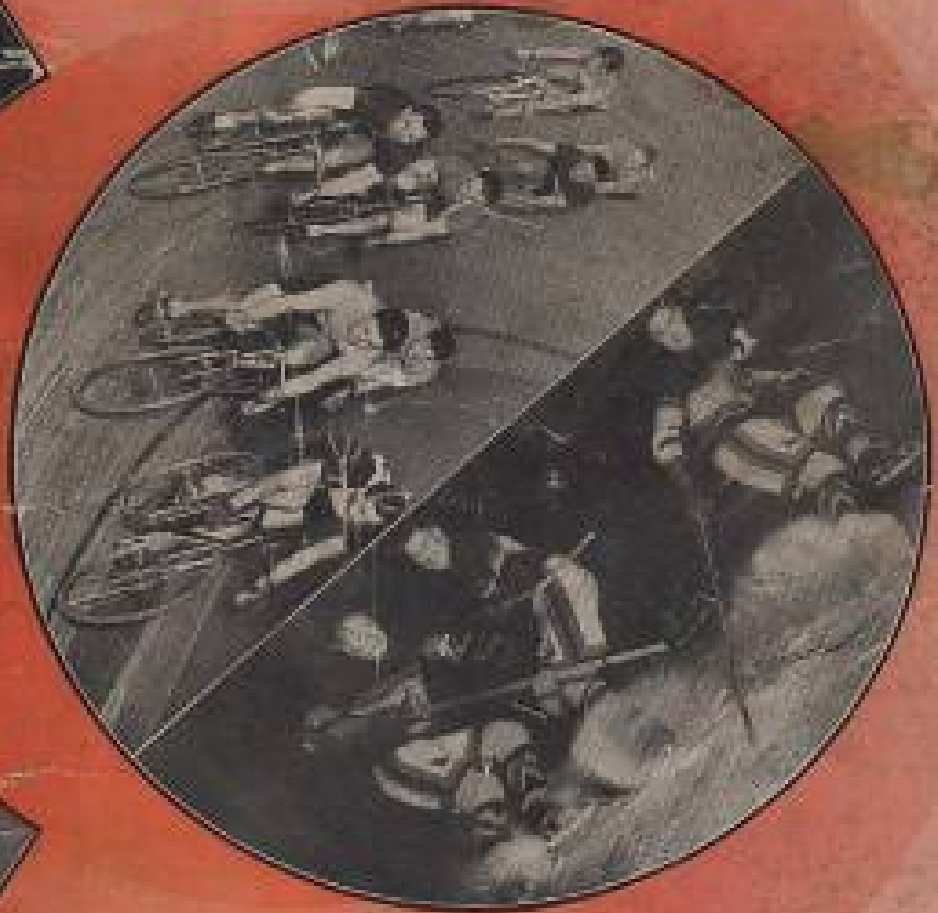


CHICAGO STADIUM REVIEW

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A magazine devoted to sports, published for every athletic event at the Chicago Stadium

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Six Day Rider Game

When the question of gameness in sport is raised, six day bike riders rank second to none.

Two eminent physicians will attest to that. Dr. Henry Clausen is the medical attendant to all athletes who perform in Madison Square Garden. Dr. Mitchell S. Corbett serves in a similar capacity in the Chicago Stadium.

In the ordinary course of their duties, these two doctors find themselves repairing injuries suffered by boxers, hockey players, rodeo performers and bicycle riders. These are the most strenuous of the sports which at various times occupy the center of the stage at the Garden and Chicago Stadium. The first three are events which involve bodily contact, and in which injuries therefore would be most likely to occur.

Bike riders, you might say, can ride carefully and avoid falling, and since no one is punching at them or swinging a hockey stick in their direction, they should be

(Continued on Page 21)



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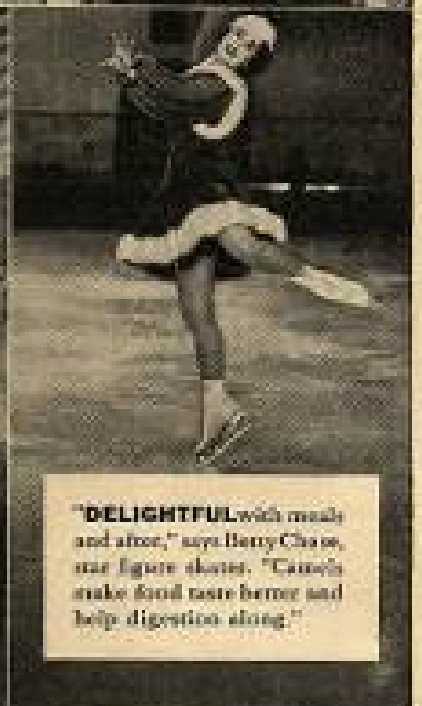
Modern Life is a strain on *DIGESTION*

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"DELIGHTFUL with meals and after," says Betty Choie, our figure skater. "Camels make food taste better and help digestion along."

Modern life in one of its most attractive phases—the Triton Room (above) at the Ambassador in New York. Louis, makes it his, says: "Our guests come to the Triton Room from New York and from all over the country. Those who enjoy dining here also appreciate the delicate flavor of the finer tobaccos in Camels. Camels are an overwhelming favorite here."



H. McCRACKEN, Arctic explorer, says: "Stomach upsets are a constant hazard. I learned that smoking Camels at every meal helps digestion."

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• TONIGHT'S BIKE RACE •

Twice each year, first in spring and then in the fall, Chicago sporting fans become bike race minded. At this time semi-annually the Chicago Stadium presents the six day continuous grind and all attendance records for bicycle racing have been shattered.

The International Championship Six-Day Bicycle Race, now being competed for in the Chicago Stadium, is the thirty-fifth event of its kind held in Chicago. The sport has been rapidly growing in interest since its inception in Chicago sport circles at the turn of the century. Now the event is looked forward to with great delight by lovers of the sport all over the middle west.

Time has made a great change in this sport. Up to the race of 1899 the riders were forced to go alone for 142 hours, resting whenever nature compelled them, or due to some mishap. The fathers of the law thought this form of amusement too cruel and wearing on the human body. By an Act of Legislature, passed in 1898, after Charles Miller for the second successive year had ridden the pick of the American and European riders in the ground, the conditions of the race were changed. The law required that no competitor in any race of six days could run or ride more than twelve hours each day.

(Continued on Page 24)



1 NORMAN HILL, of San Jose, Cal., is the all-around bicycle champion of the United States. Hill won the title this past summer, was the runner up for the championship last year and was also the champion in 1933. He is looked upon as one of America's outstanding six-day riders and has competed with great success in six-day races in the United States and Europe. Hill has won three six-day races, finished second nine times, third four times and fourth four times. Hill is one of the most popular riders in the game and has a big following in every city where he competes.

Hill rode with Jerry Rodman and finished second in the November, 1944, Stadium grind.

2 CHARLES WINTER. Born in the Bronx, June 15, 1901, Charlie Winter started riding in road races, won Amateur Truck Championship of America, turned professional in 1928 and finished fourth in New York with Grimm. Riding with Stockholm in December, 1934, Charlie finished third. In December, 1937, in The Garden, with Fred Spencer, Charlie won one of the greatest races in the history of this sport.

Winter is considered by such authorities as Dr. Claude of Madison Garden, who has attended more ath-



letes in different branches of sport possibly than any other authority, as the greatest of them all. In a New York race Charlie broke his shoulder on the first night. Although suffering excruciating pain, he went on to finish in second place. Recently he won a six-day race in Los Angeles, California, and then made a trip to Europe winning races in Belgium, France, Germany, and Holland.

During his six-day bike race career he has won five races, finished second in seven, third in nine and fourth in eight.

The year before Charlie turned pro, he captured the amateur one-third mile cycle championship. He has a smile that never seems to come off, whether injured or not, and is one of the most popular riders with the fans.



3 GUSTAV KILIAN is one of Germany's leading six-day bicycle riders. He was born in Dortmund, Germany, and started out in amateur competition. He rode some six-day races in Europe as well as hard team races, but met with his greatest success in six-day races here in the United States. Kilian has won eight races, finished second in five and fourth in two. He is a powerful fellow and a good looking chap, certain to make a hit with the fair sex. Kilian and Vogel have won six straight six-day races. They have triumphed in Montreal, Pittsburgh, Chicago, New York, Milwaukee and New York in that order.



4 HEINZ VOPEL was born in Dortmund, Germany. He competed in Germany as an amateur and upon turning professional immediately met with great success in riding long hard team races. He also competed in six-day races in Europe but has had his greatest six-day race success here in the United States. Vopel has won nine races, finished 2nd in five and 4th in one.

Vopel paired with Kilian has won six races in a row. He has triumphed in Montreal, Pittsburgh, Chicago, New York, Milwaukee and New York in that order. Vopel and Kilian make up the greatest German team ever put together.

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If you hold one of the lucky numbers present this publication at the refreshment stand on the lobby and receive award.

Another Lucky Number - Page 27

[Lucky Numbers are Posted at Each Refreshment Stand]

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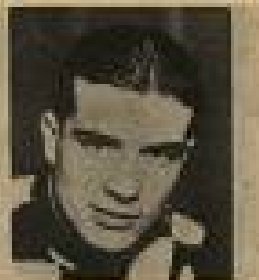
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5 ALVARO GEORGETTI, young Italian rider, was born at Perugia, Italy, October 11, 1912. He is no relation to Franco Georgetti. He competed as an amateur for a number of years and then turned professional. In the last Paris six-day race Georgetti, paired with Anthony Vietto, finished in sixth place. He led the race on the fourth and fifth days.

Paul Brevard, another Italian star, told Manager Chapman of The Garden six-day race all about the young Georgetti on his last appearance in New York. He is certain this Italian will be just as popular and make just as big a hit as his namesake Franco Georgetti, did in this country.

Georgetti rode in the last New York six-day race and gave an excellent account of himself.



6 FERNANDO GRILLO, Italian cyclist, was born June 20, 1913. He started riding as an amateur in 1931 and was an amateur champion in 1933, 1934 and 1935. He has won numerous road and track races as a professional.

Grillo has competed in Italy, France and Germany in the last few years where he has held his own with the leading professional riders.

Grillo rode the last New York six-day race in Madison Square Garden and his individual riding was one of the features of the race.



7 WILLIAM "TORCHY" PEDEN, is a husky boy who hails from Victoria, B. C. Peden has won six-day races in Milwaukee, Minneapolis, Toronto, Montreal, New York and Chicago.

Peden has a brilliant six-day race record; he has won twenty-seven races, finished second ten times, third five times and fourth ten times.

Peden rode with Jules Audy and finished fourth in the February, 1932, Chicago grind while he then went to Madison Square Garden and paired with Reggie McNamara, the World's Greatest six-day rider, won the March, 1932, New York race.

Peden won the Chicago, November, 1932, race with Audy as his mate, then followed by taking first place in the New York, December, 1932, race.

Peden and Audy finished fifth in the Chicago, March, 1933, grind.

Peden and Audy finished third in the Chicago, March, 1935, race.

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NATIONAL CYCLING ASSOCIATION

Rules and Conditions Governing Grand International Professional Six-Day Team Race

The race will start at 9 o'clock March 14th, and will finish at 12 P. M. March 21st. The contestants having the right to rest and ride as they may see fit, except that no rider must be on the track more than twelve hours in each twenty-four hours.

Colors

Every team upon entering must select its colors, which must be worn at all times during the race, both in the racing shirt and in the sweater when one is worn.

The management insists that the regulations concerning the wearing of colors by competitors be strictly observed. Riders appearing without their original colors will be subject to a fine. Should a rider persist in appearing on the track without his proper colors he is liable to a forfeiture of all prize money.

Riders Must Remain On the Track

It is imperative for the success of the race that the field shall be complete at all times, and in the interval between the bells announcing the resumption of the race, riders must not stop or dismount from their wheels, or ride on the floor, without the permission of the referee. Any rider dismounting without obtaining the consent of the referee will be penalized one lap.

A second offense will be deemed cause for disbarment from the race. Any rider who, in the judgment of the referee, allows himself to be deliberately dropped during the interval between the bells shall be fined for the offense.

Regarding Laps Gained

1. Any lap or laps gained unfairly through one or more contestants sacrificing himself or themselves for one or more others shall not be allowed, and those implicated in such unfair riding must be disciplined for the race, and, in the judgment of the Board of Referees, may be reported to the N. C. A. Board of Control for further punishment.

2. In connection with the gaining of a lap by two or more riders, if it appears that they are assisted by one or more riders through holding back of others, no lap shall be allowed and all implicated shall be disciplined by the Board of Referees, and reported for further punishment to the N. C. A. Board of Control.

3. In case there is a doubt regarding the legality of a lap gained, a rider having a protest must file it with the Board of Referees in writing within an hour.

In Relieving Partners

In relieving his mate, a rider must mount in front of his cot on the stretch in which his mate is located, and start ahead of all other riders, and the relieved one must be positively on an equality with his mate before being considered out of the race. All pickups are to be made clean, and the rider making a pickup who does not wait for his partner to get alongside of him, will be penalized one lap. A group or groups of riders shall not follow any rider's wheel before they are in the race and relief has been made in a proper manner as prescribed above.

In relieving, the members of a team must not interfere with other contestants, and the relieved rider must hold the pole and not pass the score stand more than once after having been relieved. Furthermore, this relieved rider must make a positive stop on the stretch in front of his cot.

The second black line from the pole shall designate the highest part of the track that

riders may use when not actually racing. Riders relieving their partners, or after being relieved must stay below the outer black line.

Unfair Riding, Etc.

Contestants who are guilty of unfair riding, or who are ungentlemanly in dress, language, or conduct, may be disqualified by the referee at any part of the race, and upon such disqualification the contestant forfeits all rights to prizes, entrance fees, or any returns or prizes whatever, as provided for in this contract.

"Stalling" in every form shall be considered unfair riding, and any rider who makes a legitimate effort to get to the front from any part of the field must be given a fair share of the track on which to make his effort. Deliberate wide riding on the part of any one or more contestants will be considered sufficient cause for fines, and possible disqualifications.

Attention is called to the fact that a rider who is leading the field, or is in leading position at the time he is relieved by his partner, must leave the track on the pole or inside position, so as not to interfere with the field. Any departure from this rule will be considered unfair riding and the rider shall be subject to fine and possible disqualification.

During a jam or spread any rider that is losing a lap cannot be relieved except by the proper method prescribed by the rules. Should said rider's partner come on the track, and get into the field of leaders, without making the proper relief, the team shall be penalized one lap for each and every offense.

In Reference to Accidents to Machine

In case of a puncture or other accident to the wheel a rider must not be off the track more than ten laps, or else must be relieved by his teammate. The damaged wheel must be shown at once to the acting referee or his representative. One lap will be the penalty for any rider disobeying the above rule.

An accident in the form of a puncture, a broken handlebar, a broken chain, or a broken pedal, may, in the judgment of the Board of Referees, result in the loss of no laps in the score.

Falls Caused by Accident or Fool Riding

In case of a fall, caused by accident or fool riding, the Board of Referees, or their representative, may decide whether the contestant shall have credited to him on the score sheets any number of laps which may have been lost.

(1) In case of accident to one or more riders during the progress of falls, the bell at the Referees' stand will be struck five times to notify the riders that no laps can be gained until the field is again complete. When the field is complete by the resuming of the fallen riders or their teammates, three strikes of the bell will announce the resumption of the race. The entire field, with the exception of the fallen men, must remain on their wheels on the track at all times.

(2) When a fall occurs in a rider who is in the rear of the field and who is separated therefrom, and there is manifestly no interference or cause for such a fall the bell will not be struck, and the race will continue as though such fall had not been made and all laps gained will be counted.

(Continued on Page 21)

NEW 1936 IMPROVED BIKE-LOK

"The
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"The
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ADVISES SECRET MARK ON BIKE IN CASE OF THEFT

Chief John Prendergast of the uniformed police yesterday warned owners of bicycles to get a secret mark on them for identification and to lock them, even if leaving the bicycle for only a few minutes. The number of bicycle thefts, he said, averages between 25 and 40 a day. Police have recovered several thousand, which are to be auctioned off soon, because the owners have no method of identifying the bicycles.



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The ONLY Important Development In "BIKES" Since the Invention of the Coaster Brake

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PADLOCKS and CHAINS offer little or no protection. Chain links are snipped with pliers; padlocks are easily opened with blow from hammer, and bicycle is ridden away.

BIKE-LOK is a practical lock for bicycle. It is built INSIDE the head frame. It is an integral part of the head and fork assembly, and cannot be removed. It is as strong and rigid as the frame itself. BIKE-LOK protected bicycles are manufactured from high grade tested steel tubing, hand welded by skilled mechanics, to insure extra strength for long service and pleasurable pride of ownership for the most critical rider.

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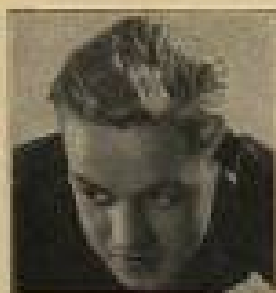
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8 JULES AUDY, of Montreal, Canada, is one of the most popular riders in the race. Audy has a world of class for a little fellow on a bicycle and does not know what the word fear means.

His blond hair and blue eyes make him a great favorite with the "fair" fans.

In 1931 Audy won a race in Minneapolis, finished second in Montreal and third in Milwaukee. Audy rode

the February, 1932, grind with William "Terchy" Peden and finished in fourth place. He was broad out of the March, 1932, New York grind due to injuries.

Audy won the Chicago, November, 1932, race with William "Terchy" Peden as his partner. Audy, riding with Peden, finished eighth in the New York, March, 1933, race.

Audy and Peden finished third in the Chicago, November, 1933, race. Audy, during his short but brilliant career, has won ten races, finished second in ten, third in five and fourth in nine.



9 HENRY "HANK" SIMA, Chicago boy, is a product of the amateur ranks of Chicago. For the last three years he has been Chicago's outstanding amateur star. He has cleaned up in all sorts of competition and has won numerous amateur team races. Last summer Sima and Tacino won the amateur six-day race run by the Chicago Times at Humboldt Park. Every one predicts a bright future in the professional ranks for Sima.

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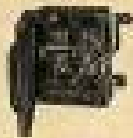
Use this "June flavor" butter every day in every way you can. A tablespoonful added to vegetables gives them a marvelous taste. A half a pat melted in a baked potato favors every fluffy particle to golden perfection. Use Meadow Gold to make delicious foods even more delicious. Butter Company, General Office, Chicago.



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10 DAYS LANDS, of Irvington, N. J., is one of the strongest six-day riders in the game. He was born in Newark, N. J., August 4, 1898. He won a Chicago six-day race with Otto Petri as his partner, and he has also scored a victory in Chicago with Willie Coburn as his mate. Lands finished in fifth place in the December, 1925, New York race with Otto Petri as his partner. This same team finished fifth in the Detroit, November, 1927, race.

Lands rode with Bobby Thomas and finished fourth in the New York, March, 1930, race.

Lands rode with Freddie Spencer in the Chicago, March, 1931, race.

Lands, paired with Schaller, finished fifth in the Chicago, November, 1933, race.

Lands rode with Bobelt and came home fourth in the New York, December, 1933, grind. Dave, paired with "Iron Man" McNamara, finished sixth in the New York, March, 1934, race.

Lands, teamed with McNamara, finished fourth in the Chicago, March, 1934, grind.

Circus and Wild Animal Show

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Rules for Scoring Points

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Ten at 3:00 p. m.

Ten at 9:00 p. m.

Ten at 11:00 p. m.

Distance of each sprint to be two miles

Scoring of Points for each Sprint (except Saturday) will count as follows:

6 Points to Winning Team.

2 Points to Third Team.

4 Points to Second Team.

1 Point to Fourth Team.

On Saturday morning and afternoon the series of ten sprints will be conducted at the same time, but the scoring will be changed to 12 points for winning team, while second, third and fourth positions of each sprint will remain the same as other days.

In event of any team gaining a lap on the field during any part of the race, including the last hour, said team shall retain its position as leader in the race, as long as the team holds its position as leader, but in the scoring of points any such team in lead on mileage shall be credited only with such points as it may win in the sprints, irrespective of the fact that the team may be a lap in the lead. Where two or more teams are tied in mileage, their final position in race is determined by the number of points won by them during the week's sprints.

FINAL SPRINTS — LAST HOUR OF RACE

On Saturday night there will be a Sprint Every Mile to the Finish for one hour. The Final Hour Sprints will start at 11 p. m. and finish at 12 p. m.

All points scored during the week will be added to points scored in final hour of race.

Final Hour Scoring—During the last hour the points will score as follows:

12 Points to Winner of Each Sprint.

2 Points to Third Team.

4 Points to Second Team.

1 Point to Fourth Team.

FOR SCORING POINTS — See Page 32

The National Hockey League

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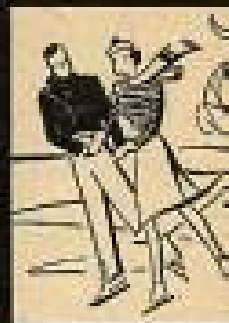
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2	CHARLEY WINTER, New York City
3	GUSTAV KILIAN, Germany
4	HEINZ VOPEL, Germany
5	ALVARO GEORGETTI, Italy
6	FERDINANDO GRILLO, Italy

1—NORMAN HILL, San Jose, Calif.

2—CHARLEY WINTER, New York City

3—GUSTAV KILIAN, Germany

4—HEINZ VOPEL, Germany

5—ALVARO GEORGETTI, Italy

6—FERDINANDO GRILLO, Italy

KEEP SCORE — See Page 32

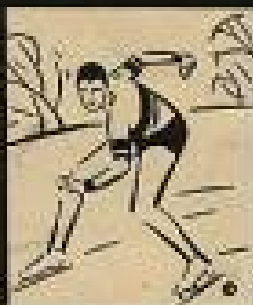
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Blue, with Blue, White and Red Band	German Team
Red, White and Green (Crosswise)	Italian Team

(Continued on Pages 16 and 17)

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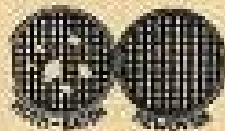
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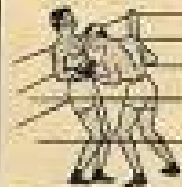


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10—	DAVE LANDS, Irvington, N. J.
11—	JERRY RODMAN, Chicago
12—	BOBBY THOMAS, Kenosha, Wis.
13—	ALFRED LETOURNER, France
14—	GERARD DEBAETS, Belgium
15—	FRED SPENCER, Nutley, N. J.
16—	BOBBY WALTHOUR, New Jersey
17—	MICKEY RODAK, Chicago
18—	EDDIE TESTA, Los Angeles, Cal.

KEEP SCORE — See Page 32

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(Continued on Pages 18 and 19)

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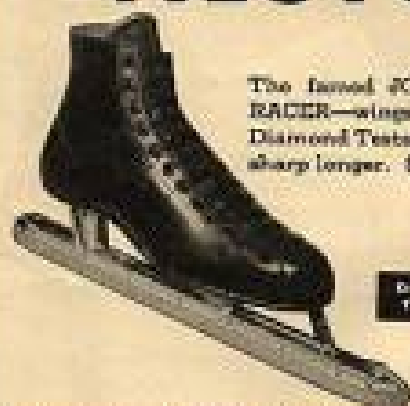
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20—FRANK KEATING, New York

21—CECIL YATES, Chicago
22—SAVIER VAN SLAMBROUCK, Belgium

23—TONY SCHALLER, Chicago
24—EWALD WISSEL, Germany

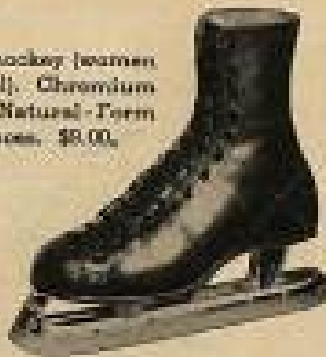
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Riders - Continued

Colors	Team
Green	Kid Team
Black, Yellow and Red (Crosswise)	Belgian Team
Yellow	German-American Team

See Page 32 :-:

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11 **JEROME "JERRY" RODMAN**, Jewish youngster from the West Side, is looked upon as a mighty promising young prospect. Jerry for years was one of Chicago's outstanding amateurs. He is red-headed, tall and good looking. Jerry's twin brother is studying medicine at Illinois. Rodman turned professional to ride the Chicago, March, 1934, grind and finished fifth with Eddie Tricote as his partner. He rode with Tricote in Hollywood in July, 1934, and finished third. In the Detroit, October, 1934, race with Tricote as his partner he finished sixth. Rodman is a very good sprinter as well as a strong six-day rider.

Rodman rode with Charley Ritter and finished fourth in the Chicago, March, 1935, race.

Rodman paired with Hill finished second in the Chicago, November, 1935, race.



12 **BOBBY THOMAS**, of Kenosha, Wis., was born at Kenosha, September 7, 1912. He held the amateur road championship for two years in a row. He was a member of the United States Olympic team at the Olympic Games in Los Angeles, and while the American team was defeated Thomas made a better showing than any of the American riders. Thomas turned professional rider in a six-day race in Minneapolis, in 1932 and finished in second place with Lands as his partner. Experts and close followers of the six-day bicycle game see a bright future for this youngster.

Thomas rode the New York, March, 1933, race with Dave Lands and finished in fourth place.

Thomas rode with Tony Schaller and finished fourth in the Chicago, March, 1935, race.

Thomas rode with Dempsey and finished third in the Chicago, Novem-

ber, 1933, grind. Thomas finished second with Debaets as his partner in the New York, March, 1934, race.

Thomas, paired with Alfred Letourner, finished fourth in the Chicago, March, 1934, grind.

Thomas teamed with Roboli, finished second in the Chicago, March, 1935, race.



13 **ALFRED LETOURNER**, of France, is one of the most popular French riders who ever competed in America. He is looked upon as one of the best motor-paced riders as well as six-day riders in the world. Letourner won the motor-paced championship of America three years in succession. Letourner was born in Amiens, France, July 25, 1907. He has won nineteen six-day races, finished second in twelve, third in seven and fourth in two. Letourner won eight six-day races in a row. He started in the fall of 1934 when in succession with Gerard Debaets as his partner he won races at Detroit, Philadelphia, Chicago, New York and Buffalo, then last spring with Franco Georgetti as his partner, Letourner won races in New York, Chicago and Buffalo in succession.

He always wears a red jersey and always sports number "13."



14 **GERARD DEBAETS**, of Belgium, is one of the outstanding six-day riders in the game today. He is the champion six-day cyclist of Belgium and looked upon as one of the World's greatest six-day riders. Debaets made his first appearance in a six-day race in the United States in 1935, when he won the first race to be run in the new Madison Square Garden. Since that time he has been riding in a brilliant manner in the United States and Europe. Debaets comes from a family of cyclists. He

has three brothers all of whom were six-day riders, but Gerard was the best of the family. Debaets during his brilliant career has won seventeen six-day races, finished second in four, third in four and fourth in seven.

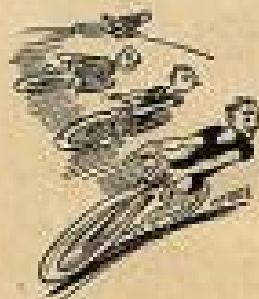


15 **FREDDIE SPENCER**, Plainfield, N. J., star is a former champion of America. He was born in Plainfield, N. J., August 9, 1908. Spencer won the 1928 championship after one of the greatest battles ever waged for the premier cycling honors in America. He lost for the title; Cecil Walker, of Australia, the all-around champion of America; Bobby Walthour, the popular blond-haired youngster; Arthur Spencer, three times American titleholder; Pete Moskop, former world's champion; Ray Eaton, American champion in 1918; and Harris Horder, the Australian champion. Spencer was third in the championship competition in 1926 and the runner-up in 1927. Paired with Bobby Walthour, he won the Madison Square Garden classic in March, 1925. Spencer, paired with Walthour, won the six-day grind in Chicago, October, 1925, while in the December, 1925, New York race he finished third, paired with Walthour. He has won five races, finished second six times, third six times and fourth four times.

Spencer won the race in the Garden, December, 1927, with Charley Winter as his partner. He rode with Bobby Walthour in Chicago, January, 1928, and finished in second place.

Spencer won the bicycle championship of America, 1928, beating a field of international stars.

Spencer riding in a brilliant manner won the American sprint championship in 1929.



Rules and Conditions

(Continued)

How Remnants of Teams May Resume

There are so many possibilities in a six-day team race whereby a rider may lose his partner—and this, too, after having ridden nearly the whole week—that it has been considered fair to all contestants to make provisions, at the option of the management, for riders continuing who have lost their mates. These restrictions will govern such combining of broken teams:

(a) No rider who has been out of the race officially for over four hours will be permitted to resume as the partner of another.

(b) In combining the remnants of two teams, the lower score must be taken; and should the teams be tied with the leaders, the reconstructed team will be penalized one lap.

Special Rules on Tire Equipment

All the competitors will be supplied with tires by the management, and these tires will be sealed and must not be changed unless the Clerk of the Course or his assistants be notified. Any violation of this rule will be punishable by a fine in proportion to amount of money received.

Forfeiture of Prize Money for Violation of Contract

It is specifically agreed by the entering team, and its individual components, that it shall not enter into any combination or pool for the division of prize or other moneys accruing from the race, either as a team or as individuals. Violation of this agreement shall constitute an offense punishable by forfeiture on the part of the entering team, or its individual components, at the option of the management, of all claims for prize or other moneys guaranteed by the management upon satisfactory proof of such combination or pool being submitted to the Board of Control of the National Cycling Association.

Speed and Endurance Desired

The intent of these rules is to insure a race which will be won solely through the speed, skill and endurance of the successful ones, and as much as possible have the element of luck eliminated and unfair riding absolutely prohibited.

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16 BOBBY WALTHOUR JR., son of one of the greatest riders that ever lived, hails from Wood Ridge, N. J. He was born in Atlanta, Ga., September 27, 1903. He has had a brilliant career in the bicycle game, just like his illustrious dad. Bobby as an amateur won the amateur championship of the United States and has also piled up a brilliant record in the ranks of the professionals. Bobby has won six six-day races, five of them in Chicago and one in New York. He has finished second in six races and came home third in two. His blonde locks make him a great favorite with the fans.

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17 **MICKEY RODAK**, from the South Side of Chicago, is a member of the Catholic Youth Organization and one of Chicago's leading six-day bicycle riders. Rodak has competed in six-day races around the country for a number of years and only a few years ago won a Chicago six-day race. Mickey is a brother of Leo Rodak, the boxer. Mickey as an amateur bicycle rider was a good one and he has been up with the leaders for years in the professional ranks.



Testa said, "Testa isn't the fastest rider in the world in a short sprint, but he has a lot of grit and determination and is very strong."

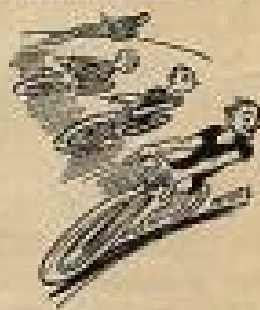
Testa rode with Bob Liggett in the December, 1934, New York race and made an excellent impression on the fans and particularly the officials of the race. He looks like one of the best prospects developed in years.



19 **GEORGE THELIN** is a Chicago boy, developed on the West Side. Thelin for years was one of Chicago's outstanding amateur riders. He broke into the professional sport in a six-day race here in the Stadium



20 **FRANK KEATING**, New York boy, is a former national amateur road champion of America. He is just a youngster but exceptionally fast. There are few riders in the race who can beat him in a short sprint. Keating has competed in a few six-day races and shows real promise. Veterans around the six-day bicycle game figure he will develop into an excellent six-day rider.



Patrick Henry Beer

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the Ale Base*

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• TONIGHT'S BIKE RACE •

(Continued from Page 5)

The management then conceived the idea of forming teams of two men, each man riding twelve hours each day, resting whenever it suited him. This style of racing has proven more interesting and exciting than the old continuous grind.

The first race, held in 1891, was won by "Fluggie Bill" Martin, who rode an old style ordinary wheel. In the year following Charlie Ashinger, on a high wheel, was first over the wire. During the same year safety bicycles were put on the market. In the race of the following year Albert Shock rode a safety wheel, while many of the other men rode high wheels. The superiority of the safety was plainly demonstrated as Shock won handily. To Miller and Waller went the honor of winning the first team race in 1899.

The big reason bicycle racing and the six-day races have been so popular for so many years is due to the fact that bicycle racing is one of the best governed sports in the world.

The present body of professional cycling is the Unione Cycliste Internationale, with head-

quarters in Paris, France. But every country in the world that has bicycle racing is a member and is governed by its rules and regulations.

This body has its annual meeting in Paris and it is at the session that all legislation for the ensuing year is made and all the business transacted.

It rules with an iron hand and that is the secret of its success. The organization is slow to act in punishment for violation of rules, but when it does act, that action is drastic.

If a bike rider breaks an important rule, he is suspended and whether he is banded in America or in some foreign country, that suspension stands throughout the world. He cannot ride anywhere.

Some years ago in Chicago, a few six-day bicycle riders went "haywire". They did not want to abide by the rules and regulations and in so many words called a strike.

(Continued on Page 26)



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2 Glasses a Day Keeps the Doctor Away 2



21 **CECIL "RABBIT" YATES**, Irish-American youngster from the South Side of Chicago, is one of the best young prospects in the six-day game today. Yates won a six-day race last summer in Vancouver, B. C., and just recently took first honors in a six-day race in Louisville, Ky. Yates is a strappy little sprinter and a good finisher.



23 **TONY SCHALLER** has competed in six-day races in New York, Chicago, Milwaukee, Minneapolis and Cleveland with quite a bit of success.

Schaller rode with Bobby Thomas in the Chicago, March, 1933, grind in the Stadium and finished in fourth place. He finished second in a St. Louis race in 1933.

Tony Schaller, Chicago youngster, is looked upon as one of the greatest young prospects in the six-day bicycle game today. He was born in Chicago, November 19, 1919, and has lived on the Northwest Side all of his life. Tony won the last Chicago six-day race in the Stadium last spring.

Schaller, paired with Earnest Hubler, finished third in the Chicago, March, 1935, race.



22 **SEVER VAN SLAMBROUCK** is a young Belgian-American youth from Cleveland. Van Slambrouck has competed in a dozen or more six-day races around the United States and is looked upon as an excellent young prospect. He is aggressive and rides in a sensational manner.

Van Slambrouck is a good sprinter and can also hold his own in the jams. He is a little fellow but when he starts a jam every rider in the race knows he is going places.



24 **EWALD WISSEL**, paired with Franz Deulberg in the New York, December, 1933, grind, was forced out of the race the last day when he ran a big splinter through the calf of his leg.

Wissel won the Chicago, November, 1935, race with Jimmy Walther as his partner.

Wissel, paired with Franz Lehmann, finished seventh in the Chicago, March, 1934, grind.

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Tonight's Bike Race

(Continued from Page 14)

Frank L. Kramer, the chairman of the Board of Control of the National Cycling Association, the governing body of bicycle racing in the United States took the matter in his own hands and made a drastic ruling.

He suspended Reggie McNamara, Willie Coburn, Dave Lands, and Pete Van Kempen right in the middle of the race. Kramer took them out of the grind and his actions were backed up by the Chicago Police Department. He suspended all the riders for three months and the suspension stood throughout the world.

Iver Lawson, an American rider from Salt Lake City, and a former world's bicycle champion, violated the rules one year and was set down for six months here in America. He took his wheels, traveled across the country and went to Australia to race. After his five day trip across the country and twenty-one day trip on the water, Lawson landed over there only to find out that his suspension was binding abroad just like it was in the United States.

As time passes on, new faces appear to replace the famous riders who have retired from the strenuous grind. The Chicago Stadium is presenting the finest new talent in this race—coupled with veterans who still give the youngsters a tough battle for honors.



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second number a box of Baby Bath Candy.
The third number will receive holder to a new
Fall Hat from any of the Big Loop Stores of
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number, an order for one case of Sleepy
Dew.

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Another Lucky Number—Page 6
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Amusements

By Eric

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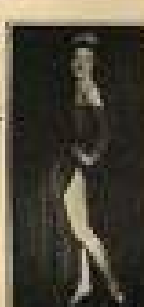
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By Eric

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Six Day Rider Game

(Continued from Page 2)

able to retain a whole and unmarked skin.

Still Drs. Clauss and Corbett agree that for durability and indomitable courage, the six day bike rider stands in a class by himself, for the six day bike rider is not careful. He generally is a wild riding fellow and spills are plentiful. But whereas the fighter can remain inert for ten seconds, then head for a shower, the bike rider will lift a bruised and battered body out of a tangle of wheels, remount and carry on.

Cowboys seen in the rodeo are courageous. They are hooked on the horns of a snorting steer. They are trampled under flying hoofs. They are flipped from the saddle of a bucking bronc. But they don't do it continuously for six days and six nights—and the plainman dips his broad brimmed sombrero to the man on the iron steed.

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Six Day Race Tougher Than Hockey

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Barcs, we find boxing near the top of the list, for two pugilists naturally go to work with the firm intention of inflicting as much physical damage as possible.

Football provides its share of broken bones and admirers of the gridiron sport will argue that calls for the greatest hardness and takes the most out of the athletes.

But for sustained action and imminent threat of injury, it is hard to beat hockey. The skaters move along a limited span of ice at breakneck speed, are constantly crashing into each other and often get their heads in the way of a swinging hockey stick.

However, you can take it from one of hockey's veteran campaigners that riding a bicycle for six days and six nights take more out of the human frame than hockey or any of the other aforementioned sports activities. Authority for that statement is Red Dutton, defense man and now manager of the New York Americans.

Dutton points out that a fighter usually goes ten rounds, or at the most fifteen, and that is thirty or forty-five minutes of competition at top speed. In a football game there is sixty minutes of play, then the performer is through for another week. Similarly, in hockey there is one hour of actual play, and then a rest for a day or two.

But in bike racing, they go for six days and six nights, 144 hours, with very little rest for the weary.

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			6	7	8	9	10
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