

MOTORCYCLE RACES



TEN-MILE PROFESSIONAL EVENT.

DEATH NEARLY WINS MOTORCYCLE RACES

Jake De Rosier Sustains Severe Injuries During F. A. M. National Championship Meet.

CALLS OFF MONDAY'S EVENTS

Charges of "Cold Feet" and "Yellow Streaks" Are Given as Reasons.

Results of Races on Auto Speedway

No records broken.

Injured—Jake De Rosier, Springfield, Mass.; cuts, bruises and serious internal injuries. J. F. Torney, Chicago; slight bruises.

Crowd about 8,500.

Winners:

1. Five-mile handicap, limited to private owners; A. G. Shapple, New York, on Indian. Time, 4:53 1-5.

2. One-mile F. A. M. amateur championship; Fred Huyek, Chicago, on Indian. Time, 1:05 1-5.

3. Five-mile handicap, limited to members of Indiana Motorcycle Club; Paul E. Koutowski, on Minneapolis. Time, 5:17 flat.

4. Five-mile race for machines not exceeding 55 cubic inches piston displacement; Fred Huyek, Chicago, on In-

ELECT WILLIS PRESIDENT

MOTORCYCLISTS CAST VOTES

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Indianapolis cleaned up in the election of F. A. M. officers last night when F. I. Willis received the national presidency and Charles Wyatt the office of vice president in the Western division.

Following are all the officers elected for next year: F. I. Willis of Indianapolis, president; C. G. Wilber Keen of New Hampshire, vice president for Eastern district; C. M. Frick of Los Angeles, vice president for Pacific coast; Le Roy Cook of New York city, secretary; Charles Wyatt of Indianapolis, vice president of Western division; C. B. Gibson of Westboro, Mass., treasurer, and E. M. Hughes, president of Southern district.

G. H. Hamilton was boosted until last night for national president, but retired in favor of Willis, who carried the field by a big majority from Dr. C. J. Berrick of Buffalo.

W. C. Marsh of Brocton, Mass., was reinstated in the F. A. M. after a suspension of three years.

It was definitely decided at this meet to call off the motorcycle races planned for Monday.

Decide Difficult Rules.

The definitions deciding the federation's stand on the question of the classification of riders were adopted as follows:

"1. There shall be three classes of competitors—private owners, trade riders and professionals.

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4. Five-mile race for machines not exceeding 55 cubic inches piston displacement; Fred Huyck, Chicago, on Indian. Time, 5:24 2-5.

5. Ten-mile professional; Edward Lingenfelder, Alhambra, Cal., on N. S. U. Time, 10:51 4-5.

6. Five-mile handicap, limited to machines not exceeding 61 cubic inches piston displacement; Harry J. Klebes, Philadelphia, on Reading Standard.

7. Ten-mile F. A. M. amateur championship; Erwin G. Baker, Indianapolis, on Indian. Time, 11:31 1-5.

8. Twenty-five-mile, called off on account of no starters. Monday's races called off.

Death came near winning the motorcycle races yesterday at the Speedway when it almost took the life of Jake De Rosier as its prize. This champion professional was defying all dangers in an effort to pass Edward Lingenfelder in the ten-mile race when the tire of his machine's front wheel tore off, pitching the fearless rider high in the air and hurling him to the stone speedway. The accident occurred in plain view of the main grand stand, just above the bridge, 250 yards away. De Rosier will most probably live, despite his serious injuries.

After the race the winner, Lingen-

stand on the question of the classification of riders were adopted as follows:

"1. There shall be three classes of competitors—private owners, trade riders and professionals.

"2. A private owner is an amateur who, since the adoption of these rules, has never engaged in motorcycle competition as a trade rider; who actually owns the motorcycle used in competition; who is not connected in any way, either directly or indirectly, with any person or firm that manufactures, assembles, sells or repairs internal combustion engines, motorcycles or motor vehicles, or who operates them as a trade or profession; who has never received, either directly or indirectly, any compensation whatsoever for engaging in a motorcycle competition or exhibition; who has never sold or in any way realized pecuniary benefit from a prize; or who has never knowingly competed in any sport against a professional.

"3. A trade rider is an amateur who is connected, either directly or indirectly, with a person or firm that manufactures, assembles, sells or repairs internal combustion engines, motorcycles or motor vehicles, or who operates them as a trade or profession, who has never competed knowingly for cash or against a professional; who has not sold or otherwise realized pecuniary benefit from a prize, or who for any reason is not eligible as a private owner. He shall be considered eligible, however, to compete in any closed club event.

"4. A professional is one who has competed for cash or who has otherwise violated the above rules applying to a private owner or a trade rider."

At 8 o'clock this morning word was received from the Methodist Hospital concerning the condition of Jake De Rosier, who is confined there suffering from injuries received at the races yesterday. He is reported improving and not fatally injured, although serious complications are feared. It will be several days before he will be well at the best.

President Ovington took occasion last night to lavish praise on the proposed Lowell automobile track and said that he wanted all the men to participate in the races there this fall.

A vote of thanks was extended to the local club for its efforts to entertain the delegates. Most of the men left on late trains last night. While many went away with bitter words on their tongues concerning the Speedway, the majority of the fair-minded riders admitted that they were afraid. The Speedway management had exerted extraordinary efforts to have the track ready and veterans declare that it is, and the best on earth as it has been advertised.

TAKE TO THE SOCCER GAME.

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After the race the winner, Lingenfelder, said that as the two were burning it about half way around the track on the second lap De Rosier called to him, "Take it easy." Lingenfelder said he cried back, "Are you getting cold feet?" The noise of the rushing machines drowned De Rosier's answer, but Lingenfelder said it was some challenge in no unemphatic words, and instantly both men threw all their might and their machines' limit of power into the race.

Then as they entered the stretch the crash came. The rockbed track acted like a butcher's sharp knife on the unfortunate rider, cutting him from head to foot.

De Rosier Stagers to His Feet.

The machine spun ahead after the rider fell about thirty feet. De Rosier rose half stunned and stumbled to the ditch alongside the course, where he fell unconscious. Dr. J. P. Thornley was hurriedly taken to the scene in the Overland F. A. M. official automobile, followed by the ambulance.

This is the first accident on the new five-mile Hoosier Speedway and was sustained on the initial day of the races, those of the Federation of American Motorcyclists. The day's events were in most respects a grand success, but trade jealousy and disorganization in the ranks of the F. A. M. officials caused several hitches.

Seven flirterers with death started the afternoon's program. It was the five-mile handicap limited to private owners. A. G. Chapple of New York on an Indian machine won in 4:53 1-5. Walter Berner of this city entered a protest through W. F. Rempiss of Reading, Pa., saying that he was given too great a handicap. There was nothing spectacular about this event. Nelson J. Hodgkin of New York on an Indian won, second and Tim Bahnsen of St. Louis, third.

Mile Race Is Interesting.

The mile race for the F. A. M. national amateur championship was a classy event. Some of the team managers had warned the men not to risk too much, because of fear of the course. The race started from the mile post and ended in front of the main grand stand thus depriving the 3,500 in the bleachers from witnessing the event. The timers got their cue by telephone, being connected with the mile station, and hearing the start pistol report. Fred Huyck of Chicago on an Indian won in a sensational finish. Stanley Kellogg was doped to be the victor, but Huyck passed him in a terrific spurt under the bridge. Kellogg came second and Raymond Seymour, third. Time, 1:05 1-5. Tom started.

J. A. Turner of Chicago voiced the