

WEMBLEY

THE EMPIRE POOL & SPORTS ARENA



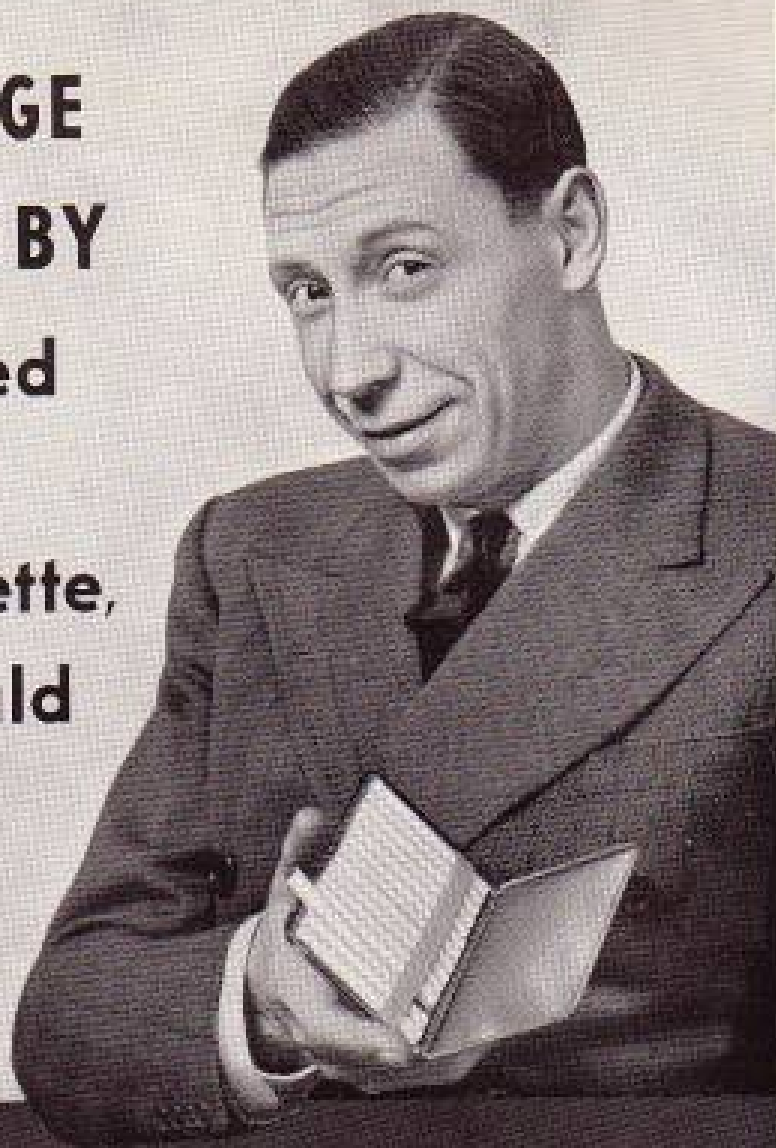
**SUNDAY,
MAY 28th (midnight) to JUNE 3rd, 1939**

12.5 k.m.

- ★ Every day different
- ★ Every sprint exciting
- ★ Every rider famous

OFFICIAL PROGRAMME - - - - SIXPENCE

If
**GEORGE
FORMBY**
offered
you a
cigarette,
it would
be a



De Reszke
- of course !

MINORS
PLAIN, CORK OR RED-TIPPED
15 FOR 6^{8D}/₄

J. M. B. & Co. Ltd., No. 1 Piccadilly, W.1 & General & Cigarette Makers Ltd.

EMPIRE POOL AND SPORTS ARENA, WEMBLEY
(WEMBLEY STADIUM LTD.)

Managing Director

ARTHUR J. ELVIN

THE FOURTH INTERNATIONAL SIX DAYS CYCLE RACE

(Held under N.C.U. Licence)

SUNDAY (12.5 Midnight) MAY 28th, to
SATURDAY (11.5 p.m.) JUNE 3rd, 1939

PRICES OF ADMISSION

DAY SESSIONS : Monday to Saturday, 2 p.m. to 5.30 p.m. Seats, Reserved,
2/-; Unreserved, 1/-.

NIGHT SESSIONS : Monday to Friday, 7 p.m. to 5 a.m. Seats, Reserved,
10/6, 5/-, 3/6; Unreserved, 2/-.

FINAL SESSION : Saturday, June 3rd, 7 p.m. to close of Race, 11 p.m.
Seats, 21/-, 10/6, 7/6, 5/- and 3/6.

Book your Seats now at the Box Office, Empire Pool and Sports Arena, Wembley (Wembley 1550), or at
the usual Ticket Agencies.

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THE
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6

DAYS RACE

has been

WON

for the past 3 years

on

DUNLOP TYRES

*..... indisputable proof of their
supreme speed and dependability*

Officials of the International Six Days Bicycle Race

(Under N.C.U. Licence)

WEMBLEY, MAY, 1939

OFFICIALS:

Principal Referee :

W. J. BAILEY

Assistant Referees :

F. W. HABERFIELD

R. WALTON

Points Recorder :

F. COLLINS

Honorary Judges :

J. T. SCOTT

S. SCOTT

H. E. RYAN

Official and Honorary Timekeepers :

B. W. BEST

L. F. DIXON

Clerks of the Course :

E. C. HARDING

H. R. L. ETHERINGTON

Sprint Marshals and Lap Scorers :

H. LEAT

C. F. LUTZ

Equipment Steward :

T. HILL

Primes Stewards Officers :

L. C. VANNER

C. J. COLLINS

Track Doctors :

Dr. JOHN A. ROBSON,

OLIVER ST. JOHN GOGARTY, M.D., F.R.C.S.I.

and

The Wembley Stadium Ambulance Service

under the direction of W. J. HEDGER

Liaison Foreign Competitors :

R. M. BRAFMAN

N.C.U. Board of Appeal :

A. P. CHAMBERLIN

J. T. WELLS

E. J. SOUTHCOTT

J. F. DITCHMAN

A. E. TAYLOR

H. N. CROWE

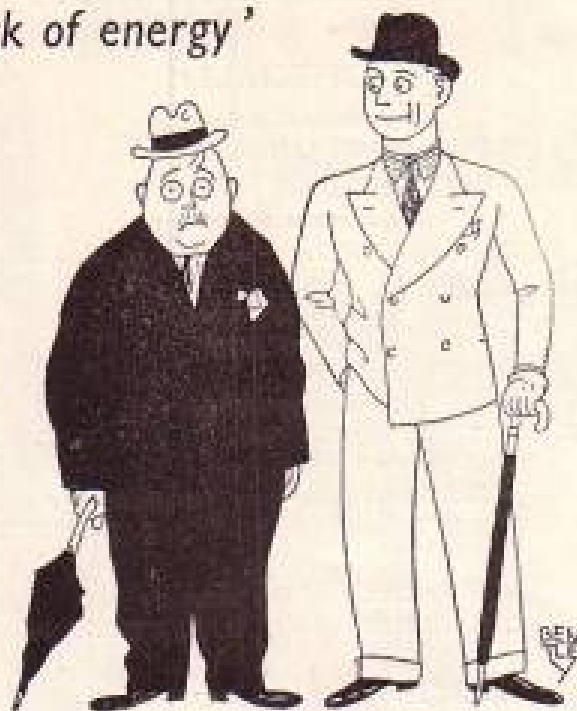
Commentator :

H. HODGES

Organiser and Track Manager :

A. H. SHEPHERD

Mr Can't: 'What I suffer from
is lack of energy'



Mr Can: 'What you suffer from
is lack of **Eno!**'

'Lack of Eno' What words could sum up better than these the difference between Mr. Can and Mr. Can't? Never before has health been so vital a need — of nation as well as individual. The energy for work, the ability to work well, the enjoyment of work — are known only to those in perfect fitness. For seventy years the morning glass of Eno has been a national rule of health. For two reasons. First, Eno promotes inner cleanliness by keeping the system regular in its most important function; secondly, Eno replenishes the alkaline constituents of the body. (One teaspoonful of Eno has the same alkalizing value as the juice of three oranges.) Even as you drink Eno, you *feel* it doing you good.

Eno's 'Fruit Salt'

- Eno costs only 1/6 and (double quantity) 2/6 at all chemists
- The words 'Eno' and 'Fruit Salt' are registered trade marks

Rules for Scoring Points in Official Sprint and Time Trials

(Track measures 10 laps to the mile)

Official Sprints—A series of Official Sprints will be held daily from the start of the Race as follows:—

MONDAY, 29th MAY, to SATURDAY AFTERNOON, 3rd JUNE

DAY SESSIONS

5 Sprints each of 5 laps	...	3 p.m.
5 " " 5 laps	...	4 p.m.
5 " " 5 laps	...	5 p.m.

NIGHT SESSIONS

10 Sprints each of 5 laps	...	8 p.m.
10 " 5 laps	...	10 p.m.
10 " 5 laps	...	Midnight
10 " 5 laps	...	1 a.m.
10 " 5 laps	...	2 a.m.

LAST NIGHT SESSION, SATURDAY, 3rd JUNE, 7 p.m.—11 p.m.

(Close of Race)

10 Sprints each of 5 laps	...	7.30 p.m.
10 " 5 laps	...	8.30 p.m.
10 " 5 laps	...	9.30 p.m.

Points scoring for the above Sprints will be:—

- 6 Points to Team 1st in the Sprint.
- 4 Points to Team 2nd in the Sprint.
- 2 Points to Team 3rd in the Sprint.
- 1 Point to Team 4th in the Sprint.

LAST HOUR OF RACE, 10 p.m.—11 p.m.

From 10 p.m. to close of race at 11 p.m., there will be continuous Sprinting, every 10th Lap counting for points as under:—

1st	...	...	...	...	72 points
2nd	...	...	...	...	4 points
3rd	...	...	...	...	2 points
4th	...	...	...	...	1 point

All points scored in Official Sprints will be added to the Points scored in the Time Trials. In the event of a Team gaining a lap on the field during any part of the race and retaining that advantage to the end, that Team will be declared the winner of the Race, notwithstanding the points scored.

In the event of two or more Teams being level on mileage at the close, then the Teams will be placed according to the points scored.

Time Trials and Empire Omnium

This year we are not only again including, but extending, the ever popular Time Trials.

The World's Mile record having been secured during the 1938 Six Days Race, that event will now be replaced by a 1,000 Metres Standing Start Time Trial, and the One Lap Trial will be replaced by a Flying Furlong. The Two Miles Team Pursuit of last year will be replaced by the Wembley "Sling Pursuit" being a Teams' "Sling" change Race. Bonus and Penalisation Points will apply to these Time Trials, each of which will have a **standard time** set by the Management.

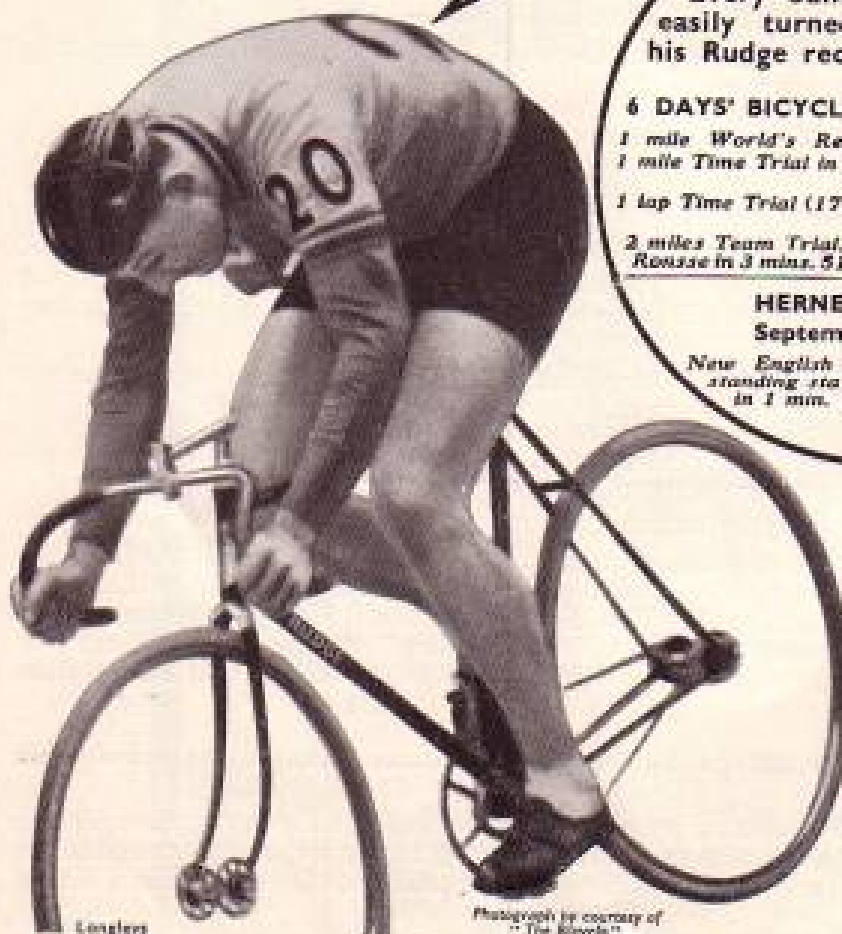
THE WORLD'S RECORD MILE: By Karel Kaers, 1 min. 50.2/5 secs. (Wembley Six Days Race 1938).

This record remains open to attack by any rider in the Six Days Race. Any rider wishing to attack the Record must give notice to the Track Manager 24 hours in advance and in the event of an unsuccessful attack the rider will pay to the holder of the record (Karel Kaers) the sum of £1 is. od.

Once again

KAREL KAERS IS RIDING A **RUDGE**

SUPER SPORTS AERO PATH Model 95



KAREL
could not ask for a
sweeter - running bicycle.
Every ounce of power is so
easily turned into speed, and
his Rudge records prove it:—

6 DAYS' BICYCLE RACE, WEMBLEY 1938

1 mile World's Record in 1 min. 50.3/5 secs.
1 mile Time Trial in 1 min. 52.2/5 secs.
(European Record)
1 lap Time Trial (176 yards) in 9.3/5 secs.
(European Record)
2 miles Team Trial, Standing start with Georges
Rousse in 3 mins. 51.4/5 secs. (European Record)

HERNE HILL TRACK

September 10th, 1938

New English 1,000 metres record
standing start unpaced time trial
in 1 min. 13 secs.

Write for full technical description
of the famous Rudge Aero Path and
fully illustrated catalogue of Rudge
"True-Point" machines to Rudge-
Whitworth Ltd., Hayes, Middlesex.

6 DAYS BICYCLE RACE WEMBLEY 1939

Rudge No. 1 Team:

**KAREL KAERS
DEBRUYCKERE**

Rudge No. 2 Team:

JEFF SCHERENS
(5 times World's Sprint Champion)

DEKUYSSCHER

THE RUDGE WHITWORTH WORLD'S MILE RECORD PRIZE.

Messrs. Rudge Whitworth, makers of the Aero Special Bicycle on which Kaers lowered the World's Mile Record, are sportingly offering a Prize of £10 10s. od. cash and a £5 5s. od. Gold Medal to the rider who beats Kaers' record by 1/5th of a second or more.

One condition requested by Kaers, and agreed to by the Management, is that he be allowed to attempt to regain his record should it be beaten.

Details applying to the Time Trials are hereunder given :—

THE 1,000 METRES TIME TRIAL : Standing Start.

Existing World's Indoor Record : 1 min. 9.4/5 secs. by Karel Kaers, Vel d'Hiv, Paris.
Totally enclosed-wood.

Existing World's Record : 1 min. 10.1/5 secs. by F. Battesini, Vigorelli Track, Milan.
Partially enclosed-wood.

Existing British Record : 1 min. 13 secs. by Karel Kaers, Herne Hill. Outdoor-cement.

Attempts to beat the 1,000 Metres Record will be made by each rider in the Six Days Race and Bonus points will be allotted to riders beating the **standard time** fixed by the Management. By the same rule Penalisation Points will be deducted from the Teams' Points Score Total for the Race should their times not equal or better the **standard**.

1,000 Metres : Standard time 1 min. 15 secs.

Bonus Points.

100 Points will be added to the Teams' Point Score for every Second the 1,000 metres is ridden under the Standard Time fixed.

500 Points extra will be added for every second under the World's Record time of 1 min. 9.4/5 secs.

Penalisation Points.

100 Points will be deducted from the Teams' Point Score for every second over the Standard Time fixed.

(These points, both Bonus and Penalisation, will be applicable pro rata to fifths of seconds.)

Prizes.—A prize of £5 5s. od. is offered by Mr. Arthur J. Elvin to the rider recording the fastest time for the 1,000 Metres and a Gold Medal value £5 5s. od. should the World's Record be beaten.

In the event of the Standard Time not being beaten no prizes will be awarded.

THE FLYING FURLONG.

The last furlong is the only distance officially clocked in all the great Sprint Classics and is the real measure of the Sprinter's speed. It is thus looked upon as the Blue Riband of the Cycling Track.

The great prizes, such as the World's Championship, the Grand Prix of Paris, etc., are won by the rider who can pull out the greatest speed over that seemingly never ending last furlong.

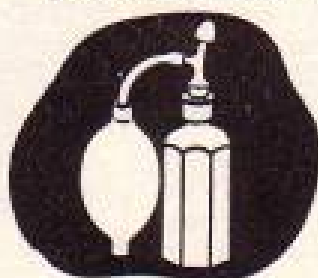
Great riders of the past like Jackie Clark, Bob Spears and Alf Goulet of Australia ; W. J. (Bill) Bailey of England ; Major Taylor, the Negro, and Ivor Lawson and Frank Kramer of U.S.A. have been credited with times from 10.4/5 secs. to 11.1/5 secs. at various times. These times were mostly performed in private trials or in training and were generally performed after being led to the starting mark by another rider or a tandem.

However, the fastest time ever officially recorded in Europe for a furlong stands to the credit of that wizard of speed Jeff Scherens, 11.2/5 secs., i.e., 20 yards to the second, or 40 miles an hour, in winning the Grand Prix of Paris 1937.

Spray away **CATARRH**

GERMS & MUCUS *destroyed*

Wonderful relief for every sufferer!



MILTON NASAL SPRAY

Designed to give best results with Milton in water. Special hygienic nozzle and sprayer puts fluid high up where germs are thickest. Anti-scorch bottle preserves full power of mixture, holds sufficient for day's use. From all chemists 3/- with full directions.

6d to 2'6
A BOTTLE
from all chemists

Catarrh is dangerous. Once it gets hold, it affects the whole body, starts complications and takes all the pleasure from life. Milton brings instant relief and then cleans out the catarrh completely, by dissolving mucus, in which germs breed. Kills germs too, better than anything else known to science, without harming delicate membranes.

SIMPLE TREATMENT

Just spray Milton into the nostrils three times a day. The first trial clears the head, soothes the inflamed tissues. In a week your Catarrh is conquered. In a month you'll never believe you had it! Get Milton today. Use a quarter of a teaspoonful in a tumbler of water. Milton is non-poisonous, non-irritant, can do you nothing but honest good!

'NEVER WITHOUT MILTON'

"I was a great sufferer from Catarrh. I tried everything else and it did not do me a bit of good, then one day I bought a bottle of Milton . . . ever since, I have never been without a bottle in the house. Milton has saved my life. . . ."—A. C., Bristol.

'NO RECURRENCE OF THE COMPLAINT'

"So many suggestions for cure of Catarrh involve long and tedious remedies, and giving up smoking, etc. I find no recurrence of the complaint after using Milton, even though a heavy smoker."—G. E., London.

★ The originals of these amazing letters may be seen at Milton Proprietary Ltd., John Milton House, London, N.7

MILTON

The one antiseptic that
DISSOLVES MUCUS

Always keep a bottle of Milton in the house. It relieves and protects against Colds and 'Flu, heals cuts, burns and wounds, and rapidly clears up spots and rashes.

As Scherens is known to cover his last 50 yards with a terrific burst, it is only just to credit Jeff with reaching a speed of 42 to 43 miles per hour in the finishing stretch.

Will Van Vliet, Scherens only conqueror in seven years, beat it?

This Flying Furlong replaces the Lap Dash of previous years. Record held by Karel Kaers, 9.3/5 secs. Whilst there is no official World's Record for 1 Lap (1/10th of a mile) there are many tracks of that size and the 9.3/5 secs. by Kaers is regarded as the fastest yet recorded on a 10-Lap track.

Riders wishing to attack the Lap record can, however, on giving 24 hours notice in advance, do so, and a Prize of £5 5s. od. and a £3 3s. od. Gold Medal will be awarded by Messrs. Rudge Whitworth (who built the Aero Special Bicycle on which Kaers established the record) to the rider who succeeds in lowering the figure. Kaers will have the right to attempt to re-capture this record also, should it be beaten.

THE FLYING FURLONG. Standard time, 12.2/5 secs.

Bonus Points.

50 Points will be awarded for every 1/5th of a sec. **under** the Standard Time.

250 Points extra will be awarded for every 1/5th of a sec. **under** the European Record of 11.2/5 secs.

Penalisation Points.

50 Points will be **deducted** from the Teams Points Score for every 1/5th of a second taken by each rider **over** the Standard Time.

Prizes.

A prize of £5 5s. od. is offered by Mr. W. J. (Bill) Bailey to the winner of the Flying Furlong Contest and a £5 5s. od. Gold Medal as well should Scherens' Record of 11.2/5 seconds be beaten.

In the event of the Standard Time not being beaten no prizes will be awarded.

THE WEMBLEY "SLING PURSUIT" RACE—2 MILES.

A pursuit race between teams. Both members of each team will participate but only one rider from each team will be effectively in the Race at one time, riders relaying as in the Six Days Race itself. Riders will make a Standing Start and change at will, the "Sling" relay being allowed.

Two teams will compete at a time starting on opposite sides of the track and complete the **two miles** (20 laps).

Although a team is overtaken it should complete the course in order to have its time recorded. Failure to do so will entail the loss of all points scored in the Six Days Race standing to the credit of the team.

Standard time, 3 mins. 45 secs.

Bonus Points.

100 Points per second **under** the Standard Time.

Penalisation Points.

100 Points per second **over** the Standard Time.

The two fastest teams will ride a Final to decide the actual winner of this Pursuit Race.

Prizes.

A prize of £10 is offered by Mr. Arthur J. Elvin to the team winning this event. In the event of the Standard Time not being beaten no prize will be awarded.

JAMES GROSE LTD. THE CYCLE SPECIALISTS

THE JAGROSE "CONTINENTAL"

SEND FOR
30-PAGE
ART LIST



Free FIRE, THEFT AND
ACCIDENT
INSURANCE

48
WEEKLY

ONLY ONE of 100 OTHER MODELS
Cycles, Tandems, Tricycles
Every Machine Hand Built in our Euston Rd. Works

FRAME—Built with REYNOLDS 531
TUBES, pencil seat and chain stays,
special Continental run-away upright
lugs, in fancy designs, solid front and
rear fork ends, rear ends suitable for
Derailleur or plain gear, oval to round
front forks.

WHEELS—Dunlop high pressure 27"
Chromium Plated Rims built on
ATREITE L.A. 30-E FLANGE
CONTINENTAL hubs with PERMA-
CHROME spokes.

GEAR—ORGEAR, POLY or any Derail-
leur gear.

CHAIN WHEEL AND CRANKS—
DUBAX (French) light Racing chain-
wheel and cranks with 4 flutes.

HANDLEBARS—Any racing shape,
Chromium Plated on 7" or adjustable
stem, coloured taped ends.

BRAKES—GLORIA Continental front and
rear.

CHAIN—REYNOLD ELITE 1 and 1.
PEDALS—Faschoux Light steel hollow
spindle.

SADDLE—BROOKS B.17 Flyweight Flyer
TYRES—Dunlop High Pressure.

MUDGUARDS—Reunels "Ultralight."

FINISH—Excelling in any colour with
various Continental designs, chromium
plated front and rear fork ends and
all usual parts.

£10:19:6

CYCLING SHOES

Post
Free



Flap Tongue,
Black or Tan, a
strong Touring
shoe ...

6/3

The latest Black and Tan, Sup-over
tongue ... 7/11
Superior Black and Tan, best quality
leather soles, very pliable ... 8/11

JAGROSE CYCLING JACKETS

Ladies' or Gent's



Black or brown, stout, hard-
wearing cloth, smart finish, a
material that will give
full satisfaction ...

5/6

Black or grey, specially selected
cloth, extra strong, strongly
recommended by us for
road hard wear ... 7/-
Fresh blazer shade, sports
back, easy fitting, gives
with every movement, very
smart ... 7/6

Genuine all wool alpaca in shades black,
grey, brown, best possible value ... 9/11

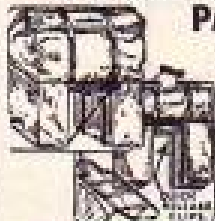
CYCLING SHORTS

Ladies' or Gent's

Khaki drill, dbl.
waisted, strong ... 1/11
Extra strong, best Gov-
ernment Khaki drill,
hard wearing, best eye ... 3/6
Velvet Corduroy in all
shades, the best possible
tough, but soft
to wear ... 5/11



THE JAGROSE CYCLE PANNIER BAGS



With adjustable Strap
Bag at top. Will carry
full camping equipment
INSTANTLY
DETACHABLE
Complete with carrier
15/6
Just the Right Thing
for the Tandem.

KEEP FIT. USE A JAGROSE HOME TRAINER



THE JAGROSE HOME TRAINER

Very strong and easy running.
This trainer will stand any
amount of hard work, ideal for
clubs, fully adjustable to various
wheel bases, but when fixed cannot
slip. Ball bearing rollers ... Curr. Paid
Fitted with Constructor 40 m.p.h. Speedometer
25/- extra.

39/6

6'9" 14'9" 50' TENT BARGAIN



These Tents are supplied in
a neat hessian complete with
jointed poles, pegs, ropes and
runners. They have strongly
even seams, special strong
eyebits and overhanging eaves.
Lh. Wk. Ht. Walls Wte. Gen.
in. G.Wt.

6'0"	4'0"	3'0"	0'0"	6/9	8/6
6'0"	4'4"	3'4"	12'	7/11	10/6
6'0"	4'8"	0'0"	30'	14/9	21/-
6'0"	0'0"	0'0"	30'	18/11	27/6
10'0"	0'0"	0'0"	30'	27/6	35/6
8'0"	7'0"	0'0"	30'	40/-	55/-
10'0"	8'0"	7'0"	30'	55/-	77/6

5, 5 Tents (d. postage, all
others curr. paid)
BELL TENTS. Special Offer
selected Army surplus, regu-
lation size, complete with
poles, pegs, ropes, etc., in
strong canvas, 50/-, car-
riage forward.



SLEEPING BAGS

The "Jagrose" Quilted, as illustrated, ... 7/6
well filled, lightweight, warm ...
The "Groundsheet Sleeping," fitted with ground
sheet, damp-proof cover, lined fleece, ... 10/6
comfort and warm ...
The "Real Down" Sleep Bag, damp-proof
cover, quilted, filled with pure ... 18/6
down ...

JAMES
GROSE
LTD

HEAD OFFICE AND MAIL ORDER DEPOT. PHONE: EUSTON 5231.
379 EUSTON RD. GT. PORTLAND ST. N.W.
NORTH LONDON DEPOT: 233 HOLLOWAY ROAD, N.7. PHONE: NORTH 1297.

WE STOCK EVERYTHING APPERTAINING TO SPORTS AND GAMES

The teams will make their attempts on the date specified hereunder :—

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
FLYING FURLONG	Montero Livingstone Van Vliet Wals	Seres Seres Cozens Clare Buckley Ignat	Van Kempen Pellenaers Stieler Hansen Helps Vroomen	Kaers Debruycker Buysse Billiet	Scherens Dekuysscher Letourneur Guimbretiere	
1,000 METRES (Standing Start)	Seres Seres Buckley Ignat Stieler Hansen	Helps Vroomen Van Kempen Pellenaers	Cozens Clare Montero Livingstone	Letourneur Guimbretiere Scherens Dekuysscher	Kares Debruycker Buysse Billiet Van Vliet Wals	
TWO MILES WEMBLEY "SLING" PURSUIT	Scherens Dekuysscher v. Van Vliet Wals	Buckley Ignat v. Letourneur Guimbretiere	Van Kempen Pellenaers v. Kaers Debruycker	Buysse Billiet v. Stieler Hansen	Cozens Clare v. Helps Vroomen	Montero Livingstone v. Seres Seres

The Referee's decision on any dispute or question arising from these Time Trials and Record attempts is final and binding on all competitors.

The Empire Omnium

As most of our patrons will know the Omnium implies an "all round" contest.

This event has been limited to the Empire riders :—

Syd Cozens	...	...	...	...	England.
Benny Clare	...	...	...	...	England.
Charles Helps	...	...	...	...	England.
W. Livingstone	...	...	...	...	Ireland.
Joe Buckley	...	...	...	...	Australia.

The Omnium will consist of :—

- An Australian Pursuit Race. The five riders being spaced at equal distances round the track and will continue to pursue each other for three minutes, overtaken riders must retire.
The winner of this pursuit will receive 3 points, and the second 2 points.
- A One Mile Points Sprint Race. The five riders will compete in the race. One point will be allotted to the leader at the end of the 2nd, 4th, 6th and 8th laps. The leader at the end of the 9th lap will receive 2 points and the rider crossing the line first at the end of the 10th lap will receive 3 points, and the rider finishing second 2 points, and the third 1 point.
- Points will then be added up and the two riders with the highest aggregate of points will ride a special Continental Sprint Match of three heats, best two out of three to be the Winner of the Empire Omnium.

Final of EMPIRE OMNIUM and Final of WEMBLEY "SLING" PURSUIT to be held during **SATURDAY AFTERNOON SESSION, 3rd JUNE.**

Prizes.

Mr. A. J. Elvin offers the following prizes :—

- £10 cash and £5 5s. od. Gold Medal—1st.
- £5 cash and £3 3s. od. Gold Medal—2nd.

The series of Races will be spread through the six days during the afternoon or evening sessions.

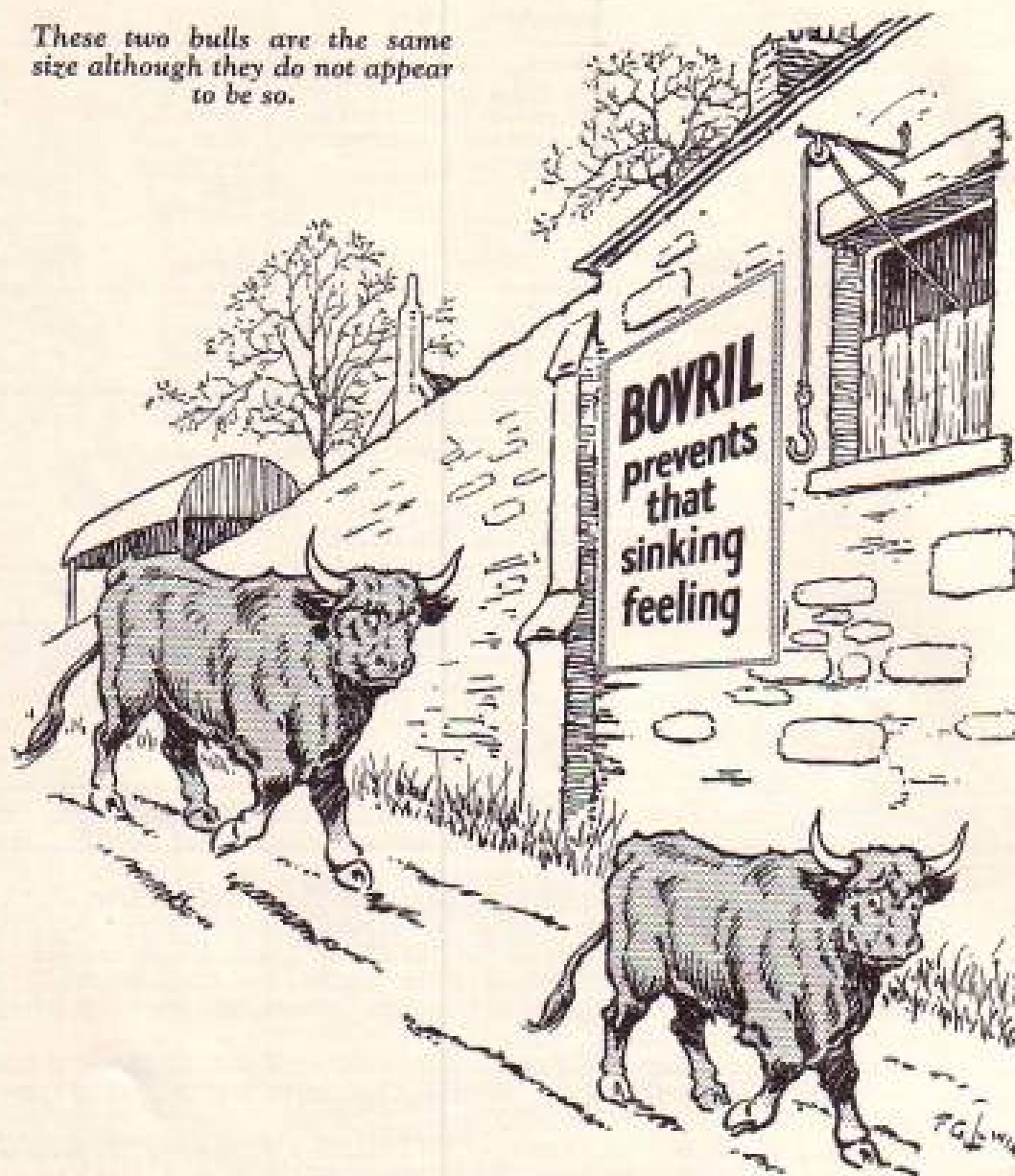
The first of the series will take place on Monday night at 7.30 p.m.

The decision of the Referee on all matters referring to these contests is final and binding.

A. H. SHEPHERD,
Organiser and Manager.

An OPTICAL ILLUSION

*These two bulls are the same
size although they do not appear
to be so.*



There is NO ILLUSION about
BOVRIL

—it is always the same

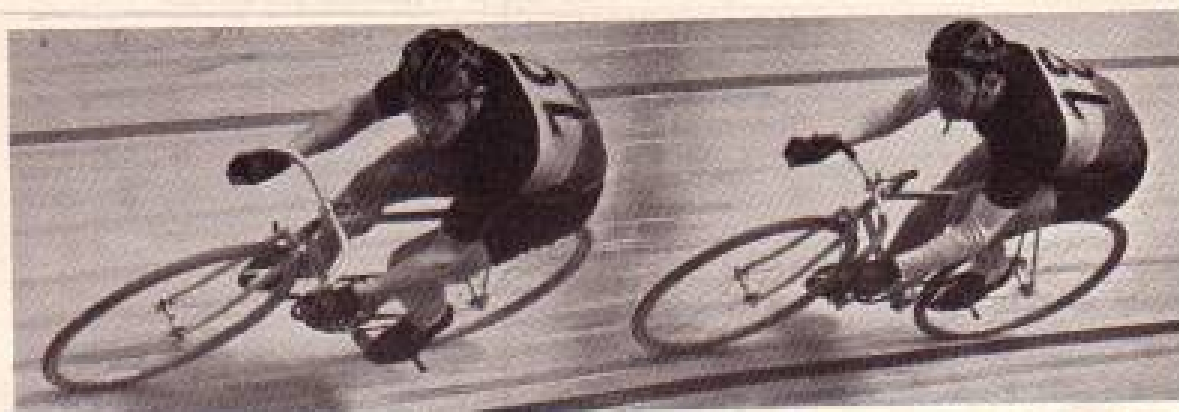
TIME TRIALS SCORE SHEET

To allow patrons to compare the times of the various riders and teams.

RIDERS AND TEAMS	Flying Furlong 220 yards			1,000 metres Standing Start			Wembley "Sling Pursuit" 2 Miles		
	Time	Points Won/Lost		Time	Points Won/Lost		Time	Points Won/Lost	
1 ARIE VAN VLIET							}		
2 COR WALS									
3 ARTHUR SERES							}		
4 GEORGES SERES									
5 ALBERT BUYSSE							}		
6 ALBERT BILLIET									
7 BJORN STIELER							}		
8 GRUNDAHL HANSEN ...									
9 JOSEPH VROOMEN							}		
10 CHARLES HELPS									
11 LUCIANO MONTERO... ..							}		
12 BILL LIVINGSTONE									
13 ALFRED LETOURNEUR ...							}		
14 MARCEL GUIMBRETIERE ...									
15 SYD COZENS							}		
16 BENNY CLARE									
17 PIET VAN KEMPEN							}		
18 CEE PELLENAERS									
19 JOE BUCKLEY							}		
20 EMILE IGNAT									
21 KAREL KAERS							}		
22 OMER DEBRUYCKERE ...									
23 CAMILLE DEKUYSSCHERE							}		
24 JEFF SCHERENS									

EMPIRE OMNIUM SCORE SHEET

	Cozens Points	Buckley Points	Helps Points	Clare Points	Livingstone Points
Australian Pursuit Race					
Points Sprint Race					
Total Points					



The OFFICIAL RUB

1936

1937

ELLIMAN
ATHLETIC RUB

1938

1939

Again Chosen!

Not without every good reason ELLIMAN Athletic RUB has, for the fourth year in succession, been chosen as the Official Rub for the Six Days Cycle Race at Wembley. Past experience has proved to the Officials its tremendous value in producing the utmost possible performance from each rider which is essential for the greatest success of the Race.

ELLIMAN Athletic RUB is universally recognised as THE WORLD'S WONDER MUSCLE TONIC for

with its use great outstanding achievements in every sphere of Athletics, Sports and Pastimes have been made possible.

But its widest use is with those who are not necessarily out for records but who want to acquit themselves to the utmost of their capacity and thereby derive supreme pleasure from their Sport or Pastime, and to such ELLIMAN Athletic RUB is particularly valuable.

Every Rider Massaged Regularly with

ELLIMAN ATHLETIC **RUB**

*To Ensure Super Speed and Stamina
also Freedom from
the Bugbear of Staleness and Cramp*

NOW OBTAINABLE
AT THE
POPULAR PRICE **6^d.**
SLIPS EASILY INTO THE SADDLE BAG

You oil your machine for easier running why not 'oil' your muscles for easier pedalling?

BUY A 6d. BOTTLE TO-DAY. With it you will find correct massage instructions showing how a little of ELLIMAN'S goes a long way when used in the right way.

6d., 1/- and 2/6 Club Size, from Boots, Timothy Whites and Tasslers, and all high-class chemists

HOW THE RACE IS RUN

By W. J. BAILEY, Referee of the Race

THE race you are now witnessing is the fourth Six Day Race to be held at the Wembley Pool. In 1935, when the first race was staged, this class of racing was new to the British public, and many thought that a race of this description would not make an appeal.

The first hour of that race dispelled any doubts in this respect, as there were sufficient action and thrills packed into that short space of time to satisfy the most ardent critic.

Since that day Six Day Cycle Racing has never looked back, and while the Wembley management continue to bring such teams of world renown into the race, then the "Six" is here to stay.

In bringing over these famous riders, Wembley have rendered a great service to English Cycling sport, in that they have given the fans the opportunity of seeing in action the champions they have heard so much about. Their wonderful and colourful riding have in addition been an inspiration and education to many of our aspiring speedmen.

This year the management has given us even a greater feast of talent by bringing such famous riders as Van Vliet and Scherens into the race. Never before have two such world's champions been brought together in a "Six." Their presence will bring an added interest into the sprints, which, with their clear cut results, make a special appeal to many of the Wembley fans.

With these two famous sprinters in the race many of the sprints will be literally world's championship revenge matches.

In addition to these famous world's champions, popular favourites from other branches of the sport have been engaged to make up what should prove to be one of the most evenly matched fields of any Wembley Six.

There is a greater Empire interest this year, with three Englishmen, an Australian and one Irishman in the race. This is the first time that we have ever had a complete English team which shows so much promise as do Coxens and Clare, who were the moral winners of the Sydney Six. The Wembley management has to be complimented on their initiative in bringing home this promising pair from Australia to keep our colours to the fore in this race.

Lack of Tracks

Those who are not conversant with cycle racing conditions in this country may well ask why there are so few English riders in the race. The reason is the complete absence of suitable banked tracks for our riders to develop. When England possessed cycle tracks, then this country was supreme in International Cycling.

Tracks, owing to the valuable building sites they occupied, have disappeared one by one, so that to-day there is not a track in the country to compare with those on the Continent.

The Wembley management do, however, take steps to develop English riders by sending Six Day aspirants to the Continent to train on a suitable track in company with professionals in the hope that they will develop into the class of rider so necessary to give you the thrills of speed and adroitness for which you have paid admittance.

It would be useless to engage all the best riders

unless there was a good track to put them on, so that they could give of their best. In this respect, Wembley have year by year, built better and even faster tracks, capable of carrying with safety the world's record speeds that these riders are capable of producing.

Last year, for instance, Karel Kaers broke the 27 year-old one mile record of 1 min. 31 secs. by clipping 3.5 sec. off those astounding figures.

Speed and Safety

This year this Belgian phenomenon will again attempt to set up world's record figures, this time for the 1,000 metres. In his attempt he can be happy in the knowledge that the track offers him every advantage in respect of speed as well as safety.

For those who are witnessing Six Day Racing for the first time, let me say that a "Six" is not difficult to understand. There are two riders to each team, wearing the same coloured jersey, each with a number on his back which permits you to pick out any particular team quite easily. The rules of the race state that one rider of each team must be on the track at all times of the day and night during the whole of the 143 hours. This permits the riders of a team the opportunity to eat, have a few hours sleep and provide for their necessary comfort in turn, while their partners are holding the teams' position in the race.

You will get quite a thrill out of the sprints on this small track, which you will be able to follow with their clear cut results. The greatest thrills however will come in the "Jama." A "Jam" is the confusion which results from an attempt by one or more teams to gain a lap on the entire field. This may continue for an hour or more, and you will be watching what appears to be a confused tangle of riders whirling round and round the track without apparent reason, narrowly averting colliding at every lap by miraculously steering clear of danger.

As soon as the rider who has broken away from the field succeeds in catching the last rider or tail of the field—then he has gained a lap, and an announcement over the "make" will be given to this effect, with a further announcement of the next rider who is leading the field. When a rider gains a lap he virtually becomes the tail or last man of the field unless he rides right through it, so the rider who was following him in the chase automatically becomes the leader when the rider in front has caught the tail and been awarded his lap.

As teams gain laps they are credited with them in the Referee's box, where a complete score sheet is maintained. When the "Jam" dies down the announcement to the exact placings of the different teams is given.

At the end of 143 hours riding, the team which has ridden the greatest mileage is declared the winners of the race, but should two or more teams be equal on mileage then the team with the greatest number of sprint points gained during the week, are declared the winners.

A Six Day result can remain in doubt right up to the very last moment, as a team with a less number of sprint points yet equal on mileage, may in the very last few minutes of the race, steal a lap and snatch the race from a team that appeared to be the certain winners.



Win or lose
"BLACK & WHITE"
SCOTCH WHISKY
is the Sporting Spirit

ASK FOR IT AT THE BAR

HOW DUNLOP CYCLE TYRES ARE MADE

DUNLOP tyres of to-day are vastly better than the first practicable pneumatic tyre which John Boyd Dunlop invented and built with his own hands in 1888. But even from the first the Dunlop tradition of quality was being established, for not until he was satisfied of the efficiency of his tyre did Dunlop consent to the formation of a company to manufacture it.

Laboratory Tests

The same determination to turn out the best possible products is evident to-day in every branch of the great Dunlop organisation. Rigid specifications are prepared for every raw and semi-finished material. Elaborately equipped chemical and physical laboratories continually make searching tests, not only of materials supplied, but of work in process and finished goods, and any shortcoming, any falling off from the Dunlop standards, no matter how slight, means rejection. The Company has its own rubber plantations, over a hundred thousand acres in extent, in Malaya, and the Dunlop Cotton Mills at Rochdale, the largest of their kind in the world, are devoted entirely to producing the cord which makes the carcasses of Dunlop tyres.

Rubber comes from Latex, the milky sap of the rubber trees. On the plantations the watery portion is evaporated, and the raw rubber appears as "smoked sheet" or sheets of "crepe."

These sheets are baled under pressure until they form practically solid blocks and are packed in cases for shipment. Reaching Fort Dunlop, each block is cut into eight pieces by a star-shaped knife operated by a hydraulic ram. These smaller portions may now be mixed or blended so as to cancel out any small variations in the rubber from one case to the next.

Now comes "mastication." The rubber is kneaded repeatedly between steel rollers until it becomes soft and plastic. At this stage there are added the various softeners, tougheners, anti-oxidants, accelerators and activators, and the reinforcing, dispersing and vulcanising agents that are necessary to give the desired proportion to each part of the finished tyre. Rubber chemistry is a science in itself, and even in the last few years notable advances have been made in developing rubber compounds for special purposes.

Samples are taken from each batch of compounded rubber and sent by vacuum tube to a central control laboratory. Here they must pass rigorous tests, and only if the standard of quality and uniformity is very high is a pass warrant issued and the batch released.

Meanwhile the Dunlop Cotton Mills have been spinning fine cotton into cord which will be stronger, section for section, than steel, and winding it on "cheeses," each containing about six miles of cord. At Fort Dunlop the cheeses are mounted on a creel machine and some two thousand cords are drawn out, each separately and equally tensioned. In this part of the factory, as in the Cotton Mills and the textile laboratories, there is one season all the year round, for air conditioning maintains the same temperature and humidity so that the properties of the cord will remain uniform. From the creel machine the cords, almost touching, are brought together in a calender, where between massive rollers a film of specially compounded rubber is pressed into and around each cord. Sensitive instruments give a continuous indication of the thickness and weight of rubber, and so accurately do they measure that the thickness can be controlled to within half of one-thousandth of an inch.

Tread Rubber

The rubbered cord fabric goes now to a multi-spooling machine to be slit into spools of the width required. Specially compounded rubber is run between shaped rollers and reeled on to drums. This is the tread rubber, thick in the middle and tapering towards the sides, but of course, with no pattern just yet. Coils of enormously strong steel wire are cut to size and welded to form the tyre beads, and these, with the tread drums and fabric spools are conveyed to the Monoband machines and skilfully assembled ready for vulcanising.

The built-up is fitted on a head which, as the two halves of the vulcanising press close, expands and forces the cover against the patterned mould, heated by steam. After a predetermined time at a given temperature the steam is cut off, the mould opens and the vulcanised cover is removed. Finishing follows, and a final rigorous inspection before the cover may be wrapped and despatched, to give some cyclist the high standard he expects from Dunlop tyres.

*On Sale at
All Bars*

**TAYLOR
WALKER'S**

**PRIZE
BEERS**

These famous record-breakers ride

HERCULES

..the
fastest
cycle



"Shake" Earnshaw



Miss Marguerite Wilson

on
the
road



Cyril Heppleston



Richard Kemps

HERCULES CYCLE AND MOTOR CO., LTD., ASTON, BIRMINGHAM



C. B. HELPS

AND

J. VROOMEN



*Photos by courtesy
of "Cycling"*

CHOOSE

DAYTON



This year, two of the Continent's leading cyclists are riding Dayton—England's leading cycle. Write for a copy of the 1939 Dayton catalogue, which gives you details and specifications of these outstanding cycles.

THE CONTINENTAL SNIPE

(as illustrated)

A new model destined for high club popularity.
Upright angles 73°, 73°. Weight 23½ lbs.

Frame beautifully enamelled
in choice of five flamboyant
colours—blue, green, red,

silver or amber—with artistic
panelling, or coloured enamel
to choice.

£8. 8. 0

OTHER DAYTON MODELS

FLAMINGO SPORTS

Outstanding value for money.
First class specification. Angles
73°, 72°. Weight 26 lbs. Wheel-
base 40½ ins. Price **£6. 9. 6**

INTERNATIONAL CONTINENTAL

A brilliant model, outstanding in
every detail of its specification.
Weight only 21 lbs. Angles 77°,
74°, or made to specification.
Price **£12.19.6**

DAYTON CYCLE CO. LTD.
DAYTON WORKS,
PARK ROYAL ROAD, NORTH
ACTON, LONDON, N.W.12.

DAYTON

Cycles

RIDDEN FOR OVER 30 YEARS

THE NATIONAL CYCLISTS' UNION



MR. H. N. CROWE, N.A., F.I.S.A., SECRETARY

THE National Cyclists' Union, under whose jurisdiction this race is being run, is the governing body for track, massed-start and roller cycle racing in England, Scotland, Wales and Northern Ireland. It is affiliated to the Union Cycliste Internationale, and is a member of the British Olympic Association and the British Empire Games' Council for England. It was founded in 1878, and was the first body in this or any other country established for the purpose of protecting and furthering the interests of Cyclists.

The Union has affiliated to it some eighteen hundred cycling and sports' clubs, and its individual membership for 1938 was over sixty thousand—making it larger than any other cycling organisation in this country.

Each year the N.C.U. enters national teams in the Worlds' Cycling Championships, but, like the majority of other British Sports' bodies, it regards the Olympic Games as superior to and more important than any other international amateur contest. Next year at Helsinki five cycling events will be decided, and in preparation for those Games special training arrangements have been made for this year.

Thanks to the kindness of the Brooklands and Donington Park Authorities, massed start cycle races are now held practically each week-end at those famous motor racing courses.

But the government of cycle racing is not the sole duty and object of the N.C.U. Ever since it was first formed it has made the protection and furtherance of the interests of the non-racing cyclist its prime concern.

One of its most active departments is that which handles accident claims of members. Some eleven hundred cases are handled each year, and compensation totalling £43,678 has been obtained for members during the past three years. The services of the N.C.U. solicitors and the legal costs involved in fighting these cases in the Courts is entirely free to the member, win or lose. Each and every member of the N.C.U. is insured, by virtue of his or her subscription, against Third Party Claims.

The services of the Touring Bureau, either home or foreign, are also at the disposal of members. The N.C.U. annual handbook, with its comprehensive list of stopping places and prices, is of the utmost value to the home tourist. In spite of unsettled international conditions, there is no lessening of the number of cyclists who go abroad for their cycling tours. The possession of an N.C.U. Triptique or Customs' Pass simplifies all the troubles of passing a bicycle through Continental Customs' offices.

Parliamentary matters affecting cyclists demand each year increasing attention. N.C.U. representatives have given evidence before the Transport Advisory Council, House of Lords Select Committee, and similar bodies.

Recently the N.C.U. instituted a special class of "associateship" for those cyclists who use their cycles mainly as a form of transport, offering them in return for a modest half-crown a year £1,000 Third Party Insurance and Legal Advice and Assistance. The scheme has proved popular amongst utility cyclists, and the number of associates grows rapidly each year.

For administrative purposes the country has been divided into thirty-one areas, each governed by a Council elected by the members in that area. The officials of the Union are all voluntary, with the exception of the Head Office staff at 35, Doughty Street, London, W.C.1.

International Six Days Race—WEMBLEY, MAY 2

NUMBERS, TEAMS, NATIONALITIES

No.	RIDERS	NATIONALITIES	
1	ARIE VAN VLIET...	Dutch	Red (V Office
2	COR WALS ...		
3	ARTHUR SERES ...	French	French
4	GEORGES SERES ...		
5	ALBERT BUYSSE ...	Belgian	Blue v Hoo
6	ALBERT BILLIET ...		
7	BJORN STIELER ...	Danish	Danish
8	GRUNDAHL HANSEN ...		
9	JOSEPH VROOMEN ...	Dutch	White
10	CHARLES HELPS ...	English	White
11	LUCIANO MONTERO ...	Spanish	Green
12	BILL LIVINGSTONE ...	Irish	Green
13	ALFRED LETOURNEUR ...	French	French Trice
14	MARCEL GUIMBRETIERE ...		
15	SYD COZENS ...	English	Union
16	BENNY CLARE ...		
17	PIET VAN KEMPEN ...	Dutch	Dutch
18	CEES PELLENAERS ...		
19	JOE BUCKLEY ...	Australian	Blue w
20	EMILE IGNAT ...	French	Blue w
21	KAREL KAERS ...	Belgian	Yellow
22	OMER DEBRUYCKER ...		
23	CAMILLE DEKUYSSCHERE ...	Belgian	Magent
24	JEFF SCHERENS ...		

Miss Marguerite Wilson, the famous woman cyclist, and the other members of the Hercules Team Six-Day Racing—have arranged to finish their training spins at the Empire Pool during this week. member of this famous team each

Y, MAY 28th (Midnight) to JUNE 3rd, 1939

NATIONALITIES, COLOURS

ITIES	COLOURS	POSITION IN RACE TO DATE	LAPS BEHIND	SCORE POINTS
...	{ Red (Van Vliet with World Champion Official Band)	.....	.....	.....
...	French Tricolour ... ..	.....	.....	.....
...	{ Blue with Belgian National Colour Hoops	.....	.....	.....
...	Danish Flag ... ..	.....	.....	.....
...	White with Dutch Flag ... ..	.....	.....	.....
...	White with Union Jack ... ..	.....	.....	.....
...	Green with Spanish National Colours	.....	.....	.....
...	Green with Irish Harp ... ..	.....	.....	.....
...	{ French Naval Hoops with French Tricolour	.....	.....	.....
...	Union Jack ... ..	.....	.....	.....
...	Dutch National Colours ... ..	.....	.....	.....
...	Blue with Australian Flag ... ..	.....	.....	.....
...	Blue with French Flag ... ..	.....	.....	.....
...	Yellow with Belgian National Flag	.....	.....	.....
...	Magenta with Belgian National Flag	.....	.....	.....

of the Hercules Team—" Shake " Earnshaw, Hepplestone, Riga and Kemps—all fans of
 Pool during this week, and we hope to be able to present Miss Wilson or some other
 famous team each night.

Keep right ahead!

Keep your hair under perfect control whilst cycling. Daily use of Nufix ensures perfectly groomed hair, a healthy scalp and lustrous hair growth. Leadership in quality is the reason why so many men have changed to Nufix. Nufix is made from a base of pure natural vegetable oils in a combination which produces the finest tonic hair dressing modern science can evolve.



Nufix is obtainable at
Chemists, Hairdressers and Stores
Bottles: 6d 1/- 1/6
Tubes: 6d 1/-



Every day more men use

NUFIX

TONIC DRESSING FOR THE HAIR

Sole Manufacturers: WALDEN & CO. (NUFIX) LTD., LONDON, N.W.9

For the man who
takes his
cycling
seriously



the **ENGLEBERT**
'CLUB' tyre

Built and designed for the Clubman 6/9

TRACK LINES

YOU will notice lines on the track running longitudinally and parallel. These are in effect little different from the traffic lines you see on some of our main roads, and they indicate lanes for traffic.

The lower or black line, about 18 in. from the inner edge of the track, is the "Pole Line," or the line on which the track is measured. It represents the average course taken by a rider when alone and going at speed.

The next line—the "Red"—is a danger mark for riders, inasmuch as the leading rider in a sprint should not go above that line once the sprint proper has commenced. If he did so and another rider was about to pass him it would not only interfere with the overtaking rider's chance, but might cause an accident.

This red line also serves as the changing line for partners in a team race. The third or "Blue" line is also an indication for team races, and partners who have just been relieved or are waiting to relieve their

partners must keep above this line whilst circling around. They should not come down below that line until they see clearly that the field is far enough away for there to be no danger caused by their coming down.

In team races generally the lines are most useful, for if riders will keep to a line and do not "cut in" or "up" when other riders are approaching at speed, it is possible for the overtaking rider to go inside or outside the rider he is overtaking without fear and without accident. In short, a rider should keep to a defined line in order that others may know what he really intends to do, just as motoring on the roads becomes dangerous if the car in front does not keep to a definite course.

The overtaking cyclist also has a sound signal which he uses when overtaking in an unorthodox manner, and you will occasionally hear the "up up" of a rider who is diving into the field from the back. The lines if kept to, however, obviate this.

TIMES OF LAST BUSES AND TRAINS

BUSES.

From Empire Pool to:—

Route	Whit Monday	Tuesday to Friday	Saturday
18 Harrow Weald ...	12.23 a.m.	12.40 a.m.	12.28 a.m.
18c Harewell ...	12.10 a.m.	12.26 a.m.	12.26 a.m.
83 Southall ...	—	11.56 p.m.	12.08 a.m.
83 Harewell ...	—	12.24 a.m.	12.28 a.m.
83 Golders Green ...	11.41 p.m.	12.43 a.m.	12.43 a.m.
83 Hendon ...	12.18 a.m.	1.03 a.m.	1.03 a.m.
83 Ealing Broadway	12.01 a.m.	—	—

From Wembley Park to:—

46 Victoria ...	11.08 p.m.	10.53 p.m.	10.53 p.m.
46 Brondesbury Park	12.01 a.m.	12.17 a.m.	12.13 a.m.

From Wembley High Road to:—

79 Colindale ...	11.19 p.m.	11.13 p.m.	11.29 p.m.
79 Roe Green ...	12.02 a.m.	11.55 p.m.	12.20 a.m.
79 Park Royal ...	11.41 p.m.	11.34 p.m.	11.47 p.m.

Extra buses will operate between Empire Pool and Wembley Park and Alpertion on Saturday, until midnight.

TROLLEY BUSES.

From Wembley Hill Road to:—

Route	Whit Monday	Tuesday to Friday	Saturday
662 Paddington Green	12.17 a.m.	12.13 a.m.	12.17 a.m.
662 Stonebridge Park	12.31 a.m.	12.30 a.m.	12.33 a.m.
628 Clapham Junction	—	10.40 p.m.	—
628 Hammersmith ...	—	11.01 p.m.	—

TRAINS.

L.N.E.R. From Wembley Hill to:—

	Every Day
Marylebone ...	11.28 p.m.
High Wycombe ...	11.27 p.m.
Runlip ...	12.02 a.m.

L.M.S. From Wembley High Road to:—

Easton ...	11.58 p.m.
Broad Street ...	11.05 p.m.
Watford ...	12.43 a.m.

BAKERLOO. From Wembley High Road to:—

Elephant and Castle ...	11.58 p.m.
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METROPOLITAN. From Wembley Park to:—

Baker Street (last) ...	12.17 a.m.
Baker Street (all stations) ...	12.13 a.m.
Stammore ...	12.39 a.m.
Harrow ...	1.00 a.m.
Uxbridge ...	12.30 a.m.
Watford ...	12.26 a.m.

PICCADILLY LINE. From Alpertion to:—

Arnos Grove ...	midnight
Cockfosters ...	11.49 p.m.
South Harrow ...	12.44 a.m.
Uxbridge ...	12.28 a.m.

COME TO WEMBLEY

THE EMPIRE POOL

GALA ICE PRESENTATION

Thursday, 8th June, 9.45 p.m. to 11.30 p.m.

in honour of the visit of

The International Olympic Committee

The Net Proceeds will be paid over to the British Olympic Association Funds for the 1940 Olympic Games

ARTISTES

MISS CECILIA COLLEDGE
European and British Champion

MISS DAPHNE WALKER
Third in World Championship

MR. GRAHAM SHARP
World, European and British Champion

MR. FREDDIE TOMLINS
Runner-up World, European and British Championship

and many others

ICE HOCKEY: Wembley Colts v. Resident Lions and Monarchs

SPECIAL RESERVED SEATS . . . 5/6, 3/6 and 1/6

Book now at the Empire Pool Box Office: WEMBLEY 1550

SWIMMING

London's most famous Swimming Pool Re-opens for Public Bathing

WEDNESDAY, JUNE 21st

OXFORD v. CAMBRIDGE

Annual Contest of Swimming and Water Polo

Saturday, June 24th, at 8 p.m.



FOR THESE EVENTS

THE EMPIRE STADIUM

THE EMPIRE PAGEANT OF HEALTH & BEAUTY

A
unique display by 7,000 members of the
Women's League of Health and Beauty

Saturday, June 10th
at 8.30 p.m.

PRICES OF ADMISSION - 1/3 to 10/6
Book now at the Box Office

GREYHOUND RACING

MEETINGS

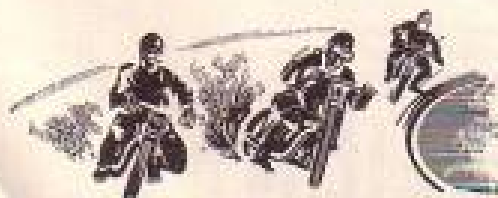
Every Monday, Wednesday and Friday
at 8 p.m.

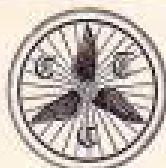
PRICES OF ADMISSION - 1/6, 2/9, 5/6
Including Official Race Card

SPEEDWAY RACING

Every Thursday at 8.15 p.m.

PRICES OF ADMISSION 1/3, 2/6, 5/-
Supporters' Club - - 9d., 1/6, 2/6





The CYCLISTS' TOURING CLUB

enables you to get the most out of cycling

For more than over sixty years the C.T.C. has championed the cause of cyclists. Join to-day and show your appreciation of many of the benefits you are enjoying that are due to their efforts.

THE CLUB OFFERS:

FREE LEGAL ASSISTANCE on the most generous scale. (In the last twelve years the Club has recovered considerably over £100,000 as damages for injured or aggrieved members.)

FREE INSURANCE against "third-party" risk (i.e. liability for damage caused to property or person whilst cycling).

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REDUCED CHARGES AT HOTELS, and the best hotel and farmhouse list ever published with complete tariffs.

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MAPS AND ROAD BOOKS at substantial discounts.

CUSTOMS TICKETS admitting cycles duty free into many foreign countries.

FREE TOURING INFORMATION of every kind relating to all countries.

FREE ADVICE on all matters connected with cycling.

FREE MEMBERSHIP of the District Associations, which are self-contained cycling clubs, holding runs and social fixtures.

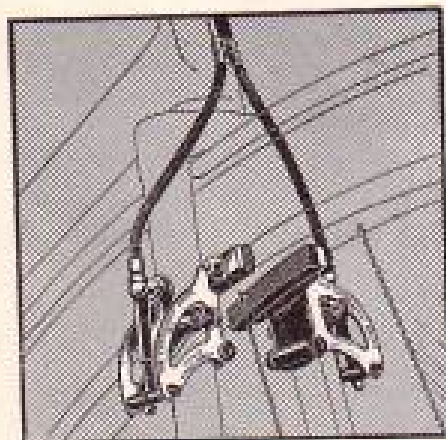
FREE HANDBOOK to all new members.

ENTRANCE FEE, 1s. SUBSCRIPTION, 10s.

Special concessions to members joining after April 1st.

Full particulars from the Secretary: 3 CRAVEN HILL, LONDON, W.2

The Aristocrat of Brakes —



There is no mistaking a **CANTI-LEVER**, it is outstanding in design and efficiency; it imparts an air of dignity to a bicycle and singles out the owner as a man of discernment

Cantilever brakes can be supplied with white or silver cables at a slight extra charge

"CANTILEVERS"

(Road)

10/6 REAR, 11/6 FRONT,
in nickel or enamel finish.

For TANDEMS 12/6—FRONT
or REAR, in chrome, 14/6.

Illustrated Catalogue on request

THE RESILION CO. LTD.
200, LIVERPOOL ROAD, LONDON, N.1.

How Muscular Fitness is Gained

THE value and importance to all cyclists of acquiring and maintaining muscular fitness is so apparent that it needs no stressing here, but what is not so obvious is how this desirable state can best be attained easily and pleasantly.

Right massage methods is the true answer to this problem.

The effect of correct massage is always to create lithe and supple limbs which do not tire or ache. Normally a muscle in action contracts and lengthens in even periods. It is stiffness of the muscular system which leads to muscle tears. The elasticity and stamina given to muscles by regular massage with Elliman Athletic Rub is a safeguard against stiffness, strain, and fatigue.

The result of hard exercise is oxidation in the muscles. Waste products form which must be removed, and this is why massage is so valuable for it brings an extra supply of blood to the muscles to wash away the harmful products of oxidation.

For any massage you need embrocation, and the most universally used is Elliman Athletic Rub which has been chosen as the Official Rub for all the Six Day Cycle Races held at Wembley. This choice year after year speaks volumes for its excellence.

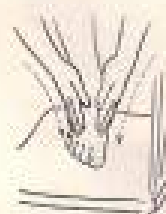
SELF-MASSAGE INSTRUCTION

by

EDWARD STORRIE

Empire and Olympic Games Masseuse and Official Masseuse, A.A.A.

Before commencing to massage his own body, the athlete should warm himself up with a few free movements and should then thoroughly lubricate his hands with Elliman Athletic Rub. This is done by pouring a "blob" into the palm of the hand about the size of a penny and then rubbing both hands together until they are well covered.



Massage of the Feet.

Place the foot on a chair or stool and commence rubbing downwards with the palms of the hands, working on each side of the foot from the ankle to the toes. The movement should be finished by drawing the thumbs under the ankle bone and up the Achilles tendon, the movement being quickened until friction is obtained and real

warmth created. Next rotate the toes, flexing them forward and backward and then cushioning them between the hands.

Massage of the Calf.

Place foot on a chair or stool and bend well forward. The fingers make contact with the calf at the ankle bone and are then drawn firmly upwards, care being taken that constant contact is maintained. In the next movement the hand is placed under the calf with the fingers just above the outer ankle bone and the hand is then drawn up to the inside of the knee; both calves are treated similarly. Next, the fingers are placed each side of the calf muscle, which is rolled and kneaded until it is really soft. Finish with an easy, rhythmic movement along the front of the shin bone in an upward direction.



Massage of the Knee.

Sit in a chair with the leg to be massaged very slightly bent. The palm of the hand then gently rotates the knee cap, immediately after which both hands compress the knee in a squeezing action. Next, with the hands maintaining a firm pressure on either side of the knee, they are rotated in opposite directions. When this has been done the finger-tips, pointing inwards, are placed in the cavity under the knee and are worked in small circles in opposite directions. Light, but brisk upward stroking of the whole joint follows. Then flex and extend the leg several times.



Massage of the Thigh.

Again seated, commence the massage of the thigh with the thumb and fingers, exerting a deep, upward pressure on either side of the thigh until real warmth is created. A rapid rolling of the muscle substance on each side of the thigh follows, and as each portion of muscle is released another must be picked up, so that the whole movement may be made as nearly as possible continuous. The upper portion of the thigh needs special attention, and the ball of the thumb should be rotated on the inner side, but with a far less degree of pressure. The heel should now be placed on another chair so that the thigh muscles may be fully relaxed, while the two hands roll the whole mass of muscle substance loosely round the thigh bone.



Remember that with all Massage Treatment the hands must be kept well lubricated—preferable with Elliman Athletic Rub.

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DUNLOP

**CYCLE
SADDLES**

HOLLAND



ARIE VAN VLIET

1 Red with World Champion
Official Band

A Dutchman. Deprived Scherens of his world's title last year. As an amateur he had a very brilliant career, winning the Olympic 1,000 metres time trial. Turning professional in 1937, he ran Scherens very close for the world's professional sprint crown, and followed this up by dethroning the Belgian last year. A strong, hard-riding sprinter, he is now competing in his second Six Days, and will give a good account of himself in the "jams" and the sprints. He rode well in the Antwerp event and took home most of the primes. Will wear red jersey encircled by World Champion Official Badge—an honour he alone is entitled to as World's Professional Sprint Champion.

COR WALS

2

Red

Cor Wals was born at The Hague, February 26th, 1911. This fair-haired Dutchman is one of Europe's outstanding Six-Day riders, and usually partnered with Pijenburg he has won innumerable Six-Day races. He has also won Six-Day races as a partner of Guimbretiere, Billiet, Van Kempen, Pelleners, and many others. To watch Wals ride will tell you more about bike riding than any written word can do. Wals graduated through the road school as an amateur and is at home in a sprint in the best company. He is one of the great specialists on small, steeply banked tracks. Last year at Wembley he was riding with Van Kempen, and these two were placed third in the final classification.



FRANCE

ARTHUR AND GEORGES SERES

3 & 4 French Tricolour

The Seres Brothers are the babies of the race, Arthur being 24 years of age and Georges 21. Sons of a very famous father, Georges Seres, motor-paced Champion of the world in 1920, they made their debut in the cycling world at an early age. Arthur has already distinguished himself as a pace follower and madison rider. In 1937 he was third in the Paris Six-Days race and sixth in the following year. Georges made his debut on the road, where he performed with success. As a pursuit rider he has shown considerable promise.



BELGIUM



ALBERT BUYSSE

5

Blue with Belgian National
Colour Hoops

Twenty-six years of age, Buysse of Belgium is considered the strongest individual rider in Six-Day races, and team races generally. Has many victories to his credit, having won Six-Day races in Berlin, Brussels, Marseilles, Rotterdam, Antwerp and elsewhere. Buysse partnered Jean Aerts in the first Six-Day race at Wembley, and was always noticeable for his strong riding in the jams and fast sprints. He and his partner took second place at the finish. Two years ago he won with Piet Van Kempen, and is expected to put up a record before his career ends which might equal that of Van Kempen. Won the 1938 Wembley "Six" with Billiet. The constant pairing of these two Alberts has developed a keen sense of understanding and the two are considered to possess the finest track technique of any team.

ALBERT BILLIET

6

Blue with Belgian National
Colour Hoops

Perhaps not so spectacular as Buysse, but the real backbone of the team. First appearance at Wembley was last year. Albert Buysse, the ever-fast and spectacular, has an ideal partner in his small team-mate Albert Billiet. Billiet is an unobtrusive rider, but he is always ready and able to bring back a team which breaks away from the field. Billiet, at 29 years of age, has partnered many of the other competitors in the race and in March of last year he won the Paris Six-Day with Karel Kaers, after winning the 1936 event there with Cor Wals. Won the 1938 Wembley "Six" with Albert Buysse, the partner of most of his races since his Wembley victory.



DENMARK



BJORN STIELER

7

Danish Flag

He was born in Copenhagen, July 24th, 1912. In 1937 he won the Berlin Night race—a team race of 24 hours—with Billiet as a partner. Winner of innumerable team races, Stieler was tandem champion of Denmark, with Dissing, for four consecutive years. He was seen in action at Wembley last year with Christensen, when the two Danes eventually finished four laps behind the two "A.B.'s". Stieler has been riding very well recently. He and Christensen took second position in the Copenhagen "Six" early this year.

GRUNDAHL HANSEN

8

Danish Flag

Has had a very successful career on the road, and as a madison and a Six-Day rider he has met with a great deal of success. With Billiet as partner he won the Copenhagen "Six" in 1937.



ENGLAND and HOLLAND



JOSEPH VROOMEN

9

White with Dutch Flag

Vroomen was born in Holland in 1908. After winning the Amateur Championship of Holland and many team races he turned professional and won the International team race, Holland v. Germany, in 1931. Since then he has taken part in no less than 35 Six-Day races, and has partnered many famous riders. Vroomen is considered an ideal partner for a good sprinter. He partnered Cozens and finished three laps behind Van Kempen and Buysse in the 1937 "Six" in seventh position.

CHARLES HELPS

10

White with Union Jack

Charlie Helps is one of the strong, rugged types of riders, and for years he has "mixed in" on the various tracks in England. He won the Sprint Championship in 1937, and has many Herne Hill successes to his credit. By way of preparation for Wembley he has been training hard on the track at Wandre, Belgium, and from reports seems to have acquired quite a flair for board track work. During his training has secured engagements in a few Belgian Road races and has performed well enough to call for approving mention in the Belgian papers. Teamed with a Belgian won an important middle distance race. Helps was formerly the British Amateur Sprint Champion and has turned professional specially to compete in the Wembley race.



IRELAND and SPAIN



LUCIANO MONTERO

11 Green with Spanish National Colours

Has a particularly good reputation as a Madison and road performer. In 1935 was second to Aerts in the World's Professional Road Championship. In the Grand Prix Des Nations, the Classic Time Trial limited to the eighteen best road riders in the world, he was placed third in 1935 and again in 1936. Last year when in a strong position in the World's Professional Road Championship, he was responsible for a sensation when he was disqualified by certain officials. It is customary for the riders in this event to wear the official jersey. Montero, who had come out of Spain during the hostilities only with difficulty and with practically no equipment, rode in an ordinary racing jersey until the attention of certain officials was drawn to this breach of the rules. Many of the officials were, owing to the hardship of this particular case, willing to allow Montero to continue and it was with public sympathy that he finally withdrew from the race.

BILL LIVINGSTONE

12 Green with Irish Harp

The Irishman has been training at Wandre, Belgium, and although a bad crash has set him back, he managed to get fit again before the start at Wembley. He has a good reputation as a strong all-round rider. Secured engagements in local Belgian races and acquitted himself well. Is regarded by some of the Continental riders, with whom he has been taking his training rides, as a rider needing only experience to take him to the top class.



FRANCE



ALFRED LETOURNEUR

13 French Naval Hoops with
French Tricolour

Is partnered with Marcel Guimbretiere. Here is a re-union of an old partnership for they have been separated for some time and have been brought together only by the diplomacy of the Wembley Management. Considered the best French team of the past ten years. Have many Six-Day successes together including several in America. Letourneur has rarely been seen in Europe during the last few years, having ridden mostly in America, of which country he held the motor-paced record and Championships for many years. He is probably the only rider in Six-Day races who insists on wearing No. 13, this in spite of being involved in many serious crashes of which the worst was, perhaps, the crash in the Buffalo race in America early this year. Riding with Debruyckere he won the Chicago and Buffalo "Sixes." He has already won 23 Six-Day races in Europe and U.S.A.

MARCEL GUIMBRETIERE

14 French Naval Hoops with
French Tricolour

Marcel Guimbretiere (whose tongue-twisting name is pronounced Gam-bretty-air) was born in Brittany, December 4th, 1909. He is known as the Flying Sailor, for he learned to ride a bicycle on a battleship whilst carrying out his compulsory service. After winning everything before him as an amateur, Guimbretiere joined the professional ranks and has become one of France's most experienced and successful team race and Six-Day riders. He has already won ten of the world's great Six-Day races, including Chicago, Paris, and Berlin and he is always outstanding for his colourful riding. He is remarkable for his perfect position, great stamina and quick brain. No stranger to this country. He finished seventh in last year's Wembley "Six" with Michel Pecqueux, three laps behind Buysse and Billiet. In the recent Paris Six-Days, partnered with Diot, the two Frenchmen finishing in sixth position, four laps behind the winners.



ENGLAND



SYD COZENS

15

Union Jack

Sydney Turner Cozens, the English rider, who will be watched with great interest, was born at Manchester, July 17th, 1908. He is one of the most experienced of native riders. He had a brilliant career as an amateur, which included the winning of the Manchester Quarter-Mile Centre Championships in 1927 and 1928. In the latter year he also represented England at the Olympic Games at Amsterdam. The year 1930 was another signally successful period with the 1,000 yards English Championships, the Grand Prix of Paris and similar victories in Oslo, London, Paris, Naples, Warsaw and Cologne. Both in 1929 and 1930 he finished second in the World's Amateur Sprint Championship. This will be his third appearance at Wembley, for in 1937 he rode there teamed with Joseph Vroomen, and finished three laps behind the winners, Van Kempen and Buysse, while in 1936, partnering Harry Grant, he crashed and retired. Has been riding in Australia during the winter months of 1937-38, and, paired with Benny Clare, was placed fourth in the sensational Sydney "Six."

BENNY CLARE

16

Union Jack

An Englishman who made his "Six" debut in Australia, where he teamed up with Cozens, the combination being very successful. He sits on a bicycle well, and being supple and adroit is just the type of rider to give the Wembley fans many a thrill.



HOLLAND



PIET VAN KEMPEN

17

Dutch National Colours

Piet was born in Holland in 1898. He started riding at 14 years of age, and is the most successful Six-Day rider in the history of cycling. He has won over £100,000 in prizes—and has kept most of it! Piet's record is too long to print in full, but it includes 35 wins out of 165 starts, and he has rarely taken part in a race without finishing among the first three. Fast as lightning and strong as they are made, with a head full of brains and the courage of a lion, Piet has been the dominating personality of the bike game for 20 years. He has won all classes of races. Evergreen as he is, it is rumoured that this is his last Six-Day, and you will all certainly wish him good luck in it. Won the 1937 Wembley Six-Day with Albert Buysse, with whose father he won many similar races.

CEES PELLENAERS

18

Dutch National Colours

This rider began his cycling career as a helper boy at Six-Day races. Cees Pellenaers was born at The Hague, Holland, May 10th, 1913. As an amateur the first race he won was the Road Championship of the World in Leipsic, 1934—an astonishing start. As a professional Pellenaers has won Six-Day races and team races all over the Continent. Is one of the most formidable riders in the game. Usually teamed with Slaats, these two are great rivals of Buysse-Billiet. They came third in this year's Copenhagen "Six." Pellenaers finished in second place with Bouchard in the Paris "Six" and had many madison victories to his credit.



AUSTRALIA and FRANCE



JOSEPH BUCKLEY

19

Blue with Australian Flag

Joe Buckley, at 25 years of age, is fast proving himself one of the best riders Australia has sent to us. Joe is one of the only men in the world to ride in the World's Road Championship and the World's Sprint Championship in the same week, as he did at Copenhagen last August, and he acquitted himself well in both events. In Australia he holds many records and Championships. Two years ago after riding the Wembley Six-Day, Joe went to South America with Bill Burl as partner and finished sixth in the Buenos Aires Six-Day, as well as winning the Buenos Aires Grand Prix sprint race. This young Australian rider has undergone three months "hard" training with the tough Belgian road school. In the last Wembley "Six" his partner, Depauw, retired on the last day. Teamed with Kaers, whose partner Georges Ronse had also retired, Buckley finished fifth. Since then he has ridden many road races on the Continent and has earned for himself the admiration of the Continental riders.

EMILE IGNAT

20

Blue with French Flag

Emile Ignat, brilliant Parisian rider, is looked upon as the outstanding young French cyclist in competition to-day. He was born in Paris, rode amateur for three years and turned professional three years ago. He and Diot finished fifth in the Paris Six-Day race in March, 1937, after leading the race for five days. Finished one lap behind the winners at Wembley in 1938 after putting up a grand performance with countryman Diot. In the recent Paris Six Days he only dropped three laps to Buysse-Billiet. Has won both Chicago and New York "Sixes."



BELGIUM



KAREL KAERS

21 Yellow with Belgian National Flag

Karel Kaers is the phenomenon of the bike game, from the home of the world's hardest school of riding—Belgium. He is the greatest all-round cyclist in the world to-day. Twenty-four years of age, weighs 15 stone and is 6 ft. 2 in. in height. He can ride sprint and road race in the same week—and beat the champions in both. Kaers is considered by his professional colleagues to be the "Perfect Bike Rider." Next to the world's champion sprinters, easily the "big name" in the Wembley field. His sensational riding last year, when he rode a mile in 1 min. 50½ sec. will not be forgotten—unless he eclipses it with something even more spectacular this year. Last year he started the race with Ronsse as partner, but Ronsse retired, and he finished up riding with Joe Buckley. Kaers has been teamed up well with Debruycker this year. They won the Copenhagen event and took a third in the Antwerp "Six." Has just won the Pursuit Championship of Belgium.

OMER DEBRUYCKER

22 Yellow with Belgian National Flag

A very successful madison and Six-Day rider. With Jean Aerts he won the Brussels and New York "Sixes" in 1937, and the Buffalo and Chicago Six-Days with Letourneur. During the 1938-39 season he and Kaers have proved to be one of the most renowned teams, and have been going from success to success. Debruycker will be a force in the Wembley race, and paired with Kaers there will be some "jamming" in prospect for the fans.



BELGIUM



CAMILLE DE KUYSSCHERE

23 Magenta with Belgian National Flag

Another of the dogged Belgian riders who has made a name for himself in madison and Six-Day events. In 1936, partnered with Billiet, he won the Ghent "Six." He paired up with Deneef the following year, and defeated in turn all the leading crack teams of the day on the Antwerp track. This will be his first visit to Wembley, and with such a famous partner as Jeff Scherens he can be relied upon to give of his best, a best that will bring many a thrill into the race.

JEFF SCHERENS

24 Magenta with Belgian National Flag

Six consecutive times winner of the world's professional sprint Championship. Is making his debut as a Six-Day rider. Although a remarkable sprinter, this little Belgian won over fifty road races before he turned his attention to sprinting. The hard riding in his early days has played no small part in his success as a sprinter, and will stand him in good stead for Six-Day grinds. In the sprint field his superiority allowed him to play with other riders like a cat with a mouse; hence the nickname of "Poeske" (Puss). His record is too long to print. Has won all the great track races in Europe and holds the record for practically every track.



RULES GOVERNING THE RACE

The London Six Days Race is run under the control of the National Cyclists' Union, the governing body of Cycle Racing in Great Britain, and affiliated with the Union Cycliste Internationale, governing body of Cycle Racing throughout the world.

All riders participating must hold a licence recognised by the Union Cycliste Internationale and must present same for inspection by the officials of the National Cyclists' Union.

All officials supervising the contest are approved by the N.C.U., and any fines as hereinafter mentioned that may be imposed shall be without prejudice to any further steps which may be taken by the National Cyclists' Union, who have the power to take such disciplinary action by the way of fine or suspension as may be considered advisable.

The race shall last 143 hours, commencing at 5 minutes after midnight Sunday, May 28-29, 1939, and terminating at 11.5 Saturday, June 3. The whole of the race must be covered on bicycles, riders not being allowed to cover any part of the distance on foot, even if the bicycle is wheeled or carried. Riders must at all times ride on the board track and not on the flat of the floor.

The riders shall ride in teams of two, and must compete without ceasing, one of the riders of each team being always on the track, except in cases of *force majeure*, of which the referee shall be the sole judge. The two partners of a team may relieve each other at will, except for the first two miles (which, except in case of accident, must be completed by only one of the team), and as specified below.

The winners of the race will be the team with the greatest mileage at the expiration of the 143 hours. In the event of a tie, the decision will go to the team with the greatest number of points gained in the daily sprints, provided that the mileage of the teams is equal.

Every day, as scheduled elsewhere, sprints will be held, each over a distance of 10 laps. Irrespective of any laps gained or lost by a team, points will be awarded to the first four men over the line on completing each sprint—6 to the first, 4 to the second, 2 to the third and 1 to the fourth. The commencement of a series of sprints will be signalled by a pistol shot at the commencement, with a bell rung at the beginning of the last lap. In a series of sprints, each sprint will follow on immediately, so that as the riders cross the line for the conclusion of one sprint, they will be commencing the next.

On the sixth and last day the scoring of points shall be for the winners 12, for the second 4, for the third 2, for the fourth 1.

At 10 p.m. on the final day, i.e., commencing the final hour, there will be a sprint every ten laps until the finish of the race, scoring 72 points for the winner, 4 for the second, 2 for the third, and 1 for the fourth.

Time Trials by individual riders and teams will be carried out during the course of the Race, and points according to the results of these Time Trials will be allotted to each Team. A schedule of points for the various times recorded is set out on the official points scores page of this programme.

These Time Trials will be made at the discretion of the Principal Referee and his assistants, and their decision as to points scored will be final.

Partners in a team may not relay each other after the commencement of the last lap of each sprint, i.e., no changing is permitted after the sounding of the bell.

At the sounding of the bell for each sprint the rider in the lead shall keep to the pole line.

The finish of the last sprint of this series, which is also the finish of the race, will be when the riders cross the line on completion of a 10-lap sprint which has commenced before 11.01 p.m. A series of pistol shots will signal the termination of the race.

The referee has the right to postpone the firing of the final pistol that marks the end of the race if a breakaway is in progress that will, in his opinion, materially affect the result of the race, and the finish of the race will be at the termination of the breakaway. The same ruling applies to all sprint series.

Any rider desiring to protest against any decision of the officials shall lodge such protest in writing with the referee within one hour of the occurrence.

EQUIPMENT

The two riders of the same team must wear the same colours throughout the race, both on their racing jerseys and on any sweaters worn. These colours must be as stated on the programme. All machines must be subjected to the scrutiny of the referee before the commencement of the race. All handlebar ends and extension ends must be plugged and taped; all projections likely to endanger the other riders are forbidden; freewheels and brakes are forbidden.

All riders must present themselves, without exception, on the track at 9 p.m. Sunday, May 28, for presentation to the public.

In the event of a serious crash in the first two miles, the referee may declare a false start. After the first two miles, riders of the same team may relieve each other at will, provided that one rider is always on the track, except during the last lap of each sprint. Mounting and dismounting must be made at the inside edge of the track. A rider taking over must mount immediately in front of his cabin, and similarly a rider relieved must dismount in front of his cabin. A change-over shall only be valid when the relieving rider is level with the relieved rider, and the referee shall be the sole judge of the validity of all such change-overs. A relieved rider must keep to his line and not swing across or up the track until an opportunity presents itself. During a jam a rider must, on being relieved by his partner, take the first safe opportunity to reach the upper portion of the track above the blue line and there ride until he is about to relieve his partner. All change-overs shall be made on or above the red line.

Hand swinging in the change-over or pick-up is permitted.

Riders who make incorrect changes will be liable as follows, subject at all times to the discretion of the referee. First fault: warning; and fault: fine of £1; 3rd fault: fine of £1 and loss of one lap. In the event of further faults disciplinary action is at the discretion of the referee. If a team by means of incorrect changes gains a lap, or being one lap behind regains a lap, then, apart from anything contained in the foregoing, they shall, at the discretion of the referee, lose this lap.

CRASHES

The term crashes covers (a) punctures, (b) broken or unshipped chains, (c) any other accident, rendering the machine out of action, provided that it

RULES GOVERNING THE RACE—continued

is brought to the attention of the referee. In any case, a rider meeting with an accident must immediately raise his arm as a signal.

Any rider who falls through carelessness, or voluntarily, or from tiredness, cannot benefit from the provisions below.

In the case of a crash outside the control of the riders, the rider or riders concerned must immediately set off on a spare machine, or be relieved by his or their partners. If either of the team takes their place in the group before having lost more than 10 laps, no loss of laps will be counted against them. Laps lost after the first 10 will be recorded against them.

If a rider crashes when he is ahead of the group but not a complete lap ahead, then, on rejoining within the minimum 10 laps, he shall be considered to have lost the lead.

The race shall never be stopped for accidents, that is to say, when one or several riders fall, the others shall continue. At the discretion of the referee the bell may be sounded five times, to signify that no laps may be gained or lost until the field is complete, when the bell will be sounded three times. During this period between bells, no rider may leave the track or stop riding.

In the event of the track being rendered momentarily impassable, the referee has the right to stop or neutralise the race for the time necessary to restart the race in perfect order. The neutralisation will be signalled by ringing the bell several times.

If a rider crashes when the field is divided into groups, then the rider, once remounted or relieved within the required 10 laps, will be classified according to the position of the group of which he formed part. That is, if his group has been lapped, then he will be counted as lapped. If his group has rejoined, he will be counted as rejoined.

If a rider gets away from the field and gains a lap, without there being any effort by the field to stop him, the lap shall be granted if there has been no voluntary or involuntary obstruction to the group's efforts. The lap so gained shall be refused if there has been any manifest obstruction preventing one or several riders giving chase to the fugitive. Further, the riders convicted of obstruction shall be severely warned or penalised 1 lap at the discretion of the referee, and for a second offence be fined £5 or penalised 2 laps. When a rider breaks away, the rider then in the lead shall give chase for at least one lap, or be liable to the penalties herein mentioned.

Any rider who allows himself to be outdistanced to wait for a rider or group of riders, for the purpose of pacing, whether to help in gaining a lap or rejoining the field, shall, at the discretion of the referee, be penalised 1 lap. If this offence be repeated by the same rider, the referee may exclude him from the race. Any rider or riders being so fraudulently paced shall be refused the lap which may have been gained thus.

Any rider who intentionally causes a rider or riders to crash shall be excluded from the race.

If a rider, victim of an accident, is obviously not able to continue, and his team-mate is in a like state, then the referee may allow the team time out, expressed in minutes, to resume. This time once passed all laps lost by the team will be counted.

Any rider who, in the opinion of the referee is incapable of continuing the race, shall be withdrawn and shall retire from the race. Also any team more than ten laps behind the leaders may be withdrawn by the referee.

All the normal rules of the National Cyclists' Union as applicable to track racing shall be enforced as usual.

FORMATION OF NEW TEAMS

If one man of a team abandons, his team-mate shall be authorised to form a new team with a member of another team in like case. The new team formed shall continue, penalised by one lap, plus the laps lost by whichever of the former teams had lost the least. The new team shall count in its favour the number of points of whichever of the teams had the higher total. Any rider abandoned by his team-mate and desiring a new partner under the above conditions must inform the referee and form a new team within eight hours, provided the following conditions are observed.

(a) The abandoning rider must sign a definite statement to the effect that he does not wish to continue, on which will be stated the hour at which he abandons, and which shall remain with the referee.

(b) From this moment the rider remaining in the race must continue without dismounting until half an hour is passed. At this moment he may dismount for half an hour, then remount and take his place in the group for another half an hour, and so on, riding for thirty minutes in each hour of the race. The referee has the right to modify this rule, provided always that the periods of presence and absence are equal in time. The rider will be liable for all laps gained or lost by him whilst riding, but whilst resting he will be in the same relative position to the leaders.

(c) If at the end of eight hours the rider is still without a team-mate, he may demand a prolongation of another four hours, but after this only at the discretion of the referee.

(d) After the 140th hour, only complete teams will be allowed to remain in the race.

PRIMES

If any of the public wish to offer primes to the riders, they must communicate with the nearest "Primes Steward," who will put them in touch with the referee. These primes, in cash or kind, may be offered for the normal daily sprints, or for any special sprints extra to these at the wish of the donor, or offered to any team gaining a lap within a certain time or under any reasonable conditions imposed by the donor, subject always to the absolute discretion of the referee.

The referee is in sole charge of the race, although he may delegate his authority to any approved person during his absence. The referee's decision is final on all points. In the event of any occasion arising which is not provided for in the above rules, the referee shall add or modify these rules to meet the occasion arising, subject to the confirmation of the N.C.U. official representative then acting.

By their engagement in this race the riders declare their agreement with and acceptance of all these rules. Any protests which they wish to make against any decisions during the race must be made in writing and handed to the referee within one hour. No rider may be on the track more than 12 hours in each 24. Any rider guilty of foul riding, or ungentlemanly conduct, dress or language, shall at the discretion of the referee, be disqualified and excluded from the race. A rider shall be held responsible for the actions of his manager and/or trainer.

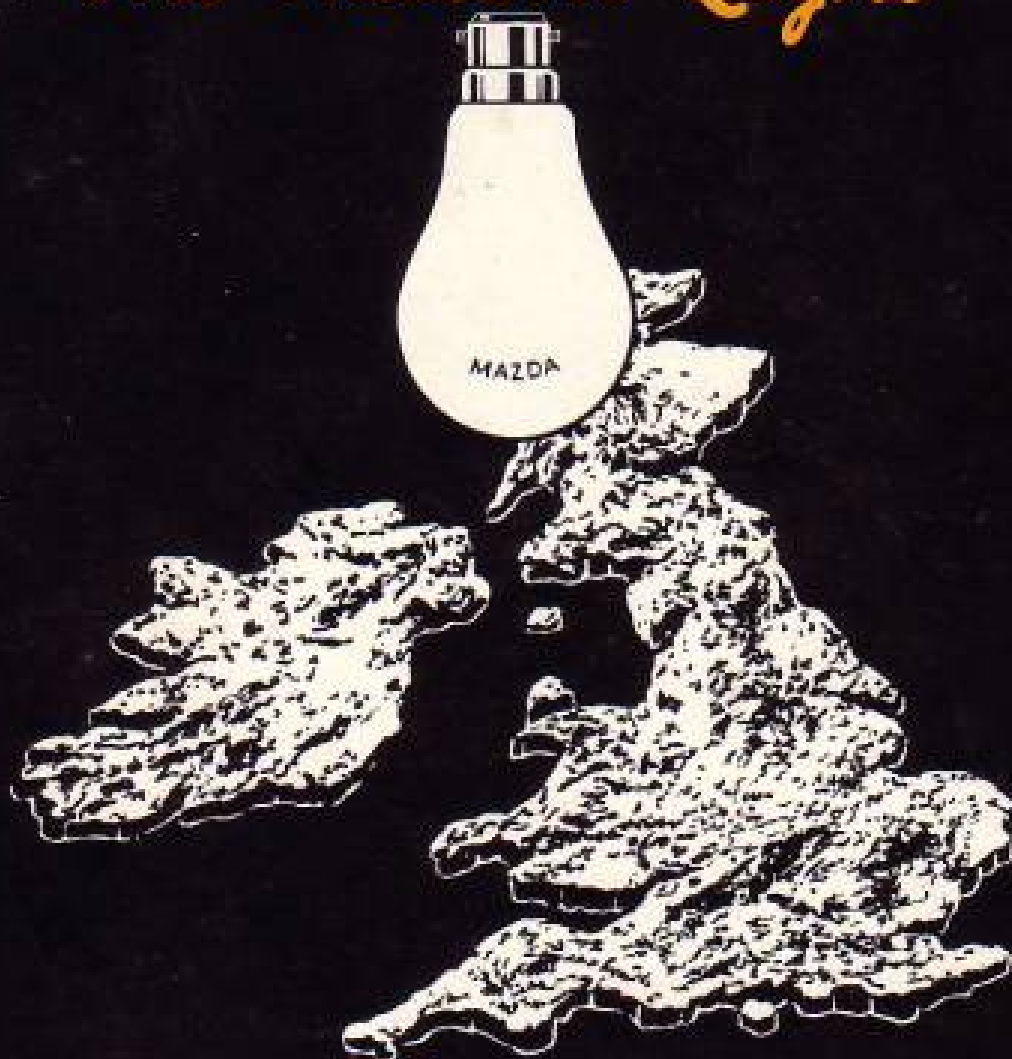


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