

Hints Heard Down Auto Dealers' Row

It is the endeavor of the contest board to cause all clubs affiliated with it to feel that the success of automobile contests and of automobile interests generally during the coming season depends upon the cordial cooperation of every club with the national body in this particular. At the first view, and while the question is still new, individual clubs may be inclined to regard their own ways as the best and their individual right to regulate contests as being of supreme importance. But this feeling is bound to wear off as the matter is studied from the broader viewpoint of the good of motoring generally. What may seem at first glance to be arbitrary dictation to an individual club here and there will appear clearly, on further consideration, to be wise regulation in the interests of the whole automobile industry. This is the way the executive committee regards it, and their feeling is that all loyal clubs will gladly cooperate with the national body of which they are a part. This confidence is based upon the knowledge that the A. A. A. is in the right and that the manufacturers unanimously support its position.

It is generally understood that one of the purposes sought to be achieved in the contract between the A. A. A. and the Manufacturers' Contest Association was uniformity in rules and classifications in contests throughout the country. The object of this is obvious: That the manufacturer might know what conditions he would have to face in entering his car in any section of the country. It was concededly only fair that any manufacturer in America should be in a position to know at the beginning of the season the rules and classifications applicable to any contest, whether it was to be held in New York, Chicago, Buffalo or Sacramento.

The contest board is in receipt of a request from representative automobile manufactur-

ers who met in New York recently that the board adopt the rule that "only males of 18 years or over be eligible to take part as contestants or drivers in the annual tour of the American Automobile Association."

The board has taken the request under consideration, but has announced no decision as yet. However, in view of the cordial relations existing between the manufacturers and the contest board, it would be regarded as discourteous, to say the least, to refuse compliance with this request.

With the near approach of the season for automobile contests in this country, the contest board of the A. A. A. looks for the cordial support of every club affiliated with the national body in carrying out the feature of uniform rules and classifications embodied in the recent agreement entered into by the A. A. A. and the Manufacturers' Contest Association, composed of the N. A. A. H., the A. L. A. M., the A. M. C. M. A. and the Importers' Salon.

The contest board is sending to each club affiliated with the A. A. A. official sanction and entry blanks to be used when promoting contests. The verbiage of the latter is to be incorporated in the entry blanks used in the local contests.

Indications point to the elimination of women as drivers from the annual Glidden tour of the A. A. A.

SYDNEY FAVORS CADILLAC.

The Cadillac Motor Car Company is in receipt of a letter from Roy W. Sandford at Sydney, handling the Cadillac for Australia and Tasmania, in which he says Sydney is very enthusiastic over the Cadillac Thirty. Mr. Sandford is a native Australian and before taking the Cadillac agency spent some time at the Detroit factory, thoroughly familiarizing himself with the car in its entirety.

Guillermo Fehling, Cadillac agent at Buenos Aires, Argentina, is on his way to Detroit to arrange for shipments of Cadillac Thirty cars, having already placed orders for a number of them.

The Answer to

WADKIN