

# JAKE DE ROSIER IS AMBULANCE "HERO"

Slightly Built Motorcycle Record  
Breaker Has Gone Through  
Many Accidents.

STORY READS LIKE BATTLE

Veteran Will Be Asked to Make  
Speedway Record Here  
This Summer.

## "Splintered" Career of Jake De Rosier

Compound fracture of the left shin-  
bone; four-inch cut in back; deep cut  
over right eye.

Fractured skull and many body  
bruises and cuts.

Second fracture of the left leg at  
the ankle.

Left forearm broken in two places.

Three ribs broken on the right side;  
three-inch piece of one rib removed by  
surgeons; in hospital three months.

Ruptured blood vessel near the blad-  
der; hemorrhages for seven days.

Nose broken three times.

Both legs badly burned from toes to  
knees a dozen times by fire flashes  
from the motor engine.

Artery severed in the right forearm.

Splinters three and four inches long  
driven into his back.

Remained one night in New York  
Jail for fighting a policeman.

## Pugilist Takes to A



RAY BRONSON IN HU

ing machine of four years as a bicycle  
rider and eleven years as a motorcycle  
professional, carrying his life about for  
years between two of his fingers, while  
he was knocking down posts and fences  
with his body.

### Jump Wrong Man.

As if all this would not satisfy an ordi-  
nary mortal in the way of experiences, De  
Rosier was once arrested in New York  
city for fighting a policeman, when he  
rushed on the track to help a fallen  
friend. He was taken by four others and  
thrown into jail, and passed the night  
there because he could not find any of his  
many friends by phone to bail him out.  
He was discharged the next day. Inci-  
dentally, Jake was covered with bandages  
after an injury.

This is only an incident in De Rosier's  
life, and one would imagine that he had  
been slammed about enough to make him  
sour on the motorcycle game, but he can

his  
skull  
lay u  
Hosp  
A f  
had  
the f  
garden  
his r  
one t  
unte  
miles  
went  
other  
one  
jump  
fallen  
fight  
throv  
Te  
Mich  
Wor  
tire  
unde  
off

# "Splintered" Career of Jake De Rosier

Compound fracture of the left shin-bone; four-inch cut in back; deep cut over right eye.

Fractured skull and many body bruises and cuts.

Second fracture of the left leg at the ankle.

Left forearm broken in two places.

Three ribs broken on the right side; three-inch piece of one rib removed by surgeons; in hospital three months.

Ruptured blood vessel near the bladder; hemorrhages for seven days.

Nose broken three times.

Both legs badly burned from toes to knees a dozen times by fire flashes from the motor engine.

Artery severed in the right forearm.

Splinters three and four inches long driven into his back.

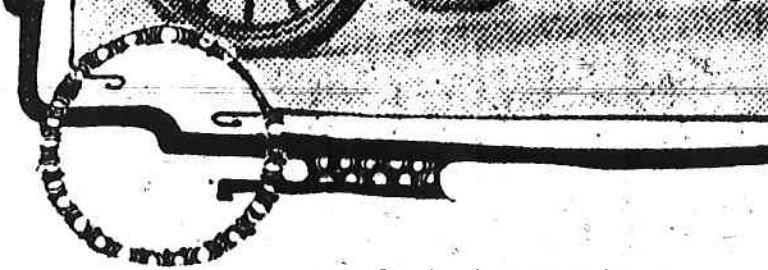
Remained one night in New York Jail for fighting a policeman.

Etc.

It may be fine business to wear big diamonds, get out of bed when you are tired of sleeping, and eat nothing but half fries and terrapin whether you are hungry or not, but if you have to break your legs, arms, head and ribs and pass all your spare time in some hospital in order to get such luxuries, the ordinary man would probably rather take a chance at the corn beef and cabbage of life than at the joy stuff that makes one's stomach think it's a ballet dancer.

There are others who do not think that way, however, and one of these is Jake De Rosier, motorcycle record holder. He has had all kinds of accidents, from cracking his head to having his feet burned, and he has probably gouged enough big splinters out of board racing tracks to build a small-sized cottage, with a chicken house and a back yard fence stringing out behind.

De Rosier would make a consumptive look like Jim Jeffries by comparison, for he is a slight, slender fellow that a strong Christmas breath might blow over. He isn't that kind, though, for otherwise he could not have gone through the thrash-



ing machine of four years as a bicycle rider and eleven years as a motorcycle professional, carrying his life about for years between two of his fingers, while he was knocking down posts and fences with his body.

## Jump Wrong Man.

As if all this would not satisfy an ordinary mortal in the way of experiences, De Rosier was once arrested in New York city for fighting a policeman, when he rushed on the track to help a fallen friend. He was taken by four others and thrown into jail, and passed the night there because he could not find any of his many friends by phone to bail him out. He was discharged the next day. Incidentally, Jake was covered with bandages after an injury.

This is only an incident in De Rosier's life, and one would imagine that he had been slammed about enough to make him sour on the motorcycle game, but he can not quit, for the same reason that Harri-man only quit the railroad-building game because he died. It is seldom that auto drivers, motor riders or aviators decide to retire until some barber is hired for \$5 to shave them so they will look natural. De Rosier says he will not quit because he is not a quitter.

De Rosier began as a bicycle rider in amateur races at Fall River, Mass., in 1894 and rode four years until, like many other "amateurs," he made so much money that the chairman of the racing board made him a professional. Strange to say, he never had an accident of importance as a bike rider.

When Henry Fournier arrived in New York from France in 1898 he brought with him as excess baggage two fast pacing motorcycles. De Rosier saw his chance and immediately got in with Fournier as a steersman, and rode in the first motor-paced bicycle race ever run in this country, which was at Waltham, Mass., in 1898. He paced Henry Elkies in that race and later on paced one of the contestants in the race in which Harry was killed when his rear tire blew up and he was hit by a motorcycle. De Rosier continued as a pacemaker until 1905, when he began to ride the motors as a racer.

## Has Skull Fractured.

His first bad accident happened in 1902 in a race in Madison Square Garden, when

his r  
skull  
lay u  
Hosp

A f  
had  
the f  
garde  
his m  
one t  
untee  
miles  
went  
other  
one o  
jump  
fallen  
fight  
throw

Ten  
Micha  
Worc  
tire o  
under  
off, t  
In ad  
eye a  
back  
the l  
length  
had t  
the o  
a ner

His  
dence  
tor r  
mile o  
from  
kle a  
month  
dark  
chine  
break

The  
race  
riding  
off th  
chine  
the h  
was l  
chest  
geons  
of rib  
inside

One  
curre  
the f  
In th  
dozen  
bladd  
rema  
had

RAY BRONSON IN HU

ing machine of four years as a bicycle rider and eleven years as a motorcycle professional, carrying his life about for years between two of his fingers, while he was knocking down posts and fences with his body.

### Jump Wrong Man.

As if all this would not satisfy an ordinary mortal in the way of experiences, De Rosier was once arrested in New York city for fighting a policeman, when he rushed on the track to help a fallen friend. He was taken by four others and thrown into jail, and passed the night there because he could not find any of his many friends by phone to bail him out. He was discharged the next day. Incidentally, Jake was covered with bandages after an injury.

This is only an incident in De Rosier's life, and one would imagine that he had been slammed about enough to make him sour on the motorcycle game, but he can not quit, for the same reason that Harri-man only quit the railroad-building game because he died. It is seldom that auto drivers, motor riders or aviators decide to retire until some barber is hired for \$5 to shave them so they will look natural. De Rosier says he will not quit because he is not a quitter.

De Rosier began as a bicycle rider in amateur races at Fall River, Mass., in 1894 and rode four years until, like many other "amateurs," he made so much money that the chairman of the racing board made him a professional. Strange to say, he never had an accident of importance as a bike rider.

When Henry Fournier arrived in New York from France in 1898 he brought with him as excess baggage two fast pacing motorcycles. De Rosier saw his chance and immediately got in with Fournier as a steersman, and rode in the first motor-paced bicycle race ever run in this country, which was at Waltham, Mass., in 1898. He paced Henry Elkie in that race and later on paced one of the contestants in the race in which Harry was killed when his rear tire blew up and he was hit by a motorcycle. De Rosier continued as a pacemaker until 1905, when he began to ride the motors as a racer.

### Has Skull Fractured.

His first bad accident happened in 1902 in a race in Madison Square Garden, when

his rear tire blew up in a race. His skull was fractured in the fall and he lay unconscious six hours in the Bellevue Hospital.

A few days after the pieces of his head had started to grow together following the fracture of the skull he went to the garden to watch another race, with all his many bandages on. There being no one to ride a certain race De Rosier volunteered to try, but after going several miles the machine broke down. Jake went into the grand stand to watch the other fellows, and some minutes later one of the riders had a bad spill. Jake jumped over the railing to lift up his fallen friend and had his fall-resulting fight with the policeman, who tried to throw him from the track.

Ten days later he was pacing Jimmy Michaels, the bike rider, in a race at Worcester, Mass., when De Rosier's rear tire exploded. The motor jumped from under him, and then, having bucked him off, the machine leaped on top of him. In addition to a bad cut over the right eye and a deep four-inch gash in his back Jake got a compound fracture of the left shin bone. The bone was split lengthways for four or five inches and had to be "stitched" together with wire, the operation being a "long ways" from a nerve tonic.

His next serious spill was at Providence, R. I., in 1906, when in riding a motor race against Fred Hoyt on a half-mile dirt track, De Rosier's motor slipped from under him and he broke his left ankle and was in bed four weeks. Five months later, while riding one night on a dark road near Fall River, Mass., his machine ran into a hole and he fell off, breaking his arm in two places.

The next year, in 1907, he had a match race against Hoyt in New York and was riding so fast that the rubber was burned off the canvas of his rear tire. The machine fell and De Rosier's chest struck the handle bars, breaking three ribs. He was in the hospital three months, and his chest swelled to such a size that the surgeons finally cut it open and found a piece of rib three inches long dangling around inside. This was cut off.

One of his most serious mishaps occurred last spring in Indianapolis, when the front tire jumped from his machine. In the fall his body was badly cut in a dozen places and a blood vessel near his bladder was ruptured. He was forced to remain in the hospital for two weeks and had hemorrhages for seven days. Just when the surgeons were to operate on him the hemorrhages ceased. For four days and nights he did not sleep. Some sharp stones had been used in making the track and these had been covered with asphaltum. His legs were badly lacerated by these stones and they left deep wounds half-filled with tar.

### Real Scorcher.

In a dozen different races fire has

erson

aged country, which was at Waltham, Mass., in 1898. He paced Henry Elkies in that race and later on paced one of the contestants in the race in which Harry was killed when his rear tire blew up and he was hit by a motorcycle. De Rosier continued as a pacemaker until 1905, when he began to ride the motors as a racer.

### Has Skull Fractured.

His first bad accident happened in 1902 in a race in Madison Square Garden, when



## 7 years of motor assurance the buyer?

So the man who buys the Apperson of today knows that he is getting the splendid results of the Apperson Brothers' fine experience.

He knows that the Apperson Brothers' integrity and their honorable record stand back of the car—that these are his guarantee that his Apperson is the best which their unparalleled pioneer-knowledge can produce.

An assurance of value such as this is not an assurance to be considered lightly.

For it has come out of seven-

was in the hospital three months, and his chest swelled to such a size that the surgeons finally cut it open and found a piece of rib three inches long dangling around inside. This was cut off.

One of his most serious mishaps occurred last spring in Indianapolis, when the front tire jumped from his machine. In the fall his body was badly cut in a dozen places and a blood vessel near his bladder was ruptured. He was forced to remain in the hospital for two weeks and had hemorrhages for seven days. Just when the surgeons were to operate on him the hemorrhages ceased. For four days and nights he did not sleep. Some sharp stones had been used in making the track and these had been covered with asphaltum. His legs were badly lacerated by these stones and they left deep wounds half-filled with tar.

### Real Scorcher.

In a dozen different races fire has jumped from the port holes in the motor engine and burned his legs from toe to knee, leaving many scars that are always tender. In a race at Springfield, Mass., some years ago, he fell on the board track, and in addition to many cuts and bruises a big splinter four inches long penetrated his back, accompanied by one three inches long, another two inches in length and a dozen or more shorter ones. One of the arteries in his right forearm was severed, his nose has been broken three times and his eyes blackened on a number of occasions.

There is hardly a patch of skin on his body three inches square that has not been gouged, cut, bruised or torn, and there has never been a prize fighter, football player or auto driver in the world that has ever had the accidents that come to De Rosier. He must be too tough to die, for he has been through enough to kill a dozen men.

In the way of records he is there, for he holds all the marks for motorcycles from one to 100 miles. His mile record is 43 1-5 seconds, made at Springfield, Mass. His five-mile record is 3 minutes 48 seconds; ten miles, 7 minutes 43 seconds; fifteen miles, 11 minutes 31 seconds, and twenty miles 18 minutes 12 seconds. These records were made on a board saucer track, but he was going some when he made them.

De Rosier's accidents have made him one of the steadiest of riders in the world. He thinks he is good for many years.

He already has asked the management of the local Speedway to stage a race here this year so that he can make a Speedway record. He suffered a painful but not serious accident here last summer, when he fell on the rough track during a speed test.

**COMPILES TOUR BOOK FOR USE OF MOTORING PUBLIC**

ATLA

OFFER

TWO PR

SPEER

ATLA

gram fo

the Spee

special

lanta A

cludes a

tures.

In add

is very

flights v

time. A

air mach

and in a

actly w

Speedwa

At the

spring n

to offer

raced to

Speedwa

These

the sprin