

LIKENS AERO CLUB TROUBLE TO AUTOS

**E. A. Moross Believes Fight of
Aviation Men Will Duplicate
Motorists' Experiences.**

PREDICTS REORGANIZATION

**Director of Speedway Thinks
Change in Government Policies
Is Question of Time.**

The bomb that was touched off recently in the camp of the Aero Club of America, when six members wrote to the president, Cortland Field Bishop, and asked him to resign, was heard with peculiar distinctness in Indianapolis.

Carl G. Fisher, E. A. Moross and others in this city and several over the state are vitally interested in the welfare of this organization. In fact, Mr. Moross, when asked last night, said he had been giving the situation considerable thought of late and has studied the entire problem. His long experience with automobile affairs qualifies him to discuss the situation as follows:

"The peculiar situation which now exists with the Aero Club of America is simply the writing on the wall of what happened when the Automobile Club of America attempted to control national affairs a few years ago. To fully illustrate and explain the facts of the case it is perhaps necessary to cite the conditions as they exist in Europe today. Annually in Paris there is a meeting of the International Association of Recognized Automobile Clubs. At this meeting the national clubs promulgate their rules and regulations.

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Ty Cobb to Join Detroit Squad Here

Ty Cobb will join the Tigers at Indianapolis. The bulletin that stirred the hearts of the Southern fans during the spring training season and fizzled out when the Detroit team arrived on the scene will be gospel truth in Indianapolis.

From San Antonio as far as the Tigers traveled under the direction of "Wild Bill" Donovan, the Dixie magnates advertised "Ty Cobb will be here with the Detroit team." But Cobb had a little Ty Cobb at home, and he put in his spring training work at rocking the cradle. At last, he has decided to join the bunch and play baseball to earn his \$9,000 per season. The Georgia peach is on the way from Atlanta to Indianapolis, and he will be here Saturday. Donovan will arrive from Evansville with his squad tonight, and the Donovan Tigers will play the Indianapolis team at Washington Park tomorrow. Sunday Hugh Jennings with Owen Bush and his bunch will arrive from the West, and after a conference the squad will divide again to finish the exhibition series before they hike for Detroit to open the American League championship season.

ing such a body as the automobile clubs have formed for their own governing.

"At the present time the strife is to organize such an association, and as most of the members of aero clubs are also members of the leading automobile clubs they naturally chafe under the restraint of being governed by a club which only retains its prestige from the fact that it is the club in the largest city in the United States. It is a serious question that the Aero Club of America could dominate matters were it not for the personal efforts of Cortland Field Bishop. Mr. Bishop has done much for aeronautics in this country, in fact he has aided the Americans in every foreign country with his enthusiasm and money. Were it not for his efforts there is a serious doubt that both the international events would be credited to America this year. He helped Curtiss, he helped Mix and they won the international balloon and the international aviation events for the United States. He deserves all credit for these affairs and the manner in which he has assisted them, but a great many members of the various aero clubs regret that Cortland Field Bishop does not devote his energies to organizing an American aero association, to which all clubs, even the Aero Club of America might become affiliated instead of fighting all efforts of

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"France has the Automobile Club of France, located in Paris. England has the Automobile Club of Great Britain, located in London. Germany has the Automobile Club of Germany, located in Berlin, and the United States is represented by the Automobile Club of America, located in New York.

→ Royal Patronage Rules.

"It is not at all strange that the leading cities of Europe control the automobile situation in those countries, as the fact that the clubs of London and Berlin, from the fact that they are the clubs upon which royal patronage is bestowed, naturally become the magnet for the smaller clubs in those countries to become affiliated and it is quite natural that all rulings should come from the so-called national clubs.

"In America, however, conditions are reversed. The Automobile Club of America, on account of the fact that it is located in America's largest city, New York, was at once recognized by the foreign clubs as the national body here. It at once proceeded to govern all matters pertaining to racing and otherwise, and at this time controls the racing situation inasmuch as the entries of foreign cars to be driven by foreign drivers are concerned. So that for years all the races in which the foreigners have competed have been handled through the Automobile Club of America.

"At about that time several of the flourishing clubs in the middle West decided to run an organization of their own, making it the national body to be governed by them, and to devise rules and means of conducting events without applying to the leading club of America for permission to do so. This was the beginning of the American Automobile Association.

Predicts Change Soon.

"This body is, however, purely national and has no international standing, so to speak, for at this time the only American body recognized by the International Association of Recognized Automobile Clubs is the Automobile Club of America. Although the only body recognized by the affiliated automobile clubs of the United States is the American Automobile Association. At the present time in the United States all events are run under the rules and with the sanction of the American Automobile Association, and the indications now are that very soon the several aero clubs in the United States will organize an association very similar to that of the American Automobile Association and govern themselves in the same manner.

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Questions Present Method.

"At the present time most of the activity to oust the Aero Club of America is founded on spite work, and it is doubtful that this policy will succeed, as Mr. Bishop's attitude in assisting Americans to win the international events has made him many loyal friends.

"However, the fact that the Aero Club of America governs the sport and that all clubs are affiliated to the larger club is simply the old precedent established by the Automobile Club of America and the indications now are that a national organization is only apparently a matter of time, as the various local clubs are beginning to complain, and in many places, such as Dayton and Rochester, N. Y., where they have strong clubs active in contests, they do not allow the leading American club to govern them, so that their combined organization is only a matter of time.

"At the present time the two largest clubs in the United States outside of New York are the Aero Club of Indiana and the Aero Club of St. Louis. Both these clubs are loyal to the Aero Club of America and both these clubs have the only available grounds for the handling of national and international balloon contests, as the national balloon race will be held in Indianapolis and the international balloon contest in St. Louis.

"In the meantime the fight goes merrily on, but to me it appears that the writing is on the wall and that an American Aero Association is only a matter of time."

BISHOP MAKES REPLY.

NEW YORK, April 7.—In reply to the demand of six members that he resign, Cortlandt Field Bishop, president of the Aero Club of America, said today: "Apparently the members who sent the letter to me are unfamiliar with the friendly negotiations that are being carried on with the Wright brothers. Wilbur Wright is to meet the contest committee of the club tomorrow and we may come to some understanding then. We not only want the race for the international trophy in America, but we want it to last a week, which will be historical in the annals of aviation. As to the criticism against holding the race so late, I can only say that the federation rules governing the contest provide that a race in this country must be held between Oct. 18 and Nov. 2."

The six insurgent members of the club who signed the open letter demanding that Mr. Bishop resign say that if he does not comply they will bring a court action to establish their rights in the club.

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"In the same way that the Automobile Club of America is recognized by the European bodies as the only authorized club in the United States, through which the European business is at present transacted, the Aero Club of America is also recognized by the foreign clubs, with this exception, that the local aero clubs of the United States allow the Aero Club of America to govern them instead of form-

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MAHMOUT BEATS ROLLER.

KANSAS CITY, Mo., April 7.—Yusuff Mahmout, the Turk, defeated Dr. B. F. Roller of Seattle in straight falls in their match here tonight. The first fall came in 35:30 with a double wrist lock and a scissors hold. The second fall took but two minutes and thirty seconds, and was obtained with an arm lock and a half nelson.

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