Mr. de Horthy, President of the Aero Association of Hungary. Mr. C. M. Eastley, President of the Bombay Flying Club, in his speech thanked Mr. de Horthy for the hospitality shown to the Members of the Bombay Flying Club on their various flights to England, and in return Mr. de Horthy made a charming speech expressing his appreciation of the Bombay Flying Club.

PARTICULARS OF MOTOR VEHICLES IMPORTED INTO INDIA

THREE MONTHS, 1st APRIL TO 30th JUNE											
MONTH OF JUNE											
1937		1938		1939		1937		1938		1939	
Quan- tity -	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.
416	760,370	256	5,15,012	298	5,60,450	1,394	25,66,858	1,013	21,01,971	1,067	20,38,385
97	1,35,712	118	1,99,136	45	79,038	205	3,23,314	385	6,09,080	157	2,87,662
34	38,354	7	9,235	28	48,875	96	1,21,722	35	45,594	54	99,815
64	1,18,561	33	66,338	54	1,09,448	612	9,50,694	214	4,04,467	284	5,58,257
327	7,08,495	175	3,94,286	242	4,75,986	1,021	21,31,869	560	12,70,030	925	18,25,234
11	26,621	30	63,321	23	31,539	87	1,65,975	111	1,83,765	67	1,61,661
949	17,88,113	619	12,47,328	690	13,05,336	3,415	62,60,432	2,318	46,14,907	2,554	49,71,014
224	4,14,347	205	4,03,032	171	3,22,667	918	16,46,362	639	12,45,296	646	12,74,409
444	85,62,80	265	5,40,508	298	5,75,001	1,701	31,61,867	1,143	23,01,370	1,256	24,30,279
88	1,78,431	60	1,17,120	65	1,29,815	260	5,33,495	198	4,11,535	218	4,82,410
193	3,39,055	89	1,86,668	156	2,77,853	536	9,18,708	338	6,58,706	434	8,13,916
949	17,88,113	619	12,47,328	690	13,05,336	3,415	62,60,432	2,318	46,14,907	2,554	49,71,014
42	18,477	21	10,855	33	16,223	150	76,839	78	39,320	110	55,204
61	11,704	52	12,825	132	32,673	173	36,030	194	46,521	377	89,046
3	2,666	..	..	7	2,968	10	7,380	12	8,765	17	6,826
108	32,847	73	23,680	172	51,864	333	1,20,249	284	94,606	504	1,51,076
10	19,330	26	47,855	57	3,58,071	75	12,49,77	70	1,69,834	173	5,71,626
955	12,85,152	290	5,85,070	669	8,85,764	3,431	44,62,081	1,628	25,98,982	3,078	41,90,903
190	3,33,276	34	1,05,022	102	1,56,759	563	10,08,792	96	2,59,518	386	7,10,958
234	2,78,193	62	95,057	142	2,11,088	816	10,27,521	567	8,06,423	619	9,16,503
511	5,97,709	213	4,05,616	464	8,45,837	2,009	22,76,490	980	15,45,907	2,199	30,27,325
30	95,304	7	27,230	18	30,151	118	2,74,255	55	1,56,968	47	1,07,743
965	13,04,482	316	6,32,925	726	12,43,835	3,506	45,87,058	1,698	27,68,816	3,251	47,62,529
	8,27,546		6,88,126		7,18,550		27,15,130		20,11,630		24,28,443

Motor Cars (including taxi cabs) — From United Kingdom " Germany " Italy " Canada " United States of America " Other Countries Total	224 444 88 193 949	4,14,347 85,62,80 1,78,431 3,39,055 17,88,113
Share of Bengal " Sind " Madras Total	42 61 3 108	18,477 11,704 2,666 32,847
Motor Cycles (including scooters) — From United Kingdom " Germany " Other Countries Total	10 955	19,330 12,85,152
Motor Omnibuses, Vans and Lorries — Imported with bodies Chassis Total	190 234 511 30	3,33,276 2,78,193 5,97,709 95,304
Total of Motor Omnibuses etc. — From United Kingdom " Canada " United States of America " Other Countries Total	965	13,04,482



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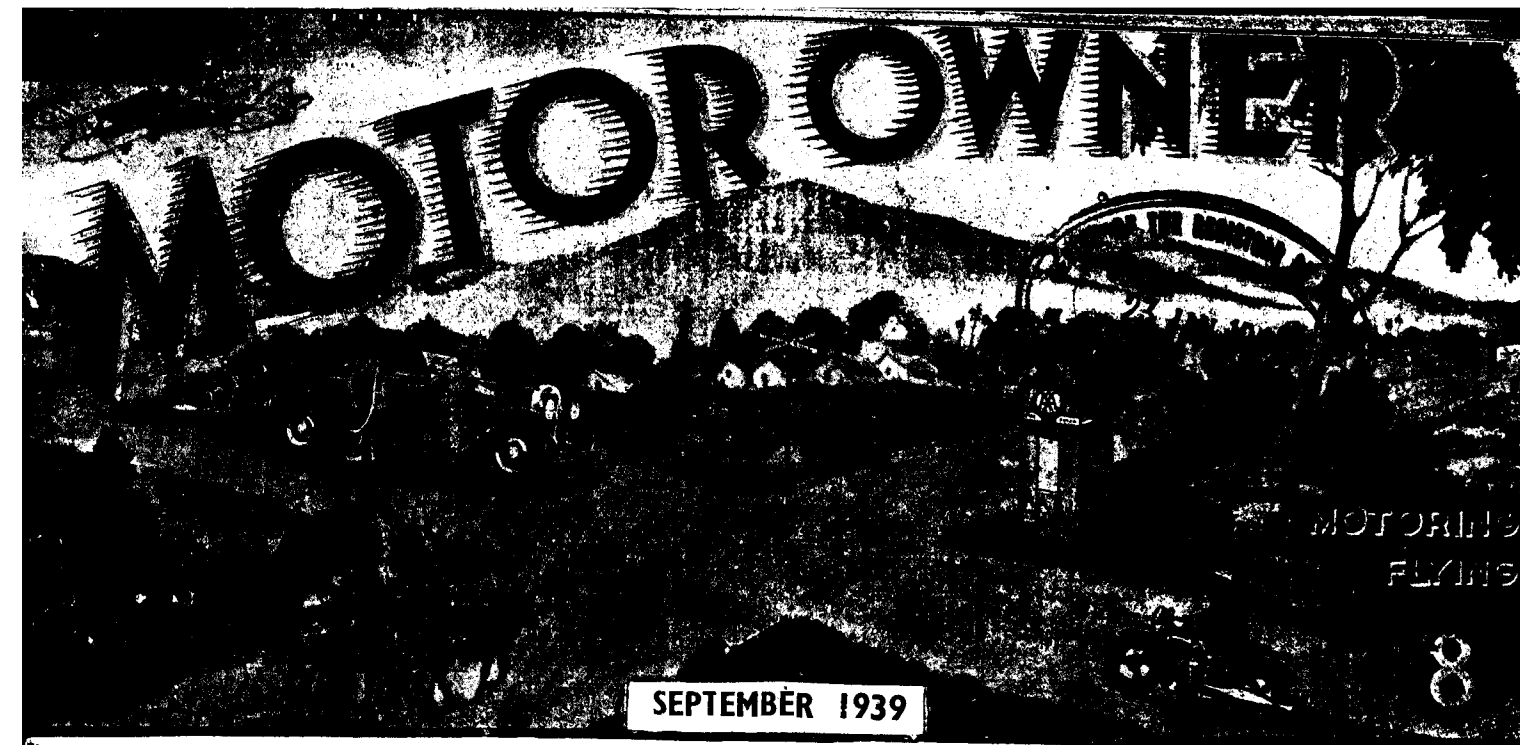
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CONTENTS.

PAGE.

Secretary's Notes and News—

The New Office	153
The War	153
Scouts	153
Office Routine	154
Bangalore Motor Vehicle Anti-Dazzle Rules ..	154
Milestones	154
Traffic Complaints in Madras City	154
What is Ahead in American Design	155
For the Hands	156
Tinted Glasses	156
Re-import of Cars into India	156
Extracts from Post Bag	157
Branch Notes	157
Membership	160
I. R. T. D. A. Monthly News Letter	161
The New Vacuum Gearshifts	166
Traffic News	167
Measures for Peace	168
All-Steel Cab with the Chassis	169
The Art of Parking your Car	170
60,000 Morris in Six Months	173
If Water Gets into the Sump	173
Madras Flying Club Notes for August	174

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Art Printing

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Ariel Motor Cycles

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

Austin Cars

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

Bedford Trucks

COIMBATORE—United Motors (Coimbatore) Ltd.
MADRAS—Heller & Co., 36 D, Mount Road.

Buick Cars

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

Chevrolet Cars and Trucks

BANGALORE—Automobiles Ltd.

Chrysler Cars

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

Daimler and Lanchester Cars

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

De Soto Cars

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

Dodge Cars and Trucks

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

Ford Cars and Trucks

MADRAS—Gordon Woodroffe (Motors) Ltd.

Hudson 112

MADRAS—B. R. Motors, Mount Road.

Mercedes Benz Cars and Diesel Trucks

MADRAS—Heller & Co.

M. G. Cars

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

Morris Cars

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

Oldsmobile Cars

COIMBATORE—United Motors (Coimbatore) Ltd.
MADRAS—Heller & Co., 36 D, Mount Road.

Opel Cars

CALICUT—Stanes Motors (S. I.) Ltd.
COIMBATORE—United Motors (Coimbatore) Ltd.
MADRAS—Heller & Co., 36 D, Mount Road.
MADURA (& Branches)—T. V. Sundram Iyengar & Sons Ltd.

Plymouth Cars

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

Pontiac Cars

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

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.



THE SOUTH INDIA MOTOR OWNER



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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.

The New Office

THE most important event since the last issue has been the removal of the Madras Office to its present quarters in 200, Mount Road. The move was made necessary by the increased activities of the Association, which demanded more extensive office accommodation. Members who visited the previous office at "Canonbury" could not fail to be struck by the cramped space available, the unsuitability of what was really a dwelling house for office purposes, and the generally unimpressive and inconvenient situation and accommodation. As the lease of "Canonbury" was due to expire on August 31st the Committee decided that it would be advantageous to move to more spacious quarters situated, if possible, where better publicity and accessibility could be secured.

Various sites were examined by a Sub-Committee and finally the present location was secured. The actual office is now in temporary accommodation. Those familiar with Madras will be acquainted with the former Furnishing Department of Messrs. Spencer & Co., Ltd., in Mount Road, opposite the Government House gates and near the Willingdon Bridge. This excellent site has been acquired by Messrs. Simpson & Co. Ltd., who contemplate extensive structural alterations. When these are completed the A.A. office will occupy the ground floor corner near the new Hindu offices. It would be difficult to better this location.

The A.A. office will be easily discernible from a considerable distance along Mount Road in either direction, and yet will be a comfortable space off the main road itself. Ample parking space will be provided. It is on the main road itself, convenient for members, and advertising itself to non-members.

In the meanwhile, till the structural alterations are completed, the office is accommodated in temporary quarters in the same block of buildings. Though these are not so roomy as the new office eventually will be, they are certainly more commodious and conveniently arranged for visitors than our lately vacated office.

It is contemplated that the new office will eventually be supplied with better and more adequate furniture—a crying need at present. This in itself will enable an improved office system to be instituted making for more expeditious working. The change is an important landmark in the history of the Association justified by the latter's growth. The new address is 200, Mount Road, Post Box 304, Mount Road, Telephone (as before) No. 2439.

The War

It is not within the province of this magazine to comment on the causes and progress of the present hostilities, but the struggle will be of such magnitude and far reaching effects, that it is not possible to pass it by without some

reference. What will be the effect on this Association it is difficult to say at this early stage. It is as yet unknown how the territory covered by the A.A.S.I. will be affected, and still more so, what part members of the Association will be called upon to perform. As an Association we can perhaps be of some use. Meanwhile we shall carry on our activities as before.

Scouts

A member alluded in a letter to our "numerous patrols" in Madras. As a matter of fact there are but two motor cycle scouts in the City. It is a flattering commentary on their ubiquity that they seem to be more numerous than they really are.

It is interesting that the Hon. Secretary, Bangalore, alludes to a similar impression in Bangalore. The Association is evidently not passing unremarked in these two centres.

Among other duties of a more routine nature the Madras scouts assisted the S.P.M.R. on a Field Day as Despatch Riders. They acquitted themselves creditably in this role, and earned the commendation of Major General Norton. Their use apparently demonstrated that the S.P.M.R. needed motor cyclists as Despatch Riders.

The Association assisted the Indian Red Cross Society by distributing Red Cross labels to be displayed on cars, and

in parking cars at the Red Cross Rally and entertainments given at Government House and the Connemara Hotel in aid of the Society.

Membership, which had been advancing only slowly during the last two months owing to various causes, has begun to mount again. The advance is still not as rapid as it might be. A circular letter has been sent to all Hon. District Representatives bringing home to them present membership, and rate of increase in their respective districts. It is hoped that this will lead to more local activity. The total membership is now 2477.

Office Routine

77 routes covering a distance of 32,372 miles have been issued to members during the month.

Bangalore Motor Vehicle Anti-Dazzle Rules

The C. & M. Station rules regarding M. V. Lighting are on lines which have long been abandoned in other places, and which are not necessary with modern lighting systems.

On representations made by this Association, the C. & M. Station Municipal Commission considered legislation which will bring the C. & M. rules into conformity with existing rules elsewhere, and will abolish the antiquated and unpractical rules now in existence.

Bangalore motorists should be grateful to the Honorary Secretary for his efforts in securing this much needed alleviation.

On the passing of the proposed rules into law, the matter will be brought before the Mysore authorities with a view to procuring the alteration of the Mysore rules which are now the same as the C. & M. Station rules.

Milestones

Milestones are popularly supposed to indicate distances between main towns, the correct route distance to important but distant places and which often gives the road its main objective, e.g., Bangalore Road, Trichy Road and so on. Unfortunately owing to lack of consistency in method and local district peculiarities, the systems of marking by milestones are curiously inadequate and at times confusing.

In some districts the main distance is indicated and also the distances to intervening towns. This is excellent and

exactly what the traveller needs. In others only the distance to perhaps Madras is shown, interesting doubtless but of little use to a person some two or three hundred miles from that city and who has no desire to go there. He wants to know how much farther he has to go to fill a failing petrol tank, or reach the place where he must turn on to another road or something of that kind. Then within the district limit itself may be several changes of systems along the same road. One stretch we met recently commenced counting from a large intermediate town, all was clear for 11 miles to a fair sized village, then without any particular reason the mileage jumped into the sixties. Some mental arithmetic placed this as the distance from Bangalore—it was a side road at the Mysore border, the mileages changed—that was understandable, but we had struck into a road between two other places and the milestones gave no indication about either—they recorded simply numbers.

Onto the main road again and after a bit, one side of the road recorded mileages quite reasonably, but on the other was the terse information, e.g., 137, Cuddalore. This is doubtless comforting to the person going direct to Cuddalore, but unsatisfactory for the Cuddalorean journeying from his home, all he knows is that he is getting farther and farther away from it, a reference to the other side of the road shows he is going to Bombay or Bangalore not much use if he does not want to go as far as either; while the wanderer returning homeward might well want to know of some intermediate place. The district had no use for Cuddalore and recorded nothing about it, so the poor Cuddalorean was left in the air.

Mysore furlong stones are a puzzle to many, and it is not clear why this comparatively complication should have been adopted.

In short there is need of a uniform system of marking milestones and one which is calculated to give the information most generally required by travellers to or through intermediate places.

Traffic Complaints in Madras City

Various complaints from members have been brought to the notice of the Police authorities in Madras. The following reply from the Deputy Commissioner of Police, Traffic and Licensing, speaks for itself and is reproduced in full.

It would be interesting to know the reasons why the hands of the Police are tied in enforcing the provision of law which can be invoked to control JAY-WALKERS. It seems a farce that the police have to look on and permit an abuse which can be controlled. The Association will take steps to ascertain the reason for this state of affairs.

In this connection it must be admitted that the pedestrian in Madras does not get a fair deal. If he is expected to keep on footways instead of the carriage way, he should be provided with adequate facilities. We say "footways" advisedly as those in Madras cannot be designated pavements; there are few of the latter. Whatever they may be styled, those in existence are not continuous, and the pedestrian perforce has to take to the road. Again, they are often obstructed by encroachments. Some attempt has been made to clear these, but not perfectly. Other footways are rough gravel, which are no incentive to the bare-footed passenger to use them. It is, or should be, a recognized axiom that the footpath should have equal merit with the roadway if pedestrians are to be expected to use the former in preference to the latter. When our City Fathers realize these defects and remedy them, there will be a good case against the pedestrian who does use the road.

Members are advised to take to heart the request of the Deputy Commissioner to report offending motorists. Much of the bad driving in existence goes on because it is not checked; while the offender does not commit his infringements against driving safety or courtesy within the view of the Traffic Police. If it was generally realised that all motorists were banded together against the "road hog" whether motoring or otherwise, and the latter knew he could not get away with it, there would be a generally improved standard of driving and safety.

Here is the Deputy Commissioner's letter:—

"I have noted the complaints detailed in your letter quoted above and I assure you the Police are doing, and have been doing their best to remove the causes for these complaints.

"With regard to your complaint against bullock carts it will be noticed that their failure to keep to the sides of the road is confined only to certain roads, and is not general, the reason being in nearly all cases the bad state of the sides of the road compared with the centre.

"I am in constant touch with the Corporation authorities with regard to the improvement of roads and pavements and very considerable work has been done in this direction. There is still much to be done, of course. Unfortunately, the police for reasons which I am precluded from stating are not at present permitted to make use of Rule 44 in prosecuting jay walkers.

"Finally, I would request you to advise members not to hesitate to lay complaints against offending motorists. Unless the complainant so desires no case need go to court; at the same time, the traffic authorities can take necessary action in such cases, either by means of warning letters or by keeping a look out for particular vehicles.

"May I add that the Traffic Department welcomes such complaints from all road-users, and I trust you will continue to bring to notice all criticisms and complaints that you receive. Records of particular cases of annoyance caused to road-users are of great value when we address other authorities or the Government in such matters."

IMPORTANT

Quarterly Licenses and Tax

Members are reminded that the quarterly tax is due for payment by the end of September.

In the case of persons in possession of a full current quarter's license **THERE IS NO OBJECTION TO THEIR OBTAINING THE NEW LICENSE AS EARLY THIS MONTH AS POSSIBLE.** The earlier licenses are procured the less congestion and delay is caused. The reason for delays complained of in obtaining licenses is that most applications are not put in till after the end of the quarter during the "days of grace." The consequent last minute rush is more than the Taxation staff can cope with expeditiously even with the best will in the world.

Last quarter up to the last two days of grace 50% of the motorists in Madras had not applied for renewal of licenses!

Therefore Members are advised to send in their Registration Certificates with the required taxation amount **WITHOUT DELAY** to the A.A.S.I., and obtain their licenses in good time.

New registrations for cars not registered for the latter part of the current quarter can be issued on the last day of the quarter and not beforehand.

What's Ahead in American Design (By Courtesy of the "Autocar")

From Our American Correspondent: Advance Particulars of 1940 Plans

DESIGN changes will be numerous, with an unusual number of special constructional features making a first appearance so far as stock American designs are concerned. It is expected that independent suspension of rear wheels will make its bow on at least one of the 1940 lines, while an entirely new almost-hydraulic transmission, involving elimination of the clutch pedal, is also forecast.

The widest front seats yet to appear are understood to be planned as a feature of several of the projected new body designs. Effective detail refinement of the under-the-steering-wheel gear lever

seems certain, and really important improvements in head lights are scheduled. Driver-operated direction signals, which made their first official appearance on Buick last year, are to be expected on more cars for 1940, although detailed construction probably will follow different lines.

Greatly extended use of plastic materials is likely throughout the industry, with a few lines incorporating rather large nonstressed body parts of them. Plastics for rear-light housing and many similar parts seem assured. Reliable automobile experimenters now claim that plastics, where suitable, can be made to obtain

the same strength with approximately one-half the weight of similar steel parts or assemblies of individual sheet metal pieces.

New lighter and lower-priced models may appear in one or more lines, but there is no indication that car weights in general will be any less in 1940 than they have been in 1930. Weight increases, in fact, will be recorded in more than one instance.

Some body changes—particularly at the front end—will appear on all lines as usual, with radical changes scheduled in several instances.

For the Hands

The "Scribe" writes of a colleague who having a spot of work to do on his car, got his hands into a frightful mess far from amenities for cleansing them.

A friendly Scot gave him a handful of something which not only cleaned his hands, but left them most effeminately smooth. Since then he has been trying to get on the track of the stuff but without much result, however, until he went to Scotland again in the Rally this year. Then he found it and, as a present for a good boy, he bought some for me also. It is Lavex, made by the Lavex Manufacturing Co., West Calder, Midlothian. Actually it is a preparation for the kitchen to remove stains from carpets, clothing, etc., and also the hands. It costs six pence a tin.

Tinted Glasses

THE care of the eyes is now a subject of greater consideration than in the past.

Corrective and ameliorative lenses are prescribed for persons of all ages to remedy or remove any deficiency.

Among other methods of caring for the eyes is the increasing use of sun glasses to eliminate glare. These are found specially useful by many motorists specially in the tropics.

A warning however, is very necessary that only certain colours in such glasses give the protection sought. Eyes are as adaptable as other organs to great variations in sensitivity. The deposit of pigment in the choroid retina and iris is as variable as are human races, and again variable in individual members of such races, yet has a definite relationship to a person's tolerance of light. By the addition of pigment to the eye in the form of a coloured lens, the sensitivity to glare of the nervous conducting mechanism of the eye can be allayed.

Many coloured lenses on the market are offered for sale without any pretence of a scientific co-ordination with the eye. Not only is it a question of the colour of the lens, but also of the quality of the latter. At present, we are speaking purely of the colour question.

A normal person's eyes see the yellow and yellow green components of spectrum light. These yellow and yellow green components are the most luminous part of the spectrum and the one which is in sharpest focus in clear vision. When the eye is in exact focus for the yellow and yellow green portion of the spectrum, it is slightly out of focus for

the extremes of the spectrum, viz., red and violet. Discomfort is experienced by the sharp focussing of these extremes on the sensitive layer of the retina. Tinted lenses of the correct colour may remove these rays entirely or diffuse them. Neutral coloured lenses absorb an equal proportion of all colours as opposed to selective absorption of certain radiations. The normal eye under the effect of glare would find most comfort with lens of the greenish type. The maximum visual response is in the yellow and yellow green portion of the visible spectrum. The lens transmitting these radiations gives the utmost that may be expected in visibility with as little light loss as possible with adequate protection.

A few types of lenses are notable for the elimination of both ultra-violet and infra red radiation, neither of which contributes to seeing. The dangers of these two radiations are well known in some industries, and are reasonably suspected of contributing to several ocular diseases. The exact effect of these radiations in sunlight is still a subject of study. Infra red radiations produce heat in the eyes, and the subject is warned by a burning sensation; whereas the ultra-violet radiations are more insidious in that the re-action is not felt for some hours.

Yellow green and blue green rays appear to increase visibility by the brightness-contrast due to the elimination of the scattered light of short wave length, e.g., in photography fine cloud and distant scene effects are made clear by the use of a yellow-green filter. On the other hand in aerial photography sharp photos of extensive panoramic stretches can be made by the use of a filter which excludes all but infra red rays. These filters function by removing the veiling effect of short wave length light scattered by the intervening atmosphere.

There is a high percentage of wave length in the visible spectrum. The wave length percentage is low in the infra red band and reaches opacity in the ultra-violet. If in the visible spectrum the red gives a value of 50, the visibility rises through orange to 77 in yellow, much the same in green, then drops rapidly through blue and down to violet with finally the nil value of ultra-violet.

Tints in glasses are due to the various oxides added to the glasses forming constituent. These tints possess various transmitting or absorbant qualities with

different rays. The Crookes glasses, first produced in 1913 by Sir William Crookes, were the great advance over previous absorbant lenses in definitely absorbing both ultra violet and infra red rays. In their darker shades they absorb heavily in the region of maximum visibility. These glasses though widely prescribed have not quite the same popularity as formerly due to the marked selective absorption in the narrow band of visible spectrum. It is clear therefore that the tint of sun glasses must be correct or otherwise they may be harmful. The quality of the glass is another matter which must be left to a further article.

Reimport of Cars into India

Dear Sir,

From time to time cases have occurred in which motorists from India who have temporarily exported their cars for the purpose of touring, without obtaining a Certificate of Export from the Indian Customs, have experienced considerable inconvenience on re-importing their cars into India at a port other than the port of export. The attention of motorists is drawn to paragraph 9 of Home Department Judicial Notification No. F. 438/32, dated Simla, 1st August 1933, which reads as follows:—

"Procedure on export of vehicle. (1) Every person exporting from British India to a destination outside British India, not being a destination in an Indian State, any motor vehicle, in respect of which an International Certificate exists, shall cause the said certificate to be produced for counter-signature and registration—

- (i) In the case of export by sea, before the Customs Collector at the port of export;
- (ii) in the case of export by land, before the District Magistrate having jurisdiction in the place of export.

(2) The said Customs Collector or District Magistrate shall endorse the said certificate accordingly and shall intimate the fact to the office, if any, in which the entry of the said vehicle into British India under these rules was, first registered."

Every motorist who applies for an International Certificate for Motor Vehicles should be instructed to produce the I.C.M.V. to the Customs Collector or the District Magistrate as the case may be, for the purpose of having the necessary endorsement made. If this procedure

is followed, a great deal of the inconvenience referred to above should be eliminated.

Needless to say the Automobile Association of Southern India will assist in every way to save members individual trouble in this connection.

Branch Notes**BANGALORE**

By Major A. W. Waters, M.B.E. (Rtd.),
Hon. Secretary, Bangalore Branch,
A.A.S.I.

General

The outstanding event in July was the visit to Bangalore of the new Secretary, Mr. O. E. Windle, O.B.E., who spent several very busy days in paying official visits to practically every Minister and Official of importance in the Station, and the Mysore State (present in Bangalore.) Apart from becoming personally acquainted with each other, it afforded opportunities to discuss matters pending, and covering a wide range of subjects about which there had been a deal of correspondence in the past. The obvious advantages accruing from a visit of this sort needs no stressing. It is also an advantage to have personal knowledge of the gentleman at the other end of the 'post'.

The visit ended with one regret—to both of us I am sure—and that was that official matters took up so much of our time that very little was left for social amenities and looking about. I shall look forward to the Secretary's next visit.

The Office

Routine matters came in spasms, warming up towards the end of the month, and on the whole, July was what we, here, consider a normal month. But this is all a matter of standards, and so used are we to long hours, that, if we get off with an eight-hour day, it is not only unusual, but also gives one that feeling of slipping out of school before closing hour.

In former months I have referred to those who call at the office fairly late in the evenings; 5-30 to 6-30 o'clock for instance, and when one expects to get under the shower-bath and make an effort to get out. The advantage—at present anyhow—of having my office at my bungalow makes it possible for members

to find me in these hours, usually. When these late visits are really urgent and cannot wait till next day, such as for instance, when a member suddenly finds that he has to leave on a tour at day-break next morning, accidents (these, at any hour of the day, night or Sunday, of course), Tourists passing through, etc., it is always a pleasure to give instant attention and arrangements are made for my private servants to show the latest information of the state of main roads out of Bangalore, etc., as also to find me or one of the 'Road Scouts.' Otherwise, I think all will agree that such things as tennis, polo, hockey etc. hardly justify a visit after 6 p.m. for instance. It will be appreciated if members will try not to call after 5 p.m. and earlier on Saturdays. Even so, this will, on most days, allow the office (as Banks do) time to clear up things, sign registers and get the post away.

Summary of the Daily Reports submitted to the Secretary:—

Letters received from all sources	183
(1 less than last month)	
.. Statements & periodical Returns :	
To the Secretary	156
Outstations	33
Local	122
Total	311

(16 under last month due in a way to all copies of letters being now sent out under one docket number.)

Itineraries issued	18, covering 11,630½ miles.
Driving licenses	1
Cars registered	1
M. V. Licenses	20 (Mysore 10; Station 8; Madras 2)

Members called at the office:—

A. A. S. I. 56; W. I. A. A. 7;	
A. A. N. I. 3; A. A. B. 1; Total	67
Non-Members	13
	80

Three members called on (two) Sundays: two for licenses, and one 'break-down!'

Extracts from Members' Letters
No. 1085.

"Again many thanks for your prompt reply to my letter."

Member of Automobile Association of Bengal.

"Thanks for your prompt and courteous compliance....."

Scouts

Two Scouts were present during the month, one with a motor cycle, and their activities have been daily reported to the Secretary. In addition to constant patrol of practically every important road and place in the Station and the City, also the car-parks of clubs, dances, public functions, sports, picture-houses, etc., etc., from 9 a.m. to nearly midnight on most days, and on four occasions, till 3 and 4 a.m., they also rendered mechanical and first-aid to the cars of four members.

A criterion of their activities, or, I might say, ubiquity, can be gauged by the constant suggestion made to me that I must have quite half a dozen scouts here, and these persons are amazed that two can be met almost everywhere.

The A.A.S.I. Car-Badges

Last year, a member wrote to me on the question of taxi drivers using A.A. Badges. From observation, it would appear that their mis-use is not confined to taxis. Recently a member sold his car but forgot for the moment to change the badge. It appears he at once took steps to get it back but with not immediate success. Meanwhile, our scouts promptly detected the matter and, with their usual ubiquitous knowledge of everything of motoring interest, warned the taxi driver to return the badge, and then reported it to office. I got in touch with the owner, and as the man disregarded our united efforts, I sent him an ultimatum that if it was not handed back in one week, I would report him to the Police for being in possession of A.A.S.I. property, a fact he could verify from the reverse of the badge. He promptly complied.

While the moral of this is clear, it is interesting to see what the "A.A. Handbook, 1937-38" (kindly supplied to me by the member referred to in line one) says on this subject. On page 534 we read:—"In their own interests, members are urged to do everything possible

to prevent badges passing into unauthorized hands. Every badge displayed on a non-member's car represents a loss of subscription to the Association, and the Committee feel that no apology is necessary for emphasizing, in the common interests of all subscribers, the conditions affecting the use of badges."

Traffic Activities in the C. & M. Station of Bangalore

Our new Commissioner of Police has lost no time in tackling the problem of control of traffic of all kinds on the roads. Roundabouts of unprecedented size are springing up at all important junctions, at present, in temporary form such as empty drums, etc. These were for a time police-observed from adjacent spots, but now, less so, if not entirely unobserved. Each junction so treated releases 3 traffic constables and these are being utilized to control all users of the road here, there and everywhere, which we have for years advocated. More is to follow, such as signposts, etc., also legislation as regards 'main-road' and the right-hand rule, and the bringing into line with Madras—mainly—of the question of car lamps and anti-dazzle lights.

Use of Horns is also receiving attention, and although this proposition, in its original form, came in for a deal of criticism when it came up for discussion at a Special Meeting of the Municipal Commission, the Commissioner of Police was able to make out a very good case for his proposal, particularly when he said he'd already brought an amendment to his first proposal, which, as far as the rather poor acoustics of the Meeting Hall (from the general public seats) permitted me to hear, I gathered would follow on, or be exactly, those of 'The Madras Motor Vehicles Rules, 1938' which reads:—Rule 52. (1)...., (2) "No horn shall be sounded in a public place except for the purpose of ensuring safety in traffic." This should satisfy the needs of all reasonable motorists, and these legislative steps are, in my humble opinion, long overdue. In reply to the criticism from one Commissioner that the general public of Bangalore were not yet road-minded enough for the drastic cutting down of horn sounding (or words to that effect) the C. of P. said that the days were gone when, in case of an accident, the Police, or the Magistrate asked whether the accused had sounded his horn, and if so, then that was all right. "You will never," he said, "get road safety until you abolish that attitude". He

could very truly have added that excessive horn sounding merely engendered in the mind of such people the idea that the horn has to be sounded before they move. Once remove the nuisance and road-sense, in towns of course, will improve. Try overtaking and passing a jutka or a bullock cart who has possession of the middle of the road, cut across his front to the extreme left, then in your mirror you will see him at once get into his proper place on the extreme left. On the other hand and out in the country I have purposely driven right up to an oncoming cart in the centre of the road and he saw me coming, but in the absence of the horn he was convinced that he had not to shift. Such is the stupidity encouraged by the horn fiend.

These notes could hardly be complete without at least one reference to what has come to be known as the "license tangle". There has lately been a glut of these and I have several on hand; but quite a new one has been sprung on me and as it will be referred to the Secretary, and considered 'sub judice', I can say no more. I should however like to ask readers a simple conundrum, viz.—

When is a motor vehicle not a motor vehicle?

My answer is:—A trailer when passing a toll-gate in Mysore State. I may be entirely wrong and I quite expect the authorities could put me right, or as they consider right. If I state the reasons for my conclusions, perhaps some member can throw some light on it.

In Mysore State, "Every trailer shall be registered as a motor vehicle and the provision of the rules relating to registration of motor vehicles shall, as far as may be practicable, apply to such registration." The fee is Rs. 4. Section 4-B, page 41, Part C. of "The Mysore Motor Vehicle Rules, 1924 (embodied in the Mysore Motor Manual).

Now for Tolls:

Appendix V, page 173 *ibid*, lays down the "Rates of Tolls on Motor Vehicles at all Toll-gates." I have looked in vain for 'Trailers' and wonder whether I have missed an amendment which includes trailers.

Now most trailer owners who have travelled in Mysore must have paid for a two-wheeler annas 4. (I knew of one case where, after half an hour's argument the toll-gate keeper compromised by reducing his demand from Re. 1 to 8 annas because, he said, as it had only two wheels it must be half a car).

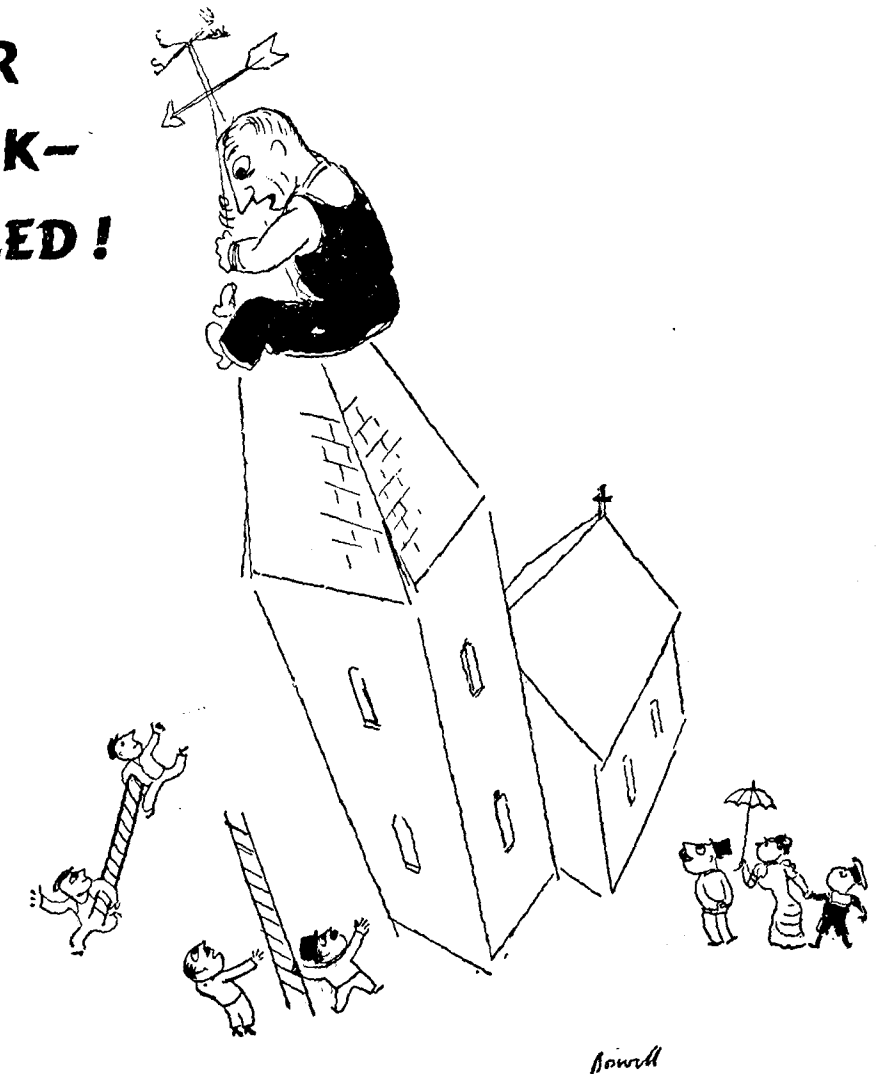
In the absence of any amendment, it would appear that these tolls are demanded on the authority of page 174 *ibid*, wherein is laid down a charge of 4 annas "on every two-wheeled carriage on springs other than a jutka or ekka" and 2 annas (item 5) "on every other vehicle on springs excluding a tricycle and a bicycle." The last named would include a one-wheeled trailer.

But these tolls refer to *Non-Motor Vehicles*. Can anyone say, therefore, under what authority trailers pay tolls, and if none exist, should the money be refunded?

This reminds me of an error in this Station where for goodness knows how long a Morris Saloon, 8 h.p. was taxed at 15 cwt. which is (by some freakish bit of legislation) a heavy car in this Station only. It came about it seems in this way:—The local authorities are appointed licensing officer for Madras Short-term licences. To do so they obtained a schedule of motor car weights, specifications, etc., from the Commissioner of Police, Madras. The 1937 schedule shows a Morris, 1937, Saloon, 8 h.p., (4 door) as 15 cwt. unladen. Hence, in the C. & M. Station, it was a heavy car, and taxed at Rs. 45 p.a. However, this was, after a reference to various authorities, proved to be wrong and its weight set down at about 14¾ cwt., and I heard of at least one owner who got a refund, i.e., the difference between Rs. 45 and Rs. 24 p.a. The Madras quotation is easily understood, since 15 cwt. fall in the small category, there was no need to split straws and call it 14¾, and nowhere except in motoring matters could such trifling things react to the tune of Rs. 21 per annum.

But listen to this:—In the office of the Inspector-General of Police in Mysore, Bangalore, is installed a 'Weighing Machine' and, 'inter alia' it is enacted by law that all new registrations of motor cars shall be weighed free of fee (it is otherwise Rs. 10) and a certificate of the weight given by the I. G. of P. This is entered in the Regt. Cert. Cases happened when the entry was in very broad terms; e.g., in one case it was shown as '15 to 40 cwt.' It happened that this Regt. Cert. came into my hands for the purpose of obtaining a Madras short-term licence and I entered the weight as 27-28 cwt. The L.O. objected and wanted it at its maximum of 40 cwt. in case later on the Madras authorities claimed the higher fee. Now we all know that 40 cwt.

FURTHER OUTLOOK— UNSETTLED!



It is all very well setting out for a long motor trip full of optimism, convinced that all will go well right to the last mile. Confidence in your car and your own capacity to drive are good things to have, but you do justice to neither if you overlook the all-important factor of correct lubrication. Without this assured, you can never be quite certain of not being left stranded in some remote spot, and in any case, your car will always be getting you into some kind of trouble and expense.

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come under category (c), i.e., over 30 but not more than 45 cwt., and costs Rs. 5/8 for 7 days. It took me two days to get this particular car into the Rs. 4/4 category. At the same time I suggested that the L.O. might with equal justice call it a 15 cwt. and charge Rs. 3. The answer was the legal one of 'the onus of proof rests with you'.

Here again was a simply case where an entry actually came within three categories of weights for the L.O.'s to juggle with. Of course, immediately it was represented, it brought a prompt and courteous promise that actual weights would be entered. In the Station, no provision is made to record weights

in the Regt. Cert., and long ago I represented that these varying systems, or want of any, gave a deal of trouble to all touring motorists and to everyone who had to deal with licences.

Road Conditions in Mysore State in Mid August

Bangalore to Mysore:—Super good. Bangalore to Hassan (Mangalore Trunk Road) excellent. Shravanabellagola from where it takes off from mile 90 1/4 on the Bangalore-Hassan Road to foot of Sacred Hill 7 miles on is in several places in bad condition and deep water-splashes. Repairs will begin after the rains and is expected to be in good order

for the festivals in February next. Krishnarajanagar to Hassan—a District Fund Road—comparatively bad especially in wet weather. Bangalore to Kankana-halli:—don't use this unless business compels you to do so. Bangalore to Chickballapur (Kurnool Trunk Road also to Bellary) good.

Free Shooting of Tigers in Mysore State

Areas designated under this head were formerly a regular feature of these notes, but for months I have not seen any official notices of this, and wonder whether tigers are becoming scarce or publication of such notices stopped.

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The Indian Roads & Transport Development Association Ltd.

Monthly News Letter

Operation of Motor Transport by District Boards.

Madras Branch Opposes Move

THE Madras Branch of the Association, in the course of a letter addressed to the Government of Madras, have expressed serious concern at the large number of resolutions which District Boards in the Presidency have been passing to the effect that they should interest themselves in the operation of public transport. "My Committee have given the matter very close consideration," says the letter, "and are convinced that if Government accedes to the representations of the District Boards to be allowed to operate public transport, and more particularly to operate it on a monopoly basis, the interests of the tax-payer and the travelling public are likely to be adversely affected and the development of public transport seriously retarded."

Giving reasons in support of this view, the Branch's representation states: "My Committee are of the opinion that an elected body such as a District Board is not likely to be in a position to operate in an efficient manner a commercial undertaking such as public transport. In the event of a District Board being permitted to operate bus services in competition with private enterprise, it is unlikely that such competition would be conducted on sound commercial lines and in this connection it should be kept in mind that any losses sustained would have to be borne out of public funds. There will be serious risks that the operation of public transport will become an unprofitable venture to all concerned and the public would ultimately suffer by curtailment of the services available to them.

"My Committee feel that District Boards either through lack of funds or through desire to avoid initial losses would operate only those services which appear to them to be remunerative and would neglect to serve those sections of the District where they might be faced with the prospect of incurring initial losses. The natural development of transport would as a result be retarded and the convenience of the public seriously affected."

Continuing, the representation points out that a matter of still greater concern

is the possibility that District Boards may be permitted to operate public transport on a monopoly basis. "Apart from the evils that the monopoly system usually brings in its turn," states the Branch, "there is the important question of compensation to existing operators. With the expropriation by District Boards of routes at present served by independent operators the probability must be considered of the latter being faced with the alternative of having to accept compensation insufficient to cover their outlay on vehicles, tyres, spare parts, etc., and in building up a remunerative service from one which initially did not pay them, or of having to lay up their rolling stock, etc., with little prospect of disposing of it at any but distress prices. There is also the question of the loss of livelihood of the operators themselves and of their many employees. Furthermore it is felt that the elimination of private enterprise and the granting of monopolies to District Boards would be detrimental to public interests for the following reasons:—

- It would have the effect of removing the incentive to improve and maintain the frequency of services.
- It would result in the number of buses employed being reduced to a level below what is necessary to ensure frequency and efficiency of services.
- It would result in the raising of fares to levels in excess of the existing economic minimum, particularly in view of the resolutions that have been passed by several District Boards specifying that the operation of transport services is for the purpose of augmenting District Board revenue."

The letter adds that there is still one more important point to which it is desirable to draw the attention of Government. "Reference has already been made in this letter to the likelihood of services being curtailed and the development of transport generally retarded if District Boards are allowed to assume control of public transport. My Committee feel that these factors would have the effect of impairing the revenue to Government accruing by way of motor

vehicle and fuel taxation consequent upon the reduced number of vehicles operating in the District."

Government Conference

A conference of representatives of Railways, Road Transport interests and members of the Madras Central Road Traffic Board was held at Madras on the 12th and 14th of August to consider the various issues involved in the above question of District Boards operating bus services. The conference was presided over by the Hon'ble Dr. P. Subbarayan, the Law Minister of the Madras Government.

It is understood that the Madras and Southern Mahratta Railway had submitted to the Government a memorandum on the Railway's proposal to acquire a controlling interest in a road transport company to operate bus services. They suggested that if District Boards were to be allowed to run bus services they might be asked to take shares in the proposed transport company.

The Madras Branch of the Indian Roads and Transport Development Association was represented at the conference by Mr. E. A. Watson, the Chairman of the Branch, who strongly opposed the grant of a monopoly either to District Boards or to Railways.

While further details regarding the discussions at the conference are not yet available it is understood that no decisions were taken and the Hon'ble the Law Minister informed the conference that the views put forward by the various members would be carefully considered by Government.

Sind-Bombay Trunk Road

The proposed Sind-Bombay Trunk Road has continued to engage the attention of the Association and the possible alignments of the road have been carefully examined by the Sind Branch of the Association in conjunction with the Special Road Engineer in Sind.

According to the present proposals it is recommended that the existing road between Hyderabad and Badin in Sind should be extended to Ahmedabad via Rahimki Bazar, Nager Parkar, Suigan, Radhanpur and Viramgam, following largely the route which was under con-

sideration in connection with the Railway project with an extension from Suigan to Deesa which would connect Sind with Rajputana and the North-East. It is further proposed that this road should be connected with Cutch State by linking up Baliari in Sind with Bhuj in Cutch State.

The Association has addressed the Government of India recommending that the scheme in question should be assisted by grants, where necessary, from the Reserve in the Road Fund, and urging them to promote the scheme in every possible way.

Tour of American Roads

General Secretary of Association to Participate

With a view to stimulating interest in up-to-date roads, the "Modern Roads Movement" of England has arranged an eight-day tour of the roads round New York and Washington, U.S.A., on the lines of the tour of the German Autobahnen undertaken in 1937. Members participating in the tour, it is understood, will leave England on or about the 20th September, returning by the middle of the following month, and, while in America, they will have ample opportunities of studying the methods adopted in that country to solve traffic problems.

The General Secretary of the Indian Roads and Transport Development Association (Lt.-Colonel H. C. Smith) who is at present on leave in England has been invited to join the delegation, and it is understood he has agreed to act as Chairman of the Organizing Committee formed in connection with the tour. Those participating in the tour include Colonel Sandeman Allen, M.P., Mr. J. F. E. Crowder, M.P., the Rt. Hon'ble Lord Eltisle (Chairman, Modern Roads Movement), the Rt. Hon'ble Lord Greenway, Sir Percy Hurd, M.P., the Rt. Hon'ble Lord Perry, Sir John S. Quarmby and Lieut.-Commander the Rt. Hon'ble Lord Teynham.

Pneumatic Tyres for Bullock Carts

Subsidy by the Sind Government

Arising out of recommendations made by the Sind Branch of the Association, the Government of Sind have, for some time, been considering the question of popularising the use of pneumatic tyred bullock carts in the province and in accordance with a scheme submitted by their Special Road Engineer, they have decided to subsidise 61 pneumatic

equipped carts in the current year by paying Rs. 50 towards the cost of each cart. The remaining cost will be recovered from the purchasers in 5 to 10 instalments in accordance with the purchasers' means.

The Sind Government propose to concentrate these subsidized carts on one road in each district so that reduction in the cost of maintenance, resulting from their use, can be easily watched. The 61 carts will therefore be distributed on the Jungshahi-Baghar, Hyderabad-Hala, Sukkur-Shiarpur, Bاده-Nazirabad, Jamesabad-Samaro, Mirpurkhas-Khipro, Tando-Adam-Berani, Daelu-Johi and Shikarpur-Jacobabad Roads.

The Sind Government also propose to subsidise a number of "Cumming Carts," i.e., carts designed by the late Mr. Cumming, Agricultural Engineer in Sind, which are of an improved design and are fitted with 5 ins. wide iron rims on the wheels. These carts, it is believed, may be popular with agriculturists and zamindars who use their carts mainly for land work and operate them with bullocks maintained for agricultural purposes.

Speed Limit in Bombay City

The Government of Bombay, with the object of reducing road accidents in Bombay City, have, in a notification dated June 27th, invited public opinion on a proposal to lay down, under Section 71 (2) of the Motor Vehicles Act, 1939, a rule that no motor vehicle shall be driven within the limits of the City of Bombay, at a greater speed than 35 miles per hour.

In forwarding to Government their views on the proposal, the Bombay Branch Committee of the Association have criticised the notification as showing a tendency to regard excessive speed as the sole cause of accidents and pointed out that bad and inadequate road conditions are important contributory factors in the accident problem, and that unless these defects are remedied, a further increase in the number of accidents is bound to result with the increase of traffic.

The Committee have represented to Government that in their view the proper solution to the problem lies, not in an all-round 35 miles an hour speed limit, but in a careful examination of the conditions prevailing on the roads where the majority of accidents take place with a view to a conference of the authorities and the public bodies concerned to study

the matter in all its aspects. Such conferences will bring out many points which are ignored at present, whereas the introduction of a speed limit will result in those other factors being shelved.

Bombay Board of Communications

At the meeting of the Bombay Board of Communications held in July a resolution moved by Mr. H. E. Ormerod, who represented the Bombay Branch of this Association, was accepted, recommending that, having regard to the growth of motor transport in the Presidency, all important roads should be under the control of the Provincial Government.

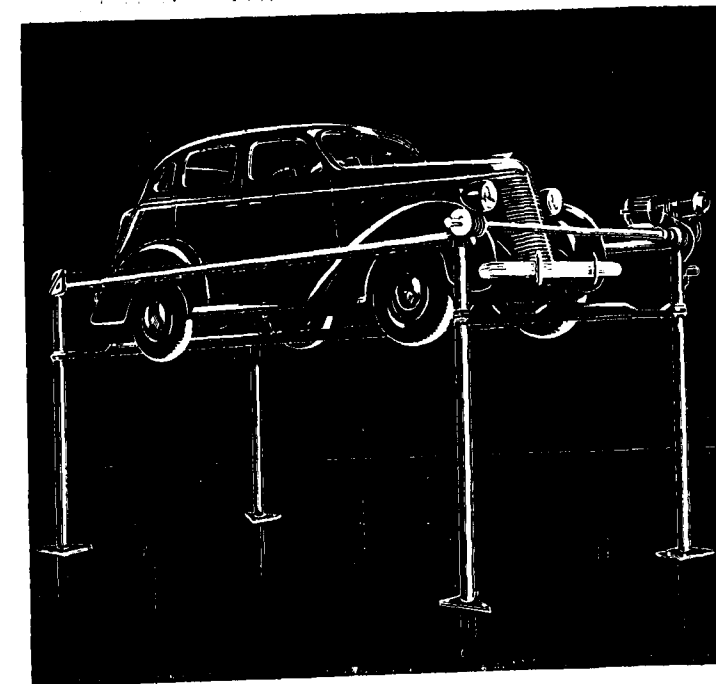
Mr. Ormerod also moved resolutions:—

- (a) recommending the appointment of a separate Chief Engineer in the Presidency for the 'Roads' Section of the Public Works Department, and
- (b) recommending the raising of a road Loan,

in reply to which he was informed that both the matters had been considered by Government who had come to the conclusion that no immediate steps could be taken in view of the financial position. He was, however, assured that the questions had not been dropped.

Another question on which Mr. Ormerod spoke at length was the resolution passed by the Board at the instance of the Association in November 1936 which had recommended that the construction of buildings within a distance of 220 ft. from the middle of main thoroughfares should be prohibited. Mr. Ormerod pointed out that the only action taken by Government in this connection was to advise Municipalities so to regulate the construction of new buildings that their frontages would be 50 feet from the middle of important trunk roads or 20 feet from the side of such roads, whichever is the greater distance, and Government had taken no action in respect of non-Municipal areas. In the circumstances Mr. Ormerod submitted the spread of ribbon development would go on unimpeded and Government would find in a few years that the money they were spending on the construction of new roads was wasted on account of ribbon development making the roads unsuitable and dangerous for traffic. Government agreed, in consequence, to give the matter their further consideration.

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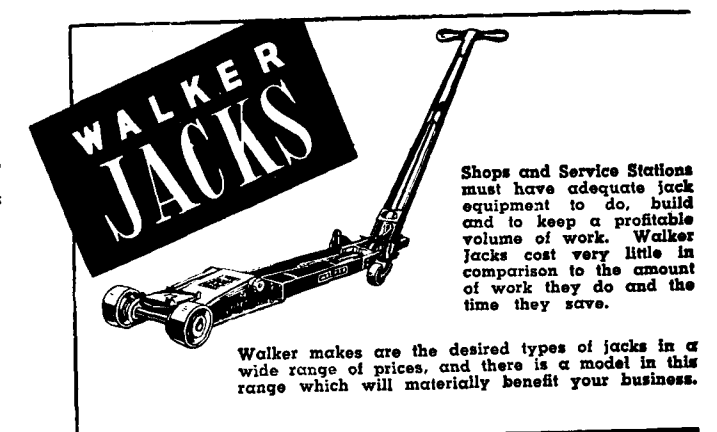
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Travel and Transport Exhibition for Bombay

The Passengers and Traffic Relief Association propose to hold a Travel and Transport Exhibition in Bombay on one of the open recreation grounds, early in 1940.

The Exhibition, it is stated, will be organized on the lines of the British Industries Fair, though on a smaller scale, and its object will be to demonstrate to the public every aspect of travel and transport as well as to educate the public in the problems arising therefrom. The exhibition will show graphically the progress made in India from the days when transport was by man or pack animals down to the electric trains, automobiles and aeroplanes of to-day and examples will be exhibited of vehicles drawn by man, animals and every form of machinery, whether its power be coal, oil, gas, electricity or anything else. Amplification will be provided by charts, maps, drawings and in many other ways.

The Annual Indian Industries Fair is also proposed to be held in conjunction with this Exhibition, while various forms of entertainments and amusements will form an added attraction.

Certain preliminary meetings have been held in this connection under the presidency of the Mayor of Bombay and an Organizing Committee has been appointed containing representatives of many public bodies including the Indian Roads and Transport Development Association.

Those desiring to assist the Exhibition can do so in any or all of the following ways:—

1. By renting of stalls or open spaces.
2. By the booking of advertising space.
3. By supplying models, charts or any other exhibits of interest to the public.
4. By lending material of any kind having a bearing on the history of one or other aspects of transport and communications.

Will any members interested kindly communicate with either this Association or the Passengers and Traffic Relief Association, Albert Building, Hornby Road, Bombay?

Transport Advisory Council

The Transport Advisory Council met in Simla on the 27th and 28th of July under the chairmanship of Sir A. G. Clow, the Member for Communications.

The meeting was attended by Ministers from all provinces except Bihar, Orissa and the N.W.F. Provinces.

The Council, it is understood, discussed among other items the draft rules to be made by Provincial Governments under the Motor Vehicles Act as recommended by the Technical Committee of the Council which met in Bombay in May last. The Council agreed to the need for the greatest

possible uniformity in the rules throughout British India and recommended that the draft as amended by it should be circulated to Provincial Governments for adoption as far as possible and publication in due course.

The Council also considered the functions of Provincial Boards of Communications in the circumstances created by the new Act and the rules. It approved a number of traffic signs in addition to those contained in the ninth schedule to the Act and also a number of forms of statistics of numbers of motor vehicles and accidents to give more accurate information about the actual number of vehicles of different categories in use in each province and the casualties from accidents attributable to different classes of vehicles.

The Council discussed a number of other items and re-appointed the Technical Committee which had considered the model rules to continue as before until the next meeting of the Council.

Road Development in Bombay Presidency

Up to the end of March 1938 the Government of Bombay received a sum of Rs. 133 lakhs from the Central Road Development Fund. The total expenditure during this period (8 years) amounted to nearly Rs. 106 lakhs. The following list shows the amount spent on each of the roads included in the programme:—

Serial No.	Name of work	Estimated cost	Expenditure to end of 1937-38	Serial No.	Name of work	Estimated cost	Expenditure to end of 1937-38
	CLASS I	Rs.	Rs.			Rs.	Rs.
1	Bombay-Agra Road	8,27,875	7,71,881		Brought forward	96,61,405	65,20,024
2	Bombay-Poona-Bangalore Road	21,99,066	15,55,456		CLASS I contd.		
3	Bombay-Konkan-Goa Road	35,13,016	19,05,326	12	Ratnagiri-Kolhapur-Miraj		
4	Bombay-Ahmedabad-Rajputana Road	10,83,122	9,20,041	13	Bijapur-Hyderabad Road	4,87,138	1,24,142
5	Surat-Dhulia-Bhusawal-Etlabad-Nagpur Road	6,12,126	2,87,173		Karwar-Bellary Road	2,05,193	1,93,135
6	Ahmedabad-Kaira-Godhra-Indore Road	1,42,094	1,30,441		CLASS II		
7	Bombay-Poona-Ahmednagar-Aurangabad Road	9,783	9,698	14	Bandra-Ghodbunder Road	2,64,515	2,17,456
8	Bombay-Poona-Sholapur-Hyderabad Road	3,37,024	3,25,789	15	Dahanu-Vihigaon Road	1,41,872	31,369
9	Chiplun-Karad-Jath-Bijapur-Sindgi-Raichur Road	6,40,005	3,68,034	16	Kaira-Mehmedabad-Mahudadakor Road	56,221	28,149
10	Poladpur-Mahabaleshwar-Surat Road	27,325	23,776	17	Ranpur-Dhandbuka-Dholera Road	21,218	12,012
11	Sholapur-Bijapur-Hubli Road	2,69,969	2,22,409	18	Ahmedabad-Virangam-Mandal Road	2,74,666	2,71,645
	Carried forward	96,61,405	65,20,024		Carried forward	1,11,12,228	73,97,932

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Serial No.	Name of work	Estimated cost	Expenditure to end of 1937-38	Serial No.	Name of work	Estimated cost	Expenditure to end of 1937-38
		Rs.	Rs.			Rs.	Rs.
19	Brought forward	1,11,12,228	73,97,932	37	Brought forward	1,41,10,626	91,30,690
20	Alibag-Dharamatar-Pen-Campoli Road	69,044	70,225	38	Dharwar-Goa Frontier Road	12,448	12,393
21	Kurla-Andheri-Versova Road	1,67,163	83,343	39	Karwar to Goa Frontier	16,686	15,192
22	Ahmednagar-Gogho Road	2,39,520	1,52,038	40	Karwar-Bhatkal-Madras Frontier Road	1,74,786	99,374
23	Ahmednagar-Dhond-Road	17,491	2,999	41	Juhu-Santa Cruz Road	47,605	24,957
24	Barchanpur-Raver-Yawal-Chopda-Shirpur-Taloda-Rasingpur Road	7,26,900	89,097	42	Madhi-Buhari Road	38,689	14,990
25	Ghoti-Rajur-Sangamner-Belapur-Newasa-Shevgaoon-Paithan Road	1,71,218	1,35,022	43	Dohad-Jhalod Road	28,575	24,067
26	Nasik-Poona Road	1,95,912	1,88,171	44	Dhollera to New Dhollera Port	3,33,100	29,964
27	Roads in Poona (I, II and III) instalments	5,57,147	5,26,605	45	Phalton-Baramati-Sangvi Road	1,06,850	38,797
28	Indapur-Baramati-Nira Road	1,85,349	1,10,594	46	Nasik-Trimbak-Gondhaghat Road	49,300	50,413
29	Sholapur-Osmanabad Road	29,977	10,000	47	Camp-Deolali Road	92,434	11,997
30	Gotur-Tasgaon Road	36,342	9,991	48	Kolbar-Talikot Road	1,89,178	48,721
31	Deoghad-Kalatgi Road	28,947	5,000	49	Bijapur-Bagewadi Road	1,06,780	34,486
32	Dharwar-Saundatti-Yergatti-Gokak-Sankeshwar Road	61,476	20,457	50	Indi-Shirdon Road	31,728	9,812
33	Belgaum-Khanapur-Haliyal-Yellapur-Sirsi-Kodkani-Mysore Frontier Road	1,43,496	99,149	51	Kamatgi-Gadag Road	35,507	6,852
34	Kumta-Sirsi-Hubli Road	2,40,771	1,79,987	52	Modernization of Roads passing through towns and villages	11,20,153	6,52,851
35	Havnur-Ekambi Road	84,076	10,500	53	Tools and Plant		76,877
36	CLASS III			54	Repairs to above		39,057
37	Mandvi-Madhi Road	12,213	11,175	55	Cost of repairs and maintenance of works financed from the Road account		1,44,940
38	Osmanabad-Yedshi-Chousala Road	31,356	28,405	56	Cost of survey works for the preparation of plans and estimates and trial borings	9,240	7,139
	Carried forward	1,41,10,626	91,30,690		Cost of road experimental works	1,12,191	1,00,291
					Total	1,66,15,876	1,05,73,860

THE NEW VACUUM GEARSHIFST

OF over seventy important new or improved mechanical and coachwork features built into this year's Chevrolet cars, the new vacuum gearshift with steering column control, has proved more influential in determining car preference than any other single advance, not excluding the remarkable knee-action front suspension device that makes this year's motoring so much easier and smoother than in any previous year.

This fact is revealed by reports from several thousand Chevrolet dealers all

over the world, and almost without exception, this opinion is based on customers' reaction rather than on the distributors'.

Analysis further shows that buyers' reasons were based on reactions after having driven the car for some months. The public—and this includes a large number of Chevrolet owners in India—has found in the vacuum gearshift advantages beyond those of safety and convenience, which were two of the primary points advanced by Chevrolet. Many owners report that this feature

enables them to make long trips without the fatigue which would ordinarily follow such a period behind the wheel. The explanation seems to be that the driver can sit in a relaxed position, since the shifting operation which once required movement of the arm and the body is now accomplished with the flick of a finger, without removing the hand from the wheel.

Other major new features which have figured in buyers' choice are the new knee-action, shockproof steering, and better visibility.

TRAFFIC NEWS

Issued by G. RADCLIFFE GENGE, Publicity Officer, Western India Automobile Association

Roads' Value to Agriculture

Lesson for India in recent Article

THE importance to agriculture of a good road system in every country was well stressed in a recent article by Mr. A. Lancaster Smith, an agricultural authority in the West of England. Mr. Lancaster Smith says:—

"The farmer will produce the food we need if he can get it to the large centres of population economically. For this reason the modernisation of the road system is an urgent national problem.

"At the present time all possible restrictions are placed on those who would develop road transport."

A multitude of restrictions is also placed upon owners of road vehicles. The Authorities themselves appear to be obsessed with the idea of limiting traffic freedom on the roads instead of making the roads adequate for the traffic.

"Until we get a Government that will say without any equivocation that the economical transport of food is a vital National necessity—and to this end we will make our road system adequate and our road haulage unfettered—all this talk about making agriculture prosperous is futile.

"Farmers need better roads for the simple reason that cheap and efficient transport gives them a square deal."

There is a lesson in Mr. Lancaster Smith's words for India (states the W.I.A.A.) as for all mainly agricultural countries.

Cinema Blindness

Causes Many Accidents Each Year

Statistics prove that frequent accidents occur through "cinema blindness" which causes people to go from a cinema right into the path of a motor car or omnibus.

Many people come out of a picture-house in a hurry and dash for a bus or tram before their eyes have got used to the lighting of the street outside. Motorists should keep a sharp look-out for such people when nearing cinemas at night; they are as dangerous as those who are really blind—in fact more so, since they rush out instead of moving with caution.

The Shadows of Discourtesy

Obscure Decent Motorists' Behaviour

A single act of discourtesy on the road tends to overshadow hundreds of courtesy which pass unacknowledged and unnoticed by one's fellow motorists, cyclists, and pedestrians. A smile or a suitable friendly gesture is far more valuable than a scowl or a gesture of protest. Ignore discourtesy; in many cases it is unintentional or due to misunderstanding. There is plenty of goodwill on the road but, says the W.I.A.A., plenty of room for more.

Pilots, Drivers, Drink

Bernard Shaw on Safety

Believe it or not, but it is Mr. Shaw who made this remark: "It is to the motorist or the aeroplane pilot that a single glass of any intoxicant may make the difference between life or death."

Buses and Motor Vehicles Act

The new Motor Vehicles Act requires every owner of a bus or lorry to obtain a permit to operate his vehicle. The permit requires the owner (a) to maintain brakes, tyres, steering gear, etc., in a condition laid down by the rules to be published by Provincial Governments; (b) not to drive at a speed exceeding 30 m.p.h. for buses and 20 m.p.h. for lorries not exceeding 14,500 lbs. m.l.w., (c) not to load the vehicle in excess of the registered m.l.w.; (d) not to engage the driver in work for more than 9 hours a day or 54 hours a week.

Dad for Driving Lessons

A traffic officer was giving a driver's licence test to an 18-year-old girl. She gave such excellent and intelligent answers that the officer enquired about her instructor. She replied:—

"Whenever Dad takes us driving, he points out every wrong move other drivers make, and shows us how to drive safely within the law. Riding with Dad for four years has brought us in contact with just about every kind of driving condition".

Wanted: More Dads to conduct the same kind of driving schools.

"Traffic's Problem Child"

No less an authority than the National Safety Council, U.S.A., has labelled the pedestrian with the awful name of "Traffic's Problem Child".

Of the 12,500 pedestrians killed in the States last year, two-thirds were violating a traffic ordinance or committing an obviously unsafe act when the accident occurred—and pedestrians in India, in the W.I.A.A.'s opinion, are as often to blame.

Many cities abroad have already begun to let their pedestrian population feel the force of the law, and many more will undoubtedly follow suit.

Road Progress and Vehicle Design

Rear Engines and Automatic Gear Coming

At the annual world congress of automobile engineers just concluded at San Francisco, a prediction has been made that roads capable of taking traffic in safety at 150 miles per hour across the American Continent might become a practical proposition within five years.

Of particular interest to the motor vehicle manufacturers was a discussion on vehicle design, with particular relationship to the position of the engine and the advantages which might accrue, both from the point of view of accommodation as well as of comfort, by placing the engine at the rear of the vehicle. It is suggested that this would give better distribution of weight and remove from the vehicle a great amount of vibration and fumes.

It is also understood that a great deal of attention is being concentrated on automatic gear-changing and in particular torque-converter transmission, the best known of which in production today is stated to be that of Daimler.

Motor Murderers

Walker Suicides

Of the accident fatalities suffered by persons in the 5-14 age group, motor vehicle accidents in America kill more than any other kind—38 per cent. to give the exact figures. In the 15-24 group, motor vehicle accidents still rank top killing 52 per cent. of the total number of accident victims.

(See page 172)

MEASURES FOR PEACE

Motor Manufacturers' Great Efforts

THE following statement, based upon the Official Customs Import figures for the last five financial years ending, in each case, on 31st March, shows how English Cars have continued to hold the leading position in the Indian market, which they have occupied consistently since 1932:—

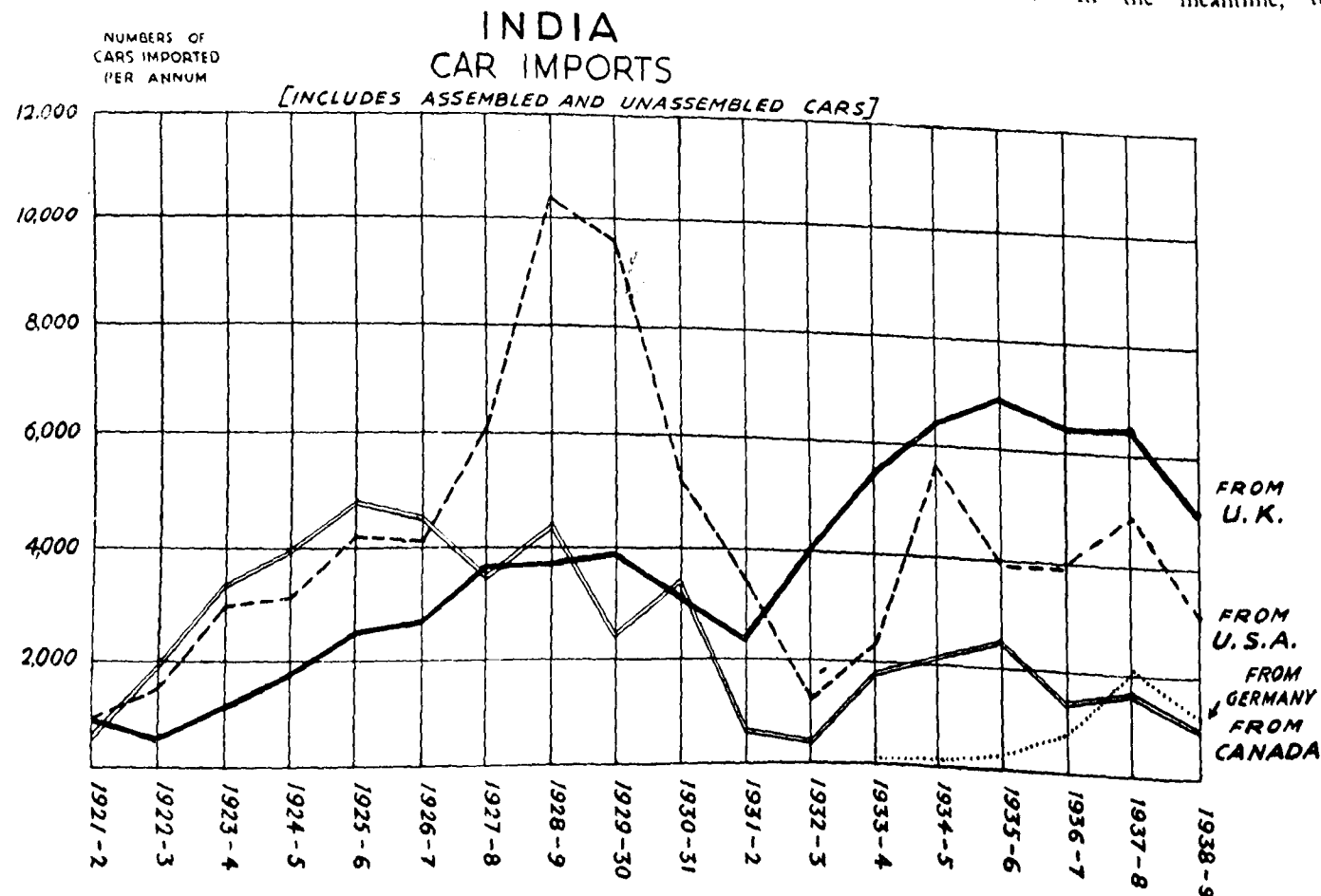
IMPORTS OF MOTOR CARS INTO INDIA

Country	1934/35	1935/36	1936/37	1937/38	1938/39
From—					
United Kingdom	6,311	6,744	6,337	6,419	5,117
U. S. A.	5,564	3,851	3,870	4,876	3,170
Canada	2,057	2,328	1,290	1,612	972
Germany	120	335	813	2,097	1,253
Italy	267	210	382	281	232
Other Countries	115	122	247	412	314
Total	14,434	13,590	12,939	15,697	11,058

The Graph attached hereto shows the variations in imports from the principal motor manufacturing countries during the last 18 years.

The Imports of German Cars which had made considerable headway into the market (rising from 120 in 1934/5 to 2097 in 1937/8) dropped to 1253 in 1938/9—a heavy set-back.

The Motor Trade generally is anxiously awaiting an easing in the tension which exists in Europe and the Far East, so that normal trading conditions may be resumed. In the meantime, the



It will be seen that there was a falling off in Imports from all countries in 1938/9 as compared with the previous year, the total being less than any of the previous four years.

There is little doubt that the international situation, resulting in a general feeling of uncertainty as regards the future, has been partly responsible for the drop in Car Imports into India.

British Motor Industry has risen to the occasion magnificently—just as it did in the War of 1914-18.

It has been largely due to the tremendous efforts of the British Motor Trade

(See page 172)

ALL-STEEL CAB WITH THE CHASSIS

CONSIDERING what a marvel of mechanical strength and ingenuity the modern truck chassis is, it is astonishing how much owner-operators in India, particularly in the mofussil, still persist in fitting to it the most crude, *kutchu* and cheap-jack types of wooden cabs, to say nothing of bodies equally "home-made" and temporary. It is as if a cinema proprietor invested in a first class projector and then installed this in a ramshackle old barn, instead of in a modern picture house.

To save outlay at any price seems to be the guiding rule of some of these otherwise shrewd and enterprising men in the transport trade. They cling to the shortsighted desire to "do" things as cheaply as possible, notwithstanding that their own experience and that of others

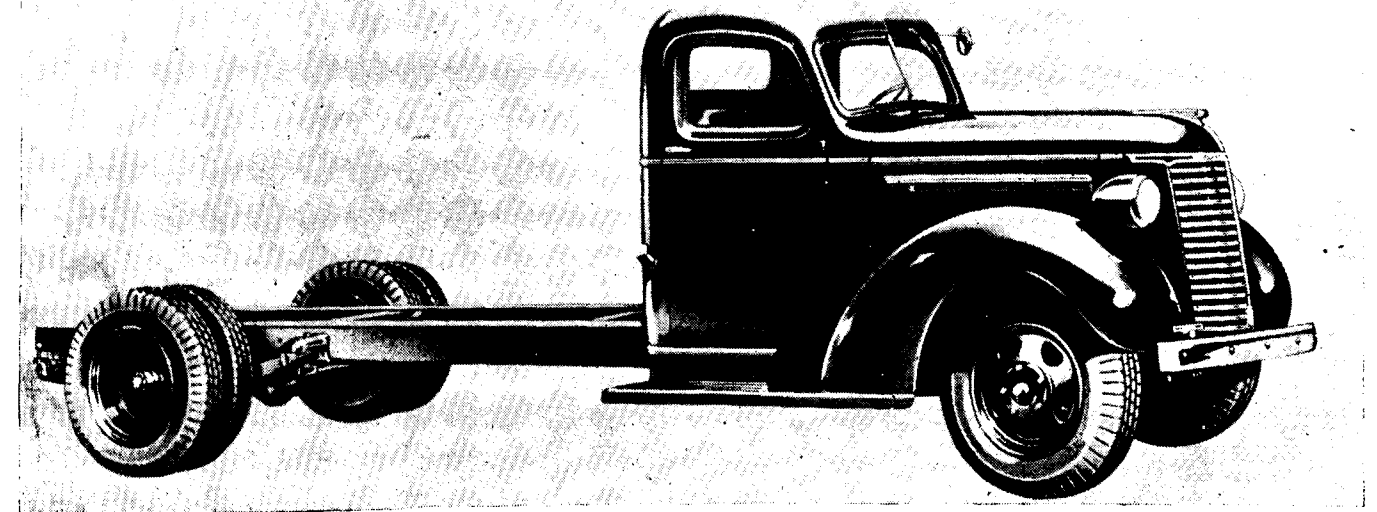
stamina—yet fitted with locally-made rattling wooden cabs and hauling truck bodies of packing-case appearance and stamina!

Owners may say: "Our locally built wooden cabs are good enough for our purpose, so why should we go in for anything more expensive"?

The answer is that the cheap, "home-made" cab and body is really quite unsuited to their purpose. You cannot harness a heavy load of goods to a powerful 85 h.p. engine, and hope for that sort of cab and body to "stand up" to the strain. The modern power unit needs a structure above and behind it equally solid and dependable.

Wooden cabs are quite unable to stand the severe strain and pressure constantly

Chevrolet's factory-built all-steel cab for trucks, has, in fact, endless advantages over the local job. As a true "thrifty-carrier" for this country, and as a positive new source of income for its owners, this Chevrolet all-steel, streamlined, turret top cab excels in durability, safety and appearance. Its beautiful finish, inside and out, gives trucks more of a "big-car" suggestion than that of a commercial unit. Even those owners who care naught for appearance in a rugged utility vehicle, will find the Chevrolet all-steel cab a fine investment if only because it spells economy with a capital "E", and surprising freedom from upkeep costs—factors entirely missing when the cab is made of strips of wood and a few nuts and bolts.



his 1939 Chevrolet Chassis fitted with ALL-STEEL Cab gives the lorry operator a new standard of safety, durability and appearance.

around them prove over and over again that the "cheapest" is the dearest in the end.

This cult is, in the transport business, followed to a point that is definitely uneconomical. The money saved in first cost, in installation of equipment, is lost ten times over in rapid depreciation and through the need of repeated repairs or renewals.

How many hundreds of trucks does one see on the road, powered by famous engines, designed and built with mathematical exactness, able to do their jobs under the most drastic conditions, and built on to chassis of equal quality and

caused by heavy loads jolting forward on to the cab structure, which soon becomes disjointed and unsafe. Only Chevrolet all-steel cabs are able to stand up to the rough treatment of this kind.

In Chevrolet, such a structure is now available for little more than the cost of the local jerry-built affair. The solid and rugged all-steel Chevrolet cab is incomparably superior for its purpose, and as it has an infinitely longer life—in fact as long a life as the chassis itself—there seems to be no point whatever in truck owners hanging on to their out-moded ideas.

Very wide steel doors which never warp or twist, slung on extra heavy hinges; wide, frameless windows, operated by winders, rain proof in the monsoon, give ample driver visibility; rear vision window allows the driver a full view behind, and is rubber-mounted, weather-proof and shock-proof; a driving compartment that is unusually roomy and comfortable with its full width springy cushion and resilient seat backs, a large safety glass "V" windscreen which opens for ventilation by a crank regulator just over the instrument panel, which latter is directly before the driver; and, not

(See page 172)

THE ART OF PARKING YOUR CAR

Hints on the Correct Method of Reversing into Position

WE have had several requests for advice concerning the proper method of reversing cars, and of parking cars. To many motorists reversing is an unknown art, and careful motorists as well as insurance companies are, shall we say, painfully aware of the damage done to vehicles by ignorance about the elementary rules of parking.

erator that the car can be driven forward or backward at a snail's pace. It is no good trying to reverse confidently if without full control over the speed of the car, for even four miles an hour in reverse may seem extremely fast in view of the circumstances, and uncontrolled speed gives rise to fear, which, in turn, destroys confidence.

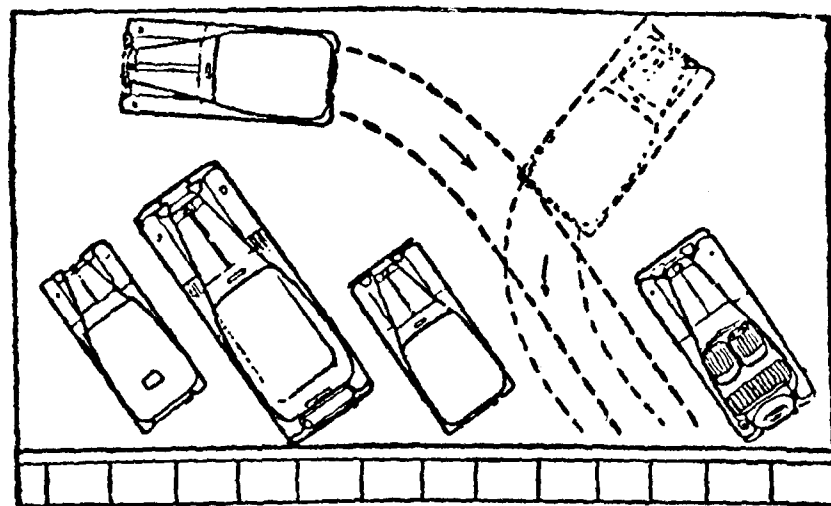
First of all practise going back in a dead straight line. This can be done by looking straight ahead (after being satisfied that all is clear behind) and concentrating on keeping the direction of the travel of the car parallel to the near-side grass verge, wall or kerb. In general this method is not recommended on the road because of traffic which may come up unseen from behind, but to anyone who has never reversed before, it is the easiest method of approach. The two other methods will be learned gradually and suited to circumstances.

Head Out

The first is to rest the right elbow on the door, steer with the left hand placed at the top of the steering wheel, and put the head out of the window in order to be able to look straight along the side of the car. This is quite the best method of reversing, provided that an occasional glance is cast toward the near side to see that the near side wheel is well away from possible obstructions. This is a method which must be used in really confined spaces, for it is the only one by which a car can be placed accurately to within an inch of where it is wanted.

The third method is to reverse by means of the driving mirror, or by looking through the rear window. These are useful when there is plenty of space.

Preliminary practice on these lines is essential before difficult parking can be tackled, and that practice must be pursued till the car can be reversed



Right and wrong way of reversing into an angle park.

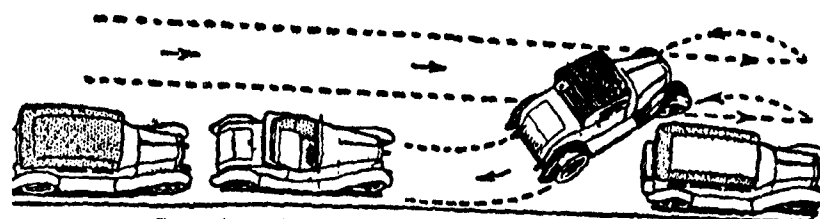
Full control over the car when parking or reversing in confined spaces is generally the last, because it is the most difficult, phase of learning to drive. Many a learner who is quite confident when changing gear, negotiating heavy traffic, or even restarting on a steep hill, loses his nerve completely when parking or reversing.

The reasons for this state of affairs are fairly obvious. As it is the most difficult part of driving, the instructor or friend who is teaching the beginner, usually offers to do this part of the driving himself, until the learner shall have more confidence. This is a mistake for only by intensive practice can one really gain confidence.

In order to reverse or park (which depends on reversing in nine cases out of ten) the driver must be able to do two things. In the first place, he must be able to steer accurately with one hand, leaving the other free to stop the car with the hand brake, or to change gear. In the second he must be able to obtain such a "sympathy" between operation of the clutch and acce-

Slowness Needed

The need for slow reversing is caused by bad rearward visibility. This is worse on some cars than others, and anyone who is nervous of reversing should be persuaded to try an open car till confidence is gained, for the absence of blind quarters and the ability to see all round makes the task a 90 per cent. more easy one.



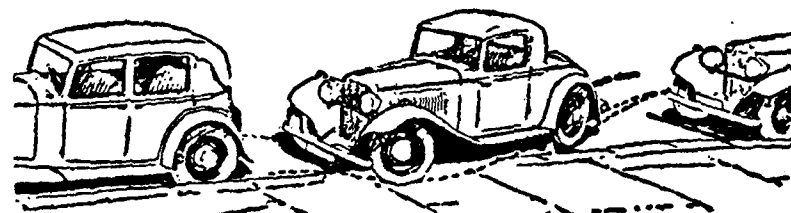
Correct method of reversing into a limited space.

Practise alone in a yard or open space. To be alone is most essential, for even the most helpful friend becomes an annoyance if a nervous driver feels that he is being watched during this critical procedure. Well meant advice leads to panic, and panic is an eradicable complex on the subject.

through an opening of only a few inches wider than itself, both straight and at an angle. Instead of practising on a real gateway, it is a good idea to use bamboo or other light poles, gradually decreasing the distance between them, as they do not damage the car if a mistake is made. The learner will

soon appreciate that the front wheels do not exactly follow the back ones when reversing, and because the rear part of the car is safely past the gate post, it does not follow that the front

gear, stopping suddenly, steering to within an inch or two and sometimes restarting on a hill. The golden rule to remember is that it is almost invariably easier to reverse in and drive out.



More space is required to drive in.

wheels will go unscathed. Consequently, it pays to watch the front also.

Parking is a combination of all the most difficult feats of car control. It involves reversing, rapid changing of

This means that you will have an easier exit when the engine is cold, and you will certainly be able to park the car more neatly. Nothing looks so slovenly as a badly-parked car.

Use Reverse

There is no need for this to happen, even in a space by the kerb between two cars which seems little more than the length of your own car. The only sound way to approach such an opening is to drive past it and then reverse into it, aiming to place the rear wheels exactly where they will be wanted when the car is parked. When the front axle is clear of the car ahead, the steering wheel should be locked hard over in order to bring the front end close to the kerb. It is possible to get into spaces by this method which are unapproachable by driving forward.

When manoeuvring or turning in a country lane it is a wise precaution to confine the car's movements so far as possible to keeping the rear wheels on the firm surface of the road.

Courtesy: New Zealand Motor World.

MOST MILES PER RUPEE

on Firestone

The Firestone Tyre & Rubber Co. of India, Ltd.,
Bombay, Calcutta, Delhi, Karachi, Lahore,
Madras, Rangoon, Colombo.

TRAFFIC NEWS

(Continued from page 167)

Most of you who read this fall in the third group, between the ages of 25 and 64 years of age. In this group also, motor vehicles are the chief murderers with 41 per cent. of the victims.

There is but one conclusion: throughout the entire span of our more active years of life, motor vehicle accidents are far ahead of any other single agency of accidents as a threat to our safety and our existence and (says the Safety First Association) we are *all* to blame—pedestrian and motorist—through our carelessness and lack of forethought.

Heard this one?

Tommy: Dad, what's a kangaroo?

Dad: An attempt by nature to produce a safe pedestrian, my son.

Safety Instructors

Forty-four individuals, teachers, scout-masters and representative of various

organisations from all over India attended a Safety Instructor's course held from the 19th to the 23rd of June by the Safety First Association in Bombay. Every opportunity was given them to study traffic conditions in the city and how it was controlled and regulated.

The visitors were also given a demonstration of a braking test with a BEST Double-decker and were shown round the BEST tyre repairs shop where tyres from all over India pour in for special treatment.

s. 20 for Girl's Life

In a recent fatal traffic accident case where a lorry driver was charged with rash and negligent driving by the suburban police and it was proved that the lorry was overloaded and had defective brakes, the driver was fined Rs. 80 and in default to suffer 3 months rigorous imprisonment. Rs. Twenty out of the

MEASURES FOR PEACE

(Continued from page 168)

that the carrying out of the Government's gigantic rearmament programme has been possible. British Motor Manufacturers have erected and established the "Shadow" factories and scores of other factories for the purpose of manufacturing Aircraft, Parts of Armaments, Munitions, etc. At the same time, the Industry has been able to supply skilled hands so necessary for the establishment of the many new Government factories which have been urgently required.

It can safely be said that, had it not been for the assistance which the Industry has so readily given to the Home Government, Britain would not be occupying the strong position which she does in European affairs today.

This has all happened in peace time, but it must be remembered that the Motor factories of each country are its potential Munition factories in the event of war.

That being so, it is surely up to motorists in all parts of the Empire to give heed to these facts when contemplating the purchase of a new Car or Truck. Every purchase is a contribution to some country's arms resources. We may well ask ourselves "Which countries would we prefer not to assist in this way?"

The British Motor Industry has done and is still doing its utmost to make Britain stronger and thus to ensure World Peace. It is therefore hardly too

fine, if recovered, was to be given to the mother of the girl who was killed.

Comment is hardly necessary; no wonder India ranks highest in the world in the rate of traffic accidents.

Lightning Prefers Men

Don't speed in a storm

Do you know that more men than women are killed every year by lightning? One explanation is that men are cut of doors more than women. Another is that women seek shelter more quickly when a thunderstorm threatens to break.

Home is the safest place during a thunderstorm; but an automobile affords fairly good protection in the open. Do not increase your speed although that may carry you to safer surroundings quicker; the air currents caused by a swift-moving car have been known to act as a conductor for lightning.

much to expect that we should all show our appreciation by buying British Motor Products and, at the same time, assist in raising a bulwark of defence against aggression.

The British Motor Industry is the third largest Industry in the Kingdom and employs 1,300,000 persons. The value of Britain's Exports of all motor products totals over £ 20 millions per annum. Such results can only have been obtained by the products being real value for money.

(Issued by D. E. Gough, Representative in India of the Society of Motor Manufacturers & Traders, Ltd.)

August, 1939.

ALL STEEL CAB WITH CHASSIS

(Continued from page 169)

least, a Duco spray-paint finish to match the wings and bonnet that gives permanent weather-proof smartness—all these advantages far outweigh the small-price difference between the Chevrolet all-steel and bazar-built cabs.

And, of course, beneath the bonnet, there is the incomparable Chevrolet valve-in-head engine—built for all the

hard work the average truck owner demands from his investment.

All owners whose present trucks are due for comprehensive overhaul, should see this new haulage-economy unit before laying out more money on renewals or trucks of competitive make.

Prospective purchasers will quickly realise for themselves, at any Chevrolet

dealers, that it will be much to their personal advantage to break away at last from the old idea and turn to the much more economical modern trend. The difference in appearance, safety, durability is tremendous, just as the difference in price between Chevrolet and the local affair is astonishingly little.

RECORD PRODUCTION

Nearly 60,000 Cars in Six Months

THE Directors of Morris Motors, Ltd. announced recently that for the six months, 1st January to 30th June, nearly 60,000 Morris cars have been delivered to Distributors and Dealers: a figure which constitutes a record for the company, and is believed to be a record for the British motor industry.

It will be recalled that during the first quarter of this year, January to March, more than 31,000 models were delivered, and there is little doubt that the figure of 60,000 cars for the six months would have been exceeded, except for the fact that the factory has been closed twice during the six months for the usual Easter and Whitsun holidays.

It is interesting to note in connection with this record output figure that, in order to achieve it, one complete car has left the factory, on an average, every minute of each working day for six months.

IF WATER GETS INTO THE SUMP

Advice to Marine Motorists from C. C. Wakefield & Co. Ltd., of Castrol Fame

NEARLY all marine engines tend to collect water in the base chamber. Some of it collects through condensation from the atmosphere and some is produced by the engine itself; from every gallon of petrol burnt in the engine, more than a gallon of water is produced by the process of combustion. Most of this water goes down the exhaust pipe as steam, but some condenses on the cylinder walls, especially when starting up, gets past the piston rings and so into the sump.

In the case of engines which are badly installed or badly maintained, sea water may collect in the sump as a result of leakages from the bilge or from the cooling system of the engine.

Converted car engines naturally have a greater tendency in this direction than marine engines designed for the job.

Obviously, this water will tend to rust the working surfaces, which is bad enough, but in addition it has harmful effects on the lubricating oil itself. It is surprising to find that, in its effect on the oil, fresh water is more likely to cause trouble than sea water. This can be demonstrated by a simple experiment. Place 100 c.c. of oil in a calibrated glass

cylinder, add 20 c.c. of water and blow steam through the mixture for ten minutes.

This will agitate the water and oil so that they are intimately mixed. Follow the same procedure using water plus 3 per cent. salt and you will observe the following results on allowing the two vessels to stand:

It is interesting to note that overnight there is complete separation with the salt water; whereas with distilled water a quantity of emulsion still remains. After all, this is not surprising when one thinks of trying to make a soap lather using sea water and fresh water respectively.

The danger is that if an emulsion forms in the engine it is not going to be such a good lubricant as a pure oil. It will not have the same film rupture strength and it will not "wet" the metal surface so perfectly, consequently it loses the essential characteristic of adhesion to the metal. Moreover, there is the further possibility that the viscosity of the emulsion will be greater than that of the oil, therefore it will not be so easily pumpable and its sticky nature will create the risk of choking the oil-ways, which would end in oil starvation.

From the practical point of view the best course for the average owner to follow is to draw off a sample from the bottom of the sump after the engine has been standing some time, to detect the presence of water. If water is present the sump should be drained and refilled with fresh oil for safety's sake. And in any case, the sump should be drained and refilled at the regular periods recommended in the manual.

So far as Morris marine engines are concerned, the process of sump drainage is a simple one, through a pump permanently attached.

For some years past the wings on Wolseley cars have been finished in a very tough synthetic lacquer, which is baked on at a high temperature.

Wolseley Motors now announce that Wolseley owners can purchase direct from their local dealers small quantities of "touching-up" lacquer for brush application to wings with a synthetic finish.

A one-hour air drying period should be allowed before the car is taken on the road, and twenty-four hours afterwards the touched-up portions can be polished with metal polish.

Continental

Tyres & Tubes are reliable



THE MADRAS FLYING CLUB LTD.

Report for August 1939.

ANOTHER month of hot winds without rain made the aerodrome even drier.

The Aero Club of Ceylon staged an opening ceremony for their new club house at Ratnamala in mid month and kindly invited flying clubs in India to send aerial contingents, to which the Madras Flying Club responded by sending its Leopard Moth, piloted by Mr. Aserappa and a Gipsy Moth, piloted in turns by Messrs. Ismail Khan and Krishnan. Another Leopard Moth from the Hyderabad Flying Club piloted by Capt. Hoblyn carrying a friend visited Madras on its way to and from the same ceremony. There was one charter flight, the instructor taking Sir C. P. Ramaswami Iyer, Dewan of Travancore, whom Mr. Grubb had flown to Madras in his Hornet Moth, on to Hyderabad in the Leopard Moth for H. E. H. the Nizam's birthday party. The club's fleet at Madras was augmented by a brand new Tiger Moth allotted as a loan by Government. Mr. C. P. Wadia, Hon. Secretary of the Bombay Flying Club, visited Madras one Sunday by car to collect the Leopard Moth on his licence, incidentally sampling the club's other types as well. There was a bombing competition on another Sunday, 13 members taking part and the winner being Mr. Pillai with 27 marks out of 30. Mr. McPherson qualified for his "A" licence and Mr. Law put in some night flying. Mr. Guinand of Australia joined the club

temporarily to put in some dual and Mr. Foss joined to learn to fly. At the end of the month the furore in Germany caused some activity. Guards with fixed bayonets and many tents appeared on the aerodrome and Mr. Durbury flew post haste from Delhi in a Beechcraft declaring Madras and much else besides a prohibited area.

AUGUST 1939.

	H.M.
Dual instruction to members under training	17 15
Advanced dual to A, A-1 and B pilots	16 25
Solo flights by members under training	2 40
Solo flights by A, A-1 and B pilots	25 00
Pilot with passengers, A, A-1 and B pilots (By day) ..	35 35
Pilot with passenger (Night flying)	2 20
Joy rides	5 15
Cross country flights by the Pilot Instructor	6 15
Test flights	1 45

Hrs. .. 110 30

The following members took dual instruction during the month:

Europeans.

Mr. G. S. Kearney	Advanced dual.
Dr. Dyson	do.
Mr. H. F. Leuchs	do.
Mr. L. Mills	do.
Mr. D. G. Bhore	dual.
Mr. McPherson	do.
Mr. J. M. Guinand	do.

Indians.

Mr. Adi C. P. Wadia	Advanced dual.
Mr. K. S. Krishnan	do.
Mr. S. Parthasarathy	do.
Mr. W. Parthasarathy	do.
Mrs. Kapadia	do.
Mr. M. R. Raju	do.
Mr. R. M. Pillai	do.
Mr. V. G. Saravanam	do.
Mr. H. V. Shah	dual.
Mr. Rana Yudhister	Jung Bahadur dual.

Ceylonese.

Mr. Aserappa	Advanced dual.
Mr. C. S. A. Perera	dual.

CROSS COUNTRY FLYING DURING THE MONTH OF AUGUST 1939

Date.	Machine.	Pilot.	Passenger.	Journey.	Time.
7-8-39	VT-ACU	Mr. Tyndale Biscoe	Mr. M. R. Raju	Madras Bangalore	3 0
7-8-39	"	"	"	Bangalore Madras	2 10
9-8-39	"	Mr. R. M. Pillai	Mr. C. S. A. Perera	Madras Nellore and return	2 40
11-8-39	"	Mr. K. S. Krishnan	Mr. Md. Ismail Khan	Madras Trichy	2 30
12-8-39	VT-AHL	Mr. Aserappa	With 2 passengers	Trichy Colombo	4 5
"	"	"	"	Madras Trichy	1 55
14-8-39	VT-ACU	Mr. Ismail Khan	Mr. Krishnan	Trichy Colombo	3 15
"	"	"	"	Colombo Trichy	4 0
15-8-39	VT-AHL	Mr. Aserappa	With 2 passengers	Trichy Madras	2 0
"	"	"	"	Colombo Trichy	2 55
17-8-39	VT-AHL	Mr. Tyndale Biscoe	With one passenger	Trichy Madras	1 40
19-8-39	"	"	"	Madras Hyderabad	3 20
24-8-39	VT-ACU	Mr. Law	With passenger	Hyderabad Madras	2 55
"	"	"	"	Madras Pondicherry-Eunore and return (night flying) without landing	2 20

Automobile Association of Southern India

MEMBERSHIP APPLICATION FORM

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

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

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

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

Rs.

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

*Strike out words which do not apply.

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

Date

For Office use only

Name (in block letters)
Usual Signature
Private Address
Business Address
Reg. No. of Car or Cycle Make H.P.
Introduced by

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

My driving licence expires on Please register for reminders.

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

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

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

BANKER'S ORDER

To Messrs. Bank Date 19 ..
Branch.

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

Signature

Address

*Subscription and Badge Fee to be entered here.

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

Some of the Benefits of Membership of

The Automobile Association of Southern India

FREE

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

OTHER ADVANTAGES.

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

**10% REDUCTION ON YOUR CAR INSURANCE
 OR PRO RATA ON THE UNEXPIRED PORTION FROM DATE OF JOINING.**

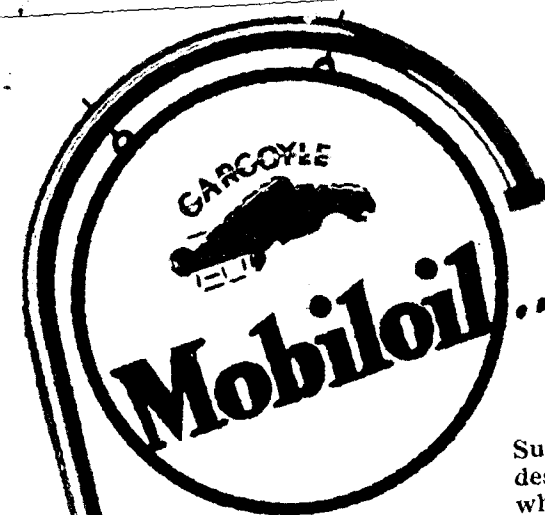
Road Scouts in yellow uniforms patrol the roads in Madras to assist motorists.

Motor Cycle Scouts are now permanently stationed in Bangalore, Trivandrum and Madura, and it is proposed to post others in other important centres.

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

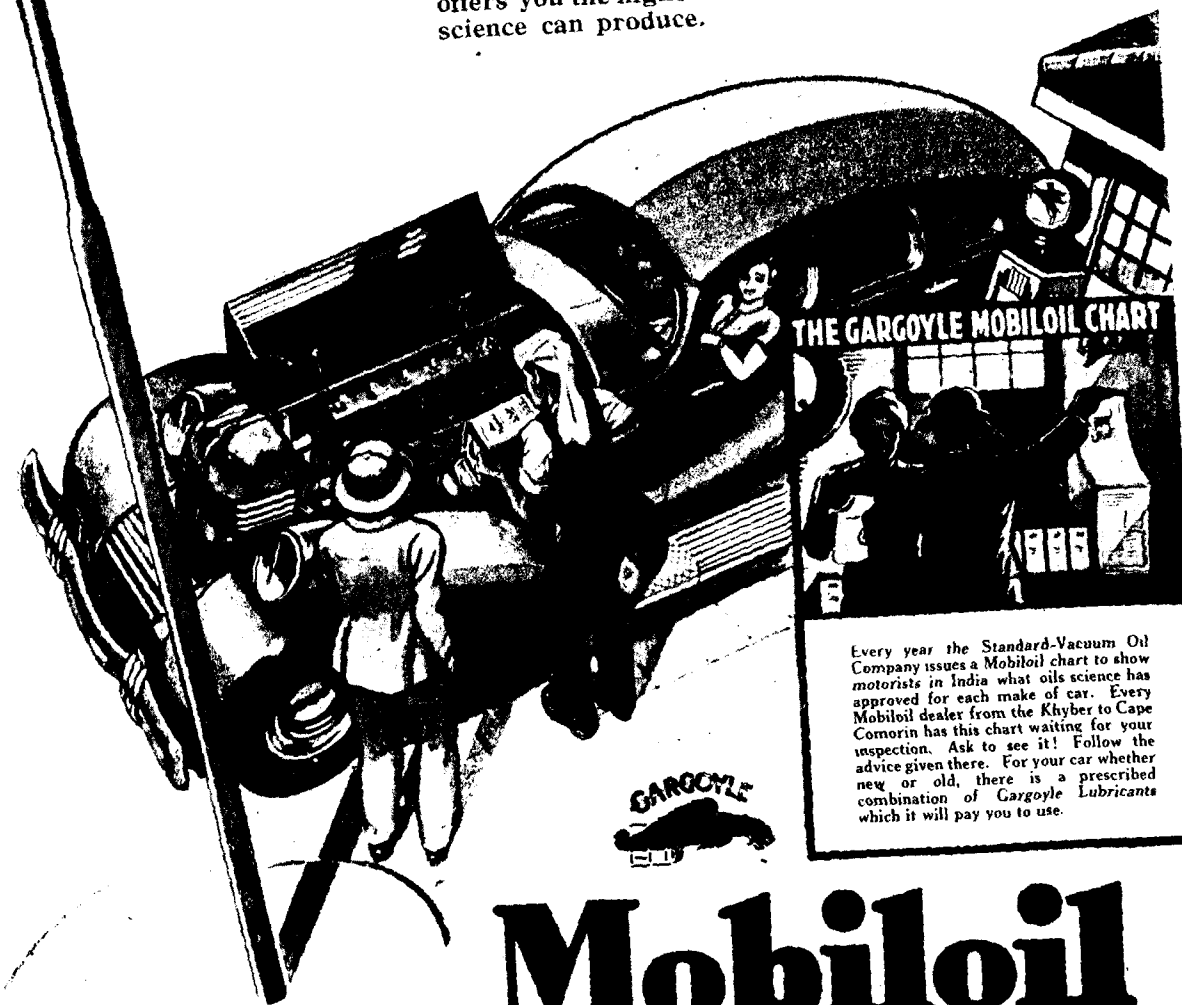
We have supplied route itineraries from anywhere to anywhere free to members for many years and will always be very grateful for any information with regard to road conditions, in order to keep these itineraries up-to-date.

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



*...makes a car
 pay dividends...*

Such an expensive investment as your car deserves the protection against depreciation which only Gargoyle Mobiloil can provide. Do not trust your chauffeur with the job of buying oil Spare a few minutes yourself to stop at the Gargoyle Mobiloil sign and get oil which is sludge-and gum-free, and which offers you the highest standard of lubrication science can produce.



Every year the Standard-Vacuum Oil Company issues a Mobiloil chart to show motorists in India what oils science has approved for each make of car. Every Mobiloil dealer from the Khyber to Cape Comorin has this chart waiting for your inspection. Ask to see it! Follow the advice given there. For your car whether new or old, there is a prescribed combination of Gargoyle Lubricants which it will pay you to use.

Mobiloil

(REFINED BY THE EXCLUSIVE CLEAROSOL PROCESS)

**THE WORLD'S LARGEST SELLING MOTOR OIL
 STANDARD-VACUUM OIL COMPANY**

(The liability of the members of the Company is limited)