

# F. A. M. CONVENTION TUSSLES IN CRISIS

Spends Entire Day Struggling  
Over Classification of Ama-  
teurs and Professionals.

## A. A. U. HURLS DEFIANCE

Threatens to Sever Connections  
if "Square Deal" Is Not  
Given Riders.

### *Motorcycle Races at the Speedway Today*

Event No. 1—Five-mile. Limited to private owners.

Event No. 2—One-mile. F. A. M. national championship.

Event No. 3—Five-mile handicap. Limited to members of Indiana Motorcycle Club.

Event No. 4—Ten-mile. F. A. M. national championship.

Event No. 5—Five-mile. For machines less than 55 cubic inch piston displacement without auxiliary exhaust ports.

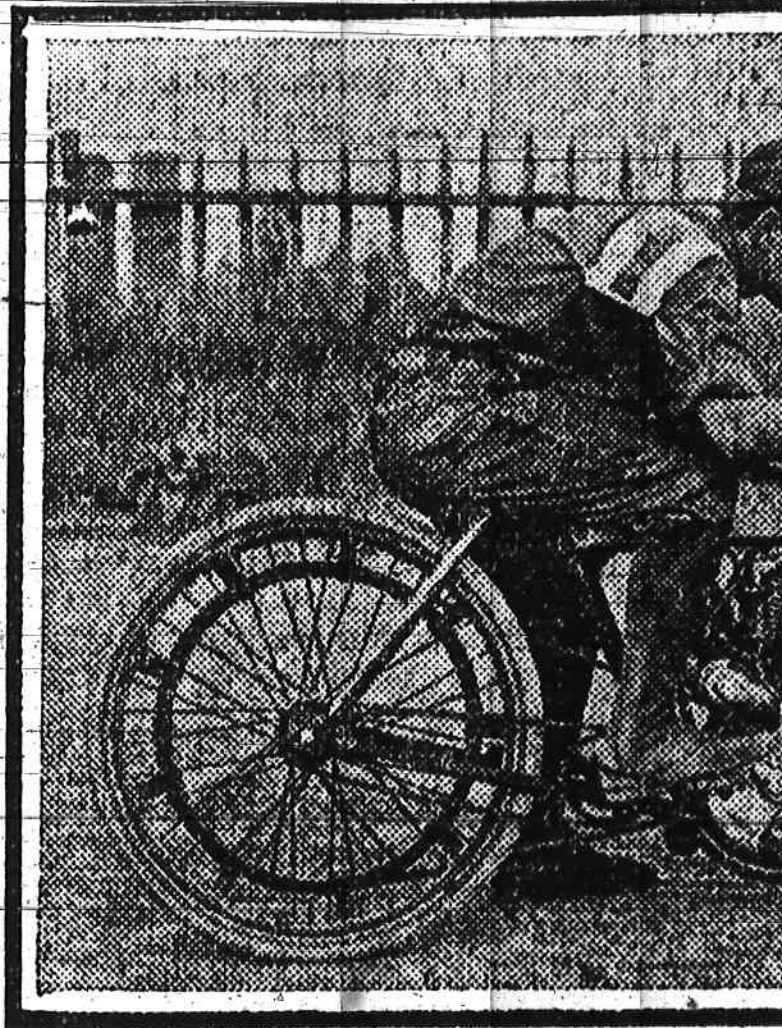
Event No. 6—Ten-mile. Professional.

Event No. 7—Five-mile. Open handicap.

Event No. 8—Twenty-five-mile. Open for machines less than 30.50 cubic inches piston displacement.

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## *Amateur Who Race*



HARVEY BERNARD

One of the amateur motorcyclists who bid speed arena today is Harvey Bernard. He head and knows well the game of getting all

there is no sport. If the F. A. M. wipes out the amateur distinction and permits amateurs and professionals of any sport to mix, it will drive away and keep away the most desirable elements and lower the tone and standard of motorcycling. According to the A. A. U. laws, I do not see how we could issue a registration card to, or otherwise recognize as an amateur, any man, who competes under such rules. If adopted, I certainly will recommend the cancellation of our alliance."

D. D. Griffith, representing the Chicago Athletic Association, declared that he would fight to save the amateur to the last breath. He disagreed with others when he said that motorcycling is an athletic sport as much as yachting and many other such.

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Whether Friday the 13th had anything to do with it, yesterday was a distorted day so far as the Federation of American Motorcyclists' convention program was concerned. The rain caused a postponement of the speed tests at the Speedway until today and Monday.

At midnight last night the committee appointed by the convention to draft the classification for trade riders, private owners and professionals had failed to agree. It was settled that these three classes should be made, but the drawing of the limitations seemed far from conclusion at midnight.

The committee was composed of all Eastern men and was as follows: J. P. Thornley, chairman, from New York; E. L. Ovington from New York; R. G. Betts from New York; J. Leo Sauer from New York, and C. J. Berrack from Buffalo.

The flood gates of difference of opinion on the proposed new rules were completely thrown open and during the morning and the afternoon the delegates from the four corners of the wind tussled over problems. "Who is an amateur and who a professional?" coupled with "What is a stock car?" were the main bones of contention.

President of the F. A. M., Earl L. Oring, of New York, showed his skill as an executive when he held the excited delegates close to the bare facts, keeping out trade jealousy and factional sentiment.

La Roy Cook of New York acted as secretary for the sessions, which were held in the Board of Trade parlors. The election of officers was postponed until today. W. F. Rempiss, chairman of the rules committee of the F. A. M., headed the faction in favor of the proposed new rules, while S. B. Betts led the opposition. Both sides made reports, which started the prolonged discussions. The scope of the matter was of wide importance because of its relation to the entire sporting world. The Chicago Athletic Association and the A. A. U. had representatives present, who held up threats if the amateur was not given a square deal in the rulings. This question of separating the amateur, the professional and trade rider has long been a thorn in the F. A. M. flesh. It is now believed it has been extracted and the wound entirely healed.

### Sullivan's Threat Excites.

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When he said that motorcycling is an athletic sport as much as yachting and many other such.

Rempiss declared that it is not an athletic sport; that it all depends on the machine. Chairman Ovington also said that it is not an athletic sport and should not be classed as such. He cited an example, the automobile, which is most closely allied with the motorcycle, and said that the A. A. U. does not consider a driver a professional because he competes with a professional.

Following are the three classes sought: 1, private owner; 2, trade riders, whose expenses are paid, but who do not receive money for racing, and 3, professionals under the A. A. U. rules. The "rub" came from the opposition, declaring that if they let a professional enter in competition with trade riders, and then let private owners compete against professionals, then all would become branded professionals.

Every one felt that it was a crisis in the history of the F. A. M. and all agreed that this organization could not take an entirely new stand in the threatening face of other athletic organizations.

It is the general concession that this year's convention is the best in the history of the club and the troubles are regarded as stepping stones toward a bigger and better union, resulting as a matter of course from a live organization.

The local organization is putting forth every effort to entertain the visitors. It is already boomed that next year's convention will return to this city, because it is the only city in the Union that affords such a fine track for speed tests.

### Will Reap Speed Harvest.

Instead of reaping a field of grain on the Hoosier farms now occupied by the five-mile Speedway, the owners expect a ripe field of new national championship records to fall before the speed harvesters tomorrow.

The national championship holders are all here and are armed with new creations of the latest styles fresh from the factories. They are a fearless lot of pilots and are all determined to risk all in the races.

The Speedway course has had the advantage of twenty-four more hours of tramping because of the postponement of the races yesterday and is in excellent shape according to Carl Fisher, who has spent day and night giving personal attention to the work.

## PLANS STREET CAR TUNNEL.

Traction Company Solves Sewer Problem on Meridian Heights Line.

The Indianapolis Traction and Terminal Company will probably make a tunnel at the Thirty-eighth street crossing of the Meridian Heights line on North Penn-

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When it was threatened to stamp a private owner who competes with a professional as then being a professional, J. E. Sullivan, president of the A. A. U., hurled the following defiance in the faces of the assembly: "Where there is no amateurism

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# The Truss Torture