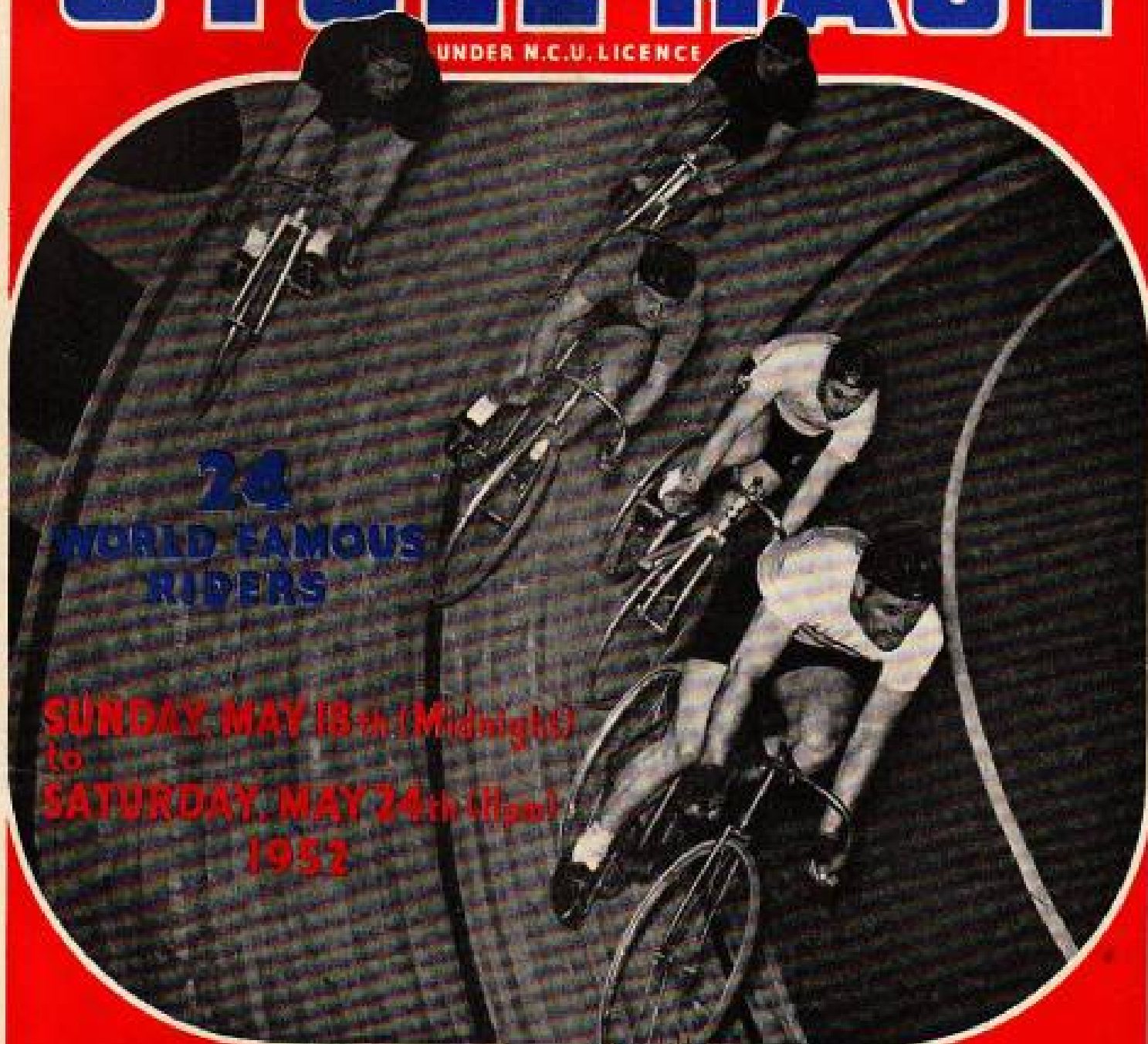


SIX DAY CYCLE RACE

UNDER M.C.U. LICENCE



24
WORLD FAMOUS
RIDERS

SUNDAY, MAY 18th (Midnight)
to
SATURDAY, MAY 24th (11pm)
1952

EMPIRE POOL & SPORTS ARENA
WEMBLEY

OFFICIAL PROGRAMME • ONE SHILLING

For 3 years in succession!
(1949, 1950 and 1951)

a RALEIGH RIDDEN BY REG. HARRIS HAS LED THE WORLD!

For 3 years in succession a Raleigh bicycle ridden by Reg. Harris has won the World's Professional Sprint Championship. Raleigh bicycles are produced in the world's largest and most modern cycle plant. You, too, can own a bicycle built in the same factory, by the same processes, by the same technicians and with the same care and attention to design, quality and finish.



● Reg. Harris uses a Lenton Sports fitted with a Sturmey-Archer F.M.4-speed gear for his road training.

*A Product of Raleigh Industries Ltd.
Nottingham.*



NO CYCLE IS COMPLETE WITHOUT A STURMEY-ARCHER 3- OR 4-SPEED GEAR
(Wide, Medium or Close Ratio) AND DYNOHUB

E.C.102C

EMPIRE POOL • WEMBLEY

Chairman and Managing Director—SIR ARTHUR ELVIN, M.B.E.

Manager—J. D. Connell

International Six-Day Cycle Race

(Held under the Licence of the National Cyclists' Union)

MAY 18th to MAY 24th, 1952

Officials

<i>Referee</i>	W. J. BAILEY
<i>Assistant Referee</i>	H. LEAT
<i>Clerk to the Referee</i>	T. A. DEED
<i>Referee's Stewards</i>	J. F. BAILEY, C. T. KING
<i>Track Manager</i>	S. T. COZENS
<i>Track Stewards</i>	F. W. DAWSON, R. W. SMITH
<i>Timekeepers</i>	{ T. ANDERTON, B. W. BEST, L. F. DIXON, A. GORDON, R. T. MATTHEWS.
<i>Starter</i>	A. C. SMYTHE
<i>Liaison Officer for Foreign Competitors</i>	A. MOUTON
<i>Judges</i>	{ L. F. DIXON, E. C. HARDING, D. A. S. HARRIS, H. RYAN, S. SCOTT
<i>Assistant Judges</i>	{ C. G. BOWTLE, J. GANDY, S. V. HARRISON, R. P. ITTER.
<i>N.C.U. Representatives</i>	T. ANDERTON, L. F. DIXON, H. RYAN.
<i>Medical Officer in Attendance</i>	Dr. D. H. CAMPBELL, M.B., Ch.C.
<i>Official Trainer</i>	T. A. BARNETT

SESSIONS AND SEATING PRICES

(Bookable in Advance from Empire Pool Box Office and Ticket Agencies or Pay at the Doors)

SUNDAY, MAY 18th, TO MONDAY, MAY 19th

Midnight to 5.0 am Seats : 3/6, 6/-, 8/6, 10/6, 12/6

Parties of 12 or more : 3/6, 4/6, 6/-, 8/6, 10/6

MONDAY, MAY 19th, TO FRIDAY, MAY 23rd

2 pm to 5.30 pm Seats : 5/-, 2/6 reserved and unnumbered

7 pm to 2 am Seats : 3/6, 6/-, 8/6, 10/6, 12/6

Parties of 12 or more : 3/6, 4/6, 6/-, 8/6, 10/6

SATURDAY, MAY 24th

2 pm to 5.30 pm — Seats : 3/6, 6/-, 8/6, 10/6, 12/6

Parties of 12 or more : 3/6, 4/6, 6/-, 8/6, 10/6

7.30 pm to 11 pm — *Only Seats at 21/- left*

(No Party rates)

The Management wishes to place on record its appreciation of the co-operation afforded by the National Cyclists' Union in the staging of this race. Our thanks are also due to the National Cyclists' Union for arranging the special series of amateur events taking place on Tuesday and Thursday evening.

XVTH OLYMPIAD

OVALTINE



Again!

OFFICIALLY RECOGNIZED
AT HELSINKI 1952

As at LONDON 1948, BERLIN 1936, and LOS ANGELES 1932

'OVALTINE' has been officially recognized at the Helsinki Olympic Games, 1952. This further tribute follows the official recognition at the three previous Olympic Games, 1932, 1936 and 1948. It was regularly served to the athletes of the competing countries both before and after participating in their events. Taken again at bedtime, 'Ovaltine' helped to promote the conditions favourable to refreshing sleep.

Leading athletes of the world such as the Oxford and Cambridge boat race crews, Channel swimmers, and well-known sportsmen have testified to the benefits they have received from 'Ovaltine' in their training diet.

Served exclusively to all athletes at the British Empire Games, 1950. Also supplied to Great Britain's Athletic Team which toured Yugoslavia, Greece and Turkey in August and September, 1951.

'Ovaltine' is the food beverage served in the riders' restaurant during the Six-day International Cycle Race at Wembley.

OVALTINE TABLETS

— for eating —

They provide concentrated nourishment in a convenient and pleasant form. Cyclists and athletes find them most acceptable, particularly when long continued effort is needed.

In two sizes:
8d. and 1/3d.

P. 848a

Prices in Great Britain and Northern Ireland: 1/6, 2/6 and 4/6 per tin.

THIS IS THE SIXTH WEMBLEY "SIX"

It was in 1936—just two years after the Empire Pool was first opened—that the first Six-Day Cycle Race was held at Wembley.

Names now famous in the records in "Sixes" competed in that first race: the German team of Gustav Kilian and Heinz Vopel were the winners.

That first-ever race set a high standard in six-day cycle events, a standard which, we think, has been fully maintained at the Empire Pool.

In the following year the Belgian, Albert Buysse, and the "daddy" of all "Six" riders, Piet van Kempen, of Holland, brought off a great victory.

Buysse was again a victor the following year, this time partnered by fellow-countryman, Albert Billiet. But though the winners' laurels were hung around them it was 23-year-old, 14st., 6 ft. 2 in. Karol Kaers, of Belgium, who "stole" the honours with a wonderful display of daring.

In the 1939 Wembley "Six" Kaers, partnered by the Belgian, Omer De Bruycker, tasted the victory parade—a triumph.

The first post-war "Six" at Wembley was, of course, held last year, existing conditions precluding the management from staging it earlier.

Twelve teams competed, and right from the first day it was the Austrians, Strom and Arnold, who led the field with the Belgians, Andriaenssens and Bruylandt, in hot pursuit. These teams set up a terrific rivalry.

The sensation of the race occurred in the early hours of the final day when Andriaenssens crashed and fractured his collar-bone. This was the third time that he had suffered such an injury in six-day events, but this courageous Belgian returned to the race in the afternoon.

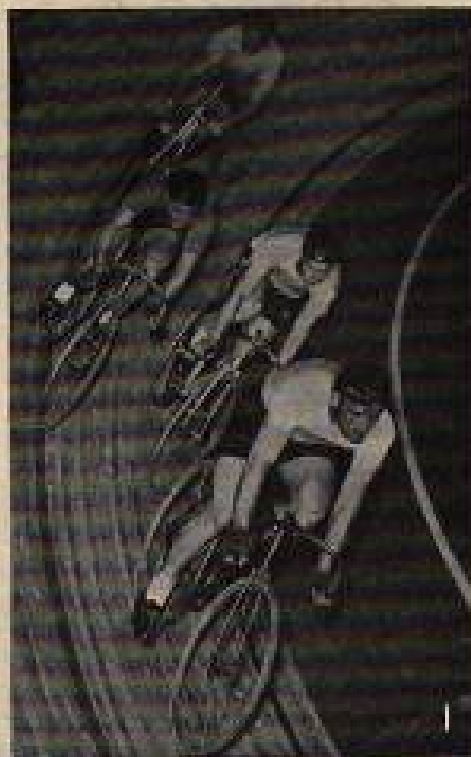
At that stage he and Bruylandt were in third place, with Strom and Arnold leading, and the Italians, Rigoni and Terruzzi, second.

These positions were held until the clock showed that only 1½ hours remained before the race ended.

Some minutes later the Belgians, Arnold, Rigoni and Gillen, who was riding with veteran Kilian, drew level. It was then that the Belgians made their effort to gain a second lap.

Strom and Arnold did everything they could to regain the lead.

Each time they gained a few yards the Belgians crept up behind them. Throughout the last hour a blistering pace was maintained. The sustained "jamming" had the crowd constantly on their feet but the Belgians, a lap in front, became the winners of the first post-war Wembley "Six."



1951 WEMBLEY SIX RESULT

	Pts.	Laps Lost
1. Bruylandt-Andriaenssens	851	0
2. Strom-Arnold	1,382	1
3. Rigoni-Terruzzi	1,095	1
4. Kilian-Gillen	584	1
5. Bucher-Grauss	292	2
6. Bouvard-Surbatis	466	3
7. Boeyen-Lakeman	340	3
8. Reynes-Le Nizerhy	253	3
9. Iacoponelli-Bareth	533	4
10. Rossi-Giorgetti	201	4

(1) Henk Lakeman (Holland) leads the field. (2) Ferdinand Terruzzi (Italy) puts up the fastest time for the flying furlong. (3) Lady Elvin presents the winners' laurels. (4) Injured Rene Andriaenssens (Belgium) after his sensational spill.

**FOR 6-DAY SPEED
OR 365-DAY ENDURANCE
THE CYCLIST'S CHOICE IS**

DUNLOP

FOR RACING

You can choose from the Ultra Light Road Racing (HP) tyre, the Road Racing High Pressure tyre, and the complete range of Tubulars for sprinting, short distance road racing and rough track work, medium distance road racing, general road racing, grass track racing, tandem and training work.



FOR CLUBWORK

You can choose from the Silver Sprite, Sprite, Sprite Tandem and Sports.



FOR HACKWORK

A very wide selection includes the Fort, Roadster, Tourist Sprite, Cambridge, Champion and Tandem.



**DUNLOP—IN THE WORLD'S LARGEST RANGE OFFERS YOU
24 SEPARATE CYCLE TYRES FROM WHICH TO CHOOSE**

ITEMS OF INTEREST

This year's event is the sixth Six-Day Cycle Race to be held at the Empire Pool. Previous Wembley "Sixes" were held in 1936, 1937, 1938, 1939 and 1951.

When Six-Day Cycle Racing was first introduced to this country at Wembley in 1936 it was a sport almost entirely new to Britain. Its introduction at Wembley undoubtedly helped considerably to stimulate interest in cycling.

The track cost £5,000. It weighs nearly 40 tons and took five days to erect. The bends have a 40-degree angle. Measurement is approximately 10 laps to the mile.

The total cash awards to be distributed among the 24 competitors, either in guarantees or prizes, will amount to nearly £8,000.

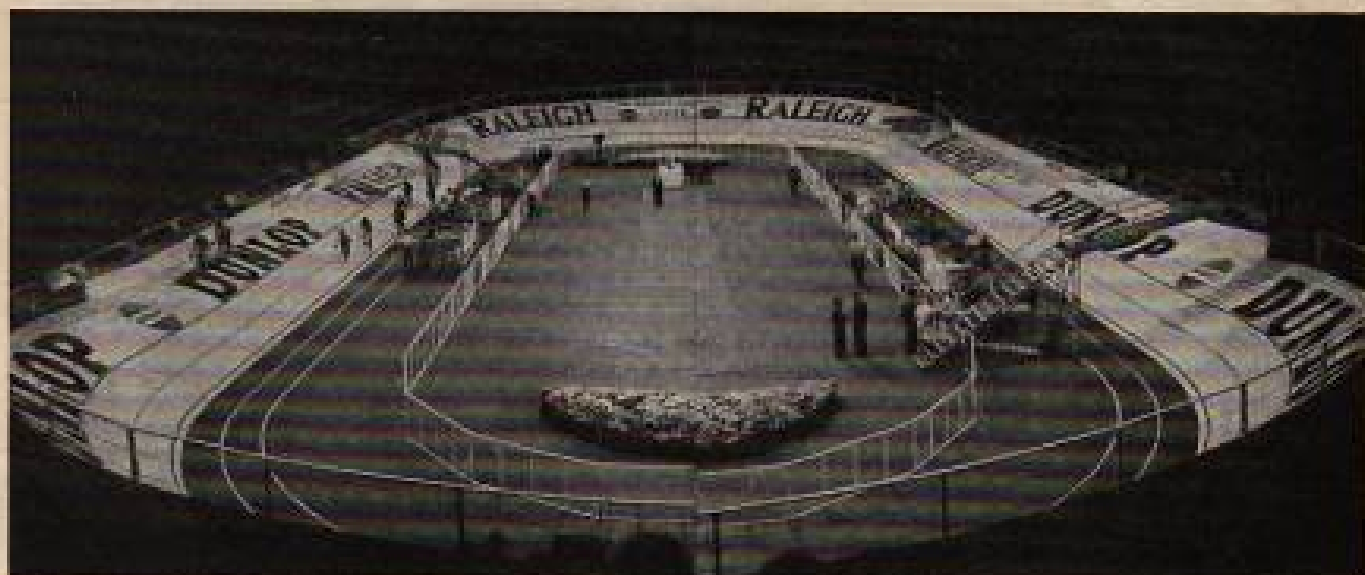
Winners of last year's Wembley "Six," Albert Bruylandt and Rene Andriaenssens (Belgium), covered 1,527 miles.

Nine countries are represented in this year's race—Great Britain, Belgium, Australia, Italy, France, Switzerland, Holland, Luxembourg and Germany.

Chefs and kitchen staff will be on duty night and day preparing food and drink for the riders. Many of the Continental riders have brought over their own stocks of food. The riders will consume meat, ham, bacon, onions, potatoes, beans, tomatoes, peas, rice, cabbage, lettuce, celery, asparagus, prunes, eggs, milk, fresh fruit, coffee and champagne.

Nearly 1,000 tyres will be used throughout the race. Each rider is equipped with at least two machines and six wheels.

Six-Day Cycle Racing cannot be seen at any other venue in this country. It is the aim of the Management to make the Empire Pool the "Home" of Six-Day Cycle Racing in Britain.



The setting of the 1951 International Six-Day Race at the Empire Pool

EMPIRE POOL RESTAURANT FACILITIES

Dine in the Empire Pool Restaurant overlooking the Arena. Seats in the Restaurant (exclusive of meal), Sunday, May 18th, to Friday, May 23, 12s. 6d.; Saturday, May 24th, 21s. 0d.

To reserve a table telephone WEMBLEY 1234.

Patrons holding appropriate seating tickets may reserve tables on application to the Resident Restaurant Manager.

FULLY LICENSED UNTIL 2 a.m.

Refreshment Bars and Buffets fully licensed until 12 midnight.



No. 1. ALBERT BRUYLANDT (*Dendewindecke, Belgium*)

Thirty-one-year-old winner—with his partner Andriacsussens—of last year's Wembley "Six." Is very fast and with his well-timed rushes frequently breaks up a bunch of riders to build up a fine lead. Bruylandt and Andriacsussens won the Anvers "Six" in 1948 and last year, in addition to winning the Wembley race, won the Ghent and Paris events. This season has not been seen in many "Sixes."



No. 3. ALFRED STROM (*Sydney, Australia*)

Came to England in 1946 at the age of 30 after carrying all before him in road races and at the Sydney Arena seven-lap board track—where he first met Arnold—in Australia. Made his British debut at Bournemouth finishing fifth in a road pursuit race. Turned professional in 1947 and began madison racing with Arnold in Belgium. Since then they have won five "Sixes" and last year at Wembley led most of the way before being "pipped on the post" by the Belgian team.



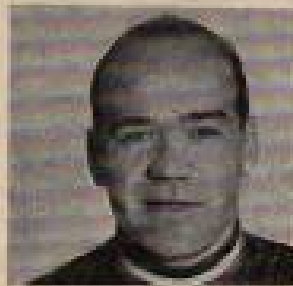
No. 5. SEVERINO RIGONI (*Venice, Italy*)

Thirty-seven-year-old Italian who is one of the best "Six-day" riders Italy has ever produced. Partnered by Terruzzi, won the 1949 Berlin "Six," 1950 New York event and 1951 Munster race. This year their best performance was in the Frankfort race when, although finishing eighth, they scored the highest number of official sprint points. Came third in last year's race at Wembley.



No. 7. SID PATERSON (*Sydney, Australia*)

Considered to be one of Australia's greatest riders. Was only 13 years old when he had his first track race. Won the 1949 World Amateur Sprint Championship and the 1950 World Amateur Pursuit Championship. Last year competed in the special three-up match races with Reg Harris, Jan Derksen, and Arie Van Vliet, during the Wembley "Six," being beaten in a special two-up final by Harris. Is making his debut in Six-day racing.



No. 9. ROGER GODEAU (*Paris, France*)

Thirty-one-year-old Frenchman who is making his first appearance in a Wembley "Six." Came to the fore in 1946 and has won a number of madison events on the Paris track. Has plenty of experience with his present partner, coming eighth in the St. Etienne "Six," fifth in the Antwerp event, and in the Paris race. Is considered to be a coming motor-pace French champion.



No. 11. JEAN ROTH (*Zurich, Switzerland*)

Twenty-eight-year-old rider who is making his first appearance in a Wembley "Six." Has received most of his experience on the German tracks. Was second with Gustav Kilian in the 1950 Hanover "Six," and fourth with Walter Bucher in the 1951 Hanover event. This season, was second with Intra in the Hanover and Frankfort races, fourth with Preiskeit in the Berlin "Six," and sixth with Kilian in the Dortmund event.



No. 13. COR BAKKER (*Zandam, Holland*)

Thirty-two-year-old Dutchman making his first appearance on the Wembley track. Has been riding with Lakeman throughout the season, appearing mostly on German tracks. They came fifth in the Frankfort and Munster "Sixes" and seventh in the Dortmund event. Together they won the eight hour madison in Copenhagen this season.

of the Riders

No. 2. RENE ANDRIAENSSENS (*Stabroek, Belgium*)

At 31 years of age is one of the strongest riders ever seen on this track. Last year broke his collar-bone early in the sixth day but returned to the track and, with his partner, Albert Bruylandt, overhauled the leaders, Strom and Arnold, to win the race. Has many times been pursuit champion of Belgium, and is able to hold almost any lead his partner may build up in a sprint.



No. 4. REGINALD ARNOLD (*Sydney, Australia*)

Worked his passage to England at the age of 22, six years ago. His team-mate, whom he met in Australia, was waiting for him, having previously flown over. Was not very successful in his early races in this country, mostly because of weight trouble. Went with Strom to Belgium, but when the latter was taken ill with pneumonia rode with Spelte (Belgium) and Lapebie (France) with some success. This season won the Antwerp "Six" covering 3,098 kilometres.

No. 6. FERDINAND TERRUZZI (*Milan, Italy*)

Ten years younger than his partner, he was a rival of the Olympic 1,000 metre champion, de Ghella, in his amateur days. Since turning professional has specialised in madison and six-day racing and with Rigoni, has provided Italy with an outstanding team in recent years. Partnered Fausto Coppi, in the latter's first "Six" in Paris last March, finishing third. Clocked 12.3 seconds, for the flying furlong during last year's Wembley race, the fastest time of the series.



No. 8. LUDWIG HOERMANN (*Munich, Germany*)

Age 32. Comes in to partner Sid Patterson as a last minute replacement for Gustav Kilian. Is the first German to appear on the Wembley track in post-war years. Is the elder of two cycling brothers, who last year were the German Professional team champions. Was a member of the champion German pursuit team as an amateur. Turned professional in 1947. This season has competed in "Sixes" at Munich, Berlin, Munster, Frankfurt, and Paris, winning the Frankfurt event when partnered by Saager, two laps ahead of the field.

No. 10. RAYMOND GOUSSOT (*Clamart, France*)

With Godeau, this 29-year-old Frenchman is considered to be the leading French madison team of the moment. Last October they won the Prix Hourlier-Comes, one of the outstanding madisons on the Paris track, and since then have won the 1st European Championship Trial. They have also competed in the Brussels, St. Etienne, Antwerp, and Paris "Sixes" with some success.



No. 12. ARMIN VON BUREN (*Zurich, Switzerland*)

Twenty-four-year-old Swiss rider who competed in last year's race. On the second day he crashed badly, was taken to hospital with a fractured skull and was unable to take any further part in the race. Has made a remarkable recovery, and with Bucher, his partner in last year's Wembley "Six," won the Ghent event a lap ahead of the field. This is the first occasion he has ridden with Roth. He won the Hanover "Six" in 1950 with Ugo Koblet.

No. 14. HENK LAKEMAN (*Hypendam, Holland*)

This 30-year-old Dutchman was second in the Tour of the Seven Provinces in 1949 and winner of the Tour of Holland in 1950. Made his first appearance in a Wembley "Six" last year when he partnered Gerit Boeyen. Became a firm favourite as a clown, with his singing during the afternoon, and his riding as if he was motor pacing the bunch when leading. With all his clowning he has plenty of stamina and finished seventh last year.



RULES FOR SCORING POINTS

OFFICIAL SPRINTS

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

MONDAY, MAY 19th, 12.0 midnight to 5 a.m.

5 Sprints of 10 laps at 12.30 a.m., 2.0 a.m., 3.30 a.m. and 4.45 a.m.

MONDAY, MAY 19th, 2.0 p.m. to FRIDAY, MAY 23rd, 2.0 a.m.

5 Sprints of 10 laps at 2.30 p.m., 4.0 p.m. and 5.15 p.m.

5 Sprints of 10 laps at 8.0 p.m., 10.0 p.m., 12.0 midnight and 1.45 a.m.

Points for these Sprints will be awarded—6 for 1st, 4 for 2nd, 2 for 3rd and 1 for 4th.

FRIDAY, MAY 23rd, Afternoon and Evening Sessions

5 Sprints of 10 laps at 2.30 p.m., 4.0 p.m. and 5.15 p.m.

5 Sprints of 10 laps at 8.0 p.m., 10.0 p.m., 12.0 midnight and 1.45 a.m.

SATURDAY, MAY 24th

5 Sprints of 10 laps at 2.30 p.m., 4.0 p.m. and 5.15 p.m.

5 Sprints of 10 laps at 8.0 p.m., 9.0 p.m. and 10.0 p.m.

Points for Sprints on Friday and Saturday until 10.0 p.m., series inclusive, will be awarded—12 for 1st, 8 for 2nd, 4 for 3rd, and 2 for 4th.

Continuous Sprinting to take place during the last 1-hour of the race (10.30 p.m. to 11.0 p.m.) and every 10 laps will count 60 points for 1st, 30 points for 2nd, 20 points for 3rd and 10 points for 4th.

During the Official Sprints a green light will be indicated on the Lap Scoring Board at the starting line.

BONUS POINTS

The team leading at the end of each afternoon session will receive 25 points.

The team leading at the end of each evening session, excluding the final session, will receive 50 points.

TRACK RECORD ATTEMPTS

Points will be awarded for record attempts made during the race.

Each team must nominate a rider to compete for an attempt on the mile and flying furlong track records.

Points will be awarded as follows :— The rider recording the best time will receive 48 points ; second, 44 points ; third, 40 points ; fourth, 36 points ; fifth, 32 points ; sixth, 28 points ; seventh, 24 points ; eighth, 20 points ; ninth, 16 points ; tenth, 12 points ; eleventh, 8 points ; and twelfth, 4 points.

In the event of a tie the points will be divided, all fractions being ignored.

Three attempts will be made on the mile record during each of the Monday afternoon, Monday evening, Tuesday afternoon and Tuesday evening sessions.

Three attempts will be made on the flying furlong record during each of the Wednesday afternoon, Thursday afternoon, Thursday evening and Friday afternoon sessions.

(See opposite for Track Records and Record Attempts Schedule.)

All points scored on the preceding days will be added to the points scored during the final half-hour's sprinting to decide the winner on points.

In the event of any team gaining a lap on the field during any part of the race and retaining that advantage to the end of the race, that team will be the winner of the race, notwithstanding any number of points scored by the other teams.

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

TRACK RECORDS

(1 Lap = 178 yards ; 9 Laps, 158 yards—1 mile)

MILE : 1 minute 50.6 seconds Karel Kaers (Belgium), 1938
Best time recorded during the 1951 Six-Day Race
 1 minute 53.8 seconds Reginald Arnold (Australia)

FLYING FURLONG : 12.2 seconds Arie Van Vliet (Holland), 1939
Best time recorded during the 1951 Six-Day Race
 12.3 seconds Ferdinand Terruzzi (Italy)

TEAM	MILE	TIME	Pts	FLYING FURLONG	TIME	Pts	Total Pts.
1. Albert Bruylandt ... } 2. Rene Andriaenssens ... }							
3. Alfred Strom ... } 4. Reginald Arnold ... }							
5. Severino Rigoni ... } 6. Ferdinand Terruzzi ... }							
7. Sid Patterson ... } 8. Ludwig Hoermann ... }							
9. Roger Godeau ... } 10. Raymond Goussot ... }							
11. Jean Roth ... } 12. Armin Von Buren ... }							
13. Cor Bakker ... } 14. Henk Lakeman ... }							
15. Dave Ricketts ... } 16. Lucien Gillen ... }							
17. Alvaro Giorgiotti ... } 18. Primo Bergomi ... }							
19. Oscar Plattner ... } 20. Walter Zehnder ... }							
21. Len Jackson ... } 22. Georges Senftleben ... }							
23. Marcel Bareth ... } 24. Pierre Iaconelli ... }							

TRACK LINES

These are, in effect, little different from the traffic lines you see on main roads, and they indicate lanes of traffic.

The lower or BLACK line, 7½-ins. 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 the rider when alone and going at speed.

The next line—RED—is a danger mark for riders. 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 also might cause an accident.

This red line also serves as the changing line for partners in a team race.

The third line—BLUE—is also an indication for team races. 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 below the blue line until they are certain that the course is clear and that no danger will be caused by their coming down.

INTERNATIONAL S EMPIRE POOL, WEMBLEY, M

No.	NAME	COUNTRY	COLOURS
1 2	Albert Bruylandt ... } Rene Andriaenssens ... }	Belgium	Black, Yellow and Red
3 4	Alfred Strom ... } Reginald Arnold ... }	Australia	Red and Blue with White Stars
5 6	Severino Rigoni ... } Ferdinand Terruzzi ... }	Italy	Green, White and Red
7 8	Sid Patterson ... } Ludwig Hoermann ... }	Australia ... } Germany ... }	Yellow, Green and Black
9 10	Roger Godeau ... } Raymond Gaussoz ... }	France	Red, White and Blue
11 12	Jean Roth ... } Armin Von Buren ... }	Switzerland	White Cross on Red
13 14	Cor Bakker ... } Henk Lakeman ... }	Holland	Red and Blue Rings on White
15 16	Dave Ricketts ... } Lucien Gillen ... }	Great Britain ... } Luxembourg ... }	Red with Union Jack ... } Red ... }
17 18	Alvaro Giorgiotti ... } Primo Bergomi ... }	Italy	Green
19 20	Oscar Plattner ... } Walter Zehnder ... }	Switzerland	Black
21 22	Len Jackson ... } Georges Senffleben ... }	Great Britain ... } France ... }	Yellow with Union Jack ... } Yellow ... }
23 24	Marcel Bareth ... } Pierre Iacoponelli ... }	France	Light Blue
	... } ... }	NEW TEAMS (if withdrawals)
	... } ... }
	... } ... }

PLEASE WATCH SCOREBOARD AT WEST END O

The two famous
Australian riders



**STROM &
ARNOLD**

each rides a

RALEIGH



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Raleigh Industries
Limited, Nottingham*

K.C.158

SPECIAL EVENTS

(Names of Semi-finalists and Finalists will be announced)

Event 1—AMATEUR INDIVIDUAL PURSUIT RACE

(24 Laps—4,000 metres approx.)

(Heats Tuesday 7-7.30 p.m. Final and 3rd Place Event Thursday 7 p.m.)

Heat 1		
No. 1. K. Bentley (Bec. C.C.)	}	} Time
No. 2. B. J. Higginson (Halsowen C.C.)		
Heat 2		
No. 3. D. Keeler (Vegetarian C. & A.C.)	}	} Time
No. 4. K. Mitchell (Army C.U.)		
3rd Place Event		
	} Time

Event 2—AMATEUR INVITATION SPRINT RACE

(5 Laps)

(Heats Tuesday 7-7.30 p.m. Semi-finals, Final and 3rd Place Event Thursday 7 p.m.)

	Semi-finals	Final
Heat 1		
No. 1. W. Waters (Polytechnic C.C.)	}	} Time of last lap
No. 2. D. McKellow (N.C.U.)		
Heat 2		
No. 3. L. Pond (Polytechnic C.C.)	}	} Time of last lap
No. 4. D. Wiseman (R.A.F. Cycling Assoc.)		
Heat 3		
No. 5. M. Ward (Polytechnic C.C.)	}	} Time of last lap
No. 6. S. N. H. Gray (East Mids. Clarion C. & A.C.)		
Heat 4		
No. 7. R. Mockridge (Australia)	}	} Time of last lap
No. 8. D. Hunnisett (Polytechnic C.C.)		
3rd Place Event		
	} Time of last lap

Event 3—PROFESSIONAL TEAM PURSUIT RACE

(6 Laps—1,000 metres approx.)

(Wednesday, 7.45 p.m.)

Reg Harris (Great Britain)	v	Arie Van Vliet (Holland)
Cyril Bardsley (Great Britain)		Raymond Pauwels (Belgium)
1st		Time
2nd		Time

Event 4—INTERNATIONAL PROFESSIONAL SPRINT MATCH RACE

(5 Laps)

(Heats Wednesday, 9.00 p.m., Final and Third Place Event, 9.50 p.m.)

Heat 1		
Arie Van Vliet (Holland)	}	} Time of last lap
Cyril Bardsley (Gt. Britain)		
Heat 2		
Reg Harris (Gt. Britain)	}	} Time of last lap
Raymond Pauwels (Belgium)		
3rd Place Event		
	} Time of last lap



No. 15. DAVE RICKETTS (*London, Great Britain*)

Thirty-one-year-old "cockney" who is making his debut in "Six-day" events. Is probably the most experienced madison rider Britain has produced in recent years. Was a member of the British team which came third in the Olympics in 1948. Turned professional last year and made his debut in Spain when riding with Gillen. They were placed in all of their six races, winning an event in Majorca. Since last November has been training at Ghent in Belgium.

No. 17. ALVARO GIORGETTI (*Perouse, Italy*)

Born in Italy in 1912, he became a naturalised Frenchman in 1919. Won the Criterium De Cannes in 1935, and rode in the 1939 Wembley "Six." Teamed with Rossi in last year's Wembley event. His best performance this season was in the Copenhagen "Six" when finishing second with Hansen (Denmark). Has been most successful on the other side of the Atlantic winning races in Chicago, Buenos Aires, and New York.

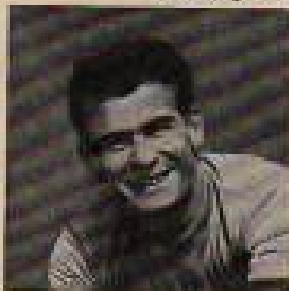


No. 19. OSCAR PLATTNER (*Berne, Switzerland*)

A 31-year-old rider who is making his first appearance on the Wembley track. With a Dane, Werner, he won the Copenhagen "Six" last December, on points from Giorgetti-Hansen. Has had plenty of experience on the Hanover track finishing sixth when riding with Von Buren in February last year, and fourth when riding with Knoke (Germany) last November.

No. 21. LEN JACKSON (*Manchester, Great Britain*)

This 26-year-old British rider is making his debut in "Six-day" racing. As an amateur was three times joint Tandem champion of Great Britain, with Alan Bannister. Like Ricketts, turned professional last year, has been training at the Ghent track in Belgium, and only made his professional debut in this country this month. Has plenty of experience on small indoor tracks similar to Wembley. Was the outstanding rider in the amateur trials at Wembley in the private meeting after the Wembley "Six" last year.



No. 23. MARCEL BARETH (*France*)

At 31 years old has had plenty of experience in "Six-day" cycle racing. One of his best performances being when finishing third in the New York event. Rode with Inconcelli in the Wembley "Six" last year finishing ninth. Started the Paris "Six" last March with Mignat but finished eighth with A. Seres.

RIDERS COMPETING IN INTERNATIONAL



CYRIL BARDSLEY
(*Great Britain*)

21-year-old rider who, until he won the British Amateur Sprint Championship last year, was almost unknown outside Manchester. When he turned professional last January, Reg Harris said that in 7 months he would be among the world's top 10 sprinters.

REG HARRIS
(*Great Britain*)

Greatest rider ever produced in this country and the only Englishman to win the world Professional Sprint Championship which he has held for the last three years. Holder of the Wembley kilometre track record.



of the Riders

No. 16. LUCIEN GILLEN (*Luxembourg*)

Twenty-three-year-old Sprint and Pursuit Champion of Luxembourg. Has been placed in "Sixes" on both sides of the Atlantic. In 1945 was second to Reg Harris in the London Grand Prix, and in 1949 was second to Coppi in the World Professional Pursuit Championship. Last year rode with Kilian in the Wembley "Six," finishing fourth. Finished fourth in the Paris "Six" last March when riding with Koblet (Switzerland).



No. 18. PRIMO BERGOMI (*Milan, Italy*)

Thirty-four-year-old rider who was twice Sprint Champion of Italy. Is making his first appearance in a Wembley "Six." Is a strong rider with a fine burst of speed, and has had plenty of experience in all types of racing.

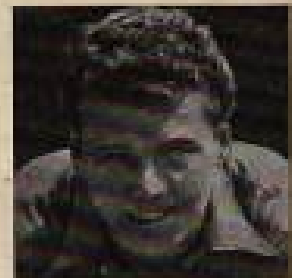
No. 20. WALTER ZEHNDER (*Zurich, Switzerland*)

Twenty-five-year-old rider who is making his first appearance on the Wembley track. With Plattner, is making up the No. 2 Swiss team in the race. Although comparatively unknown in Six-day racing is expected to be able to give a good account of himself.



No. 22. GEORGES SENFFLEBEN (*Clamart, France*)

Is 29 years old. Was the Amateur Sprint Champion of France in 1941, and Professional Champion in 1944, 1947, 1948 and 1951. Came second in the World Professional Sprint Championship in 1946. In recent years has gained much experience in Six-day racing. In the Paris "Six" last March started the race with Queugnet, but finished tenth of 18 teams with Jean Le Nizerhy. Is making his debut on the Wembley track.



No. 24. PIERRE IACOPONELLI (*Rueil, France*)

One of the outstanding sprinters in last year's Wembley "Six." This 27-year-old rider won 28, the fourth highest total, of the Official Sprints, although the team finished ninth. In the Paris "Six" last March made a re-formed team with Rigoni but, unfortunately, had to retire with only two hours left in the race.

PROFESSIONAL SPRINT MATCH RACE



RAYMOND PAUWELS (*Belgium*)

Making his first appearance on the Wembley track. Is considered to be one of the best Belgian post-war sprinters. Is expected to give a good account of himself in the World Championships in Paris next August.

ARIE VAN VLIET (*Holland*)

A veteran of pre-war "Sixes" at Wembley, and holder of the present Wembley flying furlong track record. World Amateur Sprint Champion in 1936, and Professional Champion in 1938 and 1948. Is considered to be one of the world's best all-round riders.



EILEEN SHERIDAN

**champion
woman cyclist—
winner in 1950 of the
Bidlake Memorial
Plaque, open to
MEN & WOMEN**

rides



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The Finest Bicycle Built To-day

THE HERCULES CYCLE & MOTOR CO. LTD. ASTON, BIRMINGHAM, 6

PRIMES

It is the custom to allow spectators to contribute primes—or special prize money gifts—for extra sprints (which do not count for points), but not for the official sprints for which points are awarded. At intervals during the evening you will doubtless hear the announcement: "Mr. . . . has offered a prize of £— for a . . . -lap sprint." Soon afterwards the gun will be fired and the riders will start a chase for the prize.

Such incidental "primes," as they are called, increase the rivalry of the teams who each attempt to gain more prize money than the other, and in so doing provide even more thrills in the race.

Members of the public wishing to offer primes must communicate with the nearest Prime Steward, distinguishable by an arm band, from whom they will receive an official receipt. These primes may be offered for the normal daily Sprints; for any special sprints; to a team gaining a lap within a certain time; or under reasonable conditions imposed by the donor, subject to the absolute discretion of the Referee.

The minimum amount which can be offered as a Prime for a sprint is £2 from Monday to Thursday and Friday and Saturday afternoon sessions, and £3 for Friday and Saturday evenings. For a lap gained is £5 from Monday to Thursday and Friday and Saturday afternoon sessions, and £10 on Friday and Saturday evenings.

The Prime Steward may accept smaller amounts but these will be grouped at the referee's discretion.

The Management reserves the right to group the primes if they consider it will benefit the race.

At the time of going to press the following Primes had been offered:—

	Total
DUNLOP RUBBER CO., LTD. For 2 sprints at each session	£56
For a lap gained at each session	£75
"RIBENA" (Manufacturers of Blackcurrant Juice and other fruit juices)	
For a lap gained at each session	£75
For an additional lap gained on Friday and Saturday evenings	£20
BRITISH HUB CO., LTD. (Makers of the Famous "Airlite" and "Airlite-Continental" Hubs)	
For a lap gained at each session	£75
HERCULES CYCLE AND MOTOR CO., LTD. For a sprint at each session	£28
J. CECIL PAGET, LTD. (Manufacturers of cyclists' shoes and equipment)	
For one sprint at each session	£28
J. B. BROOKS & CO., LTD. For a lap gained on Friday and Saturday evenings	£20

During a Prime Sprint a red light will be indicated on the lap scoring board at the starting line.

LEGNANO Frame (the frame with most victories to its credit),
complete with equipment, double chainset

OLMO special racing Frame

NISI Rims, recognised as best by all noted continental riders

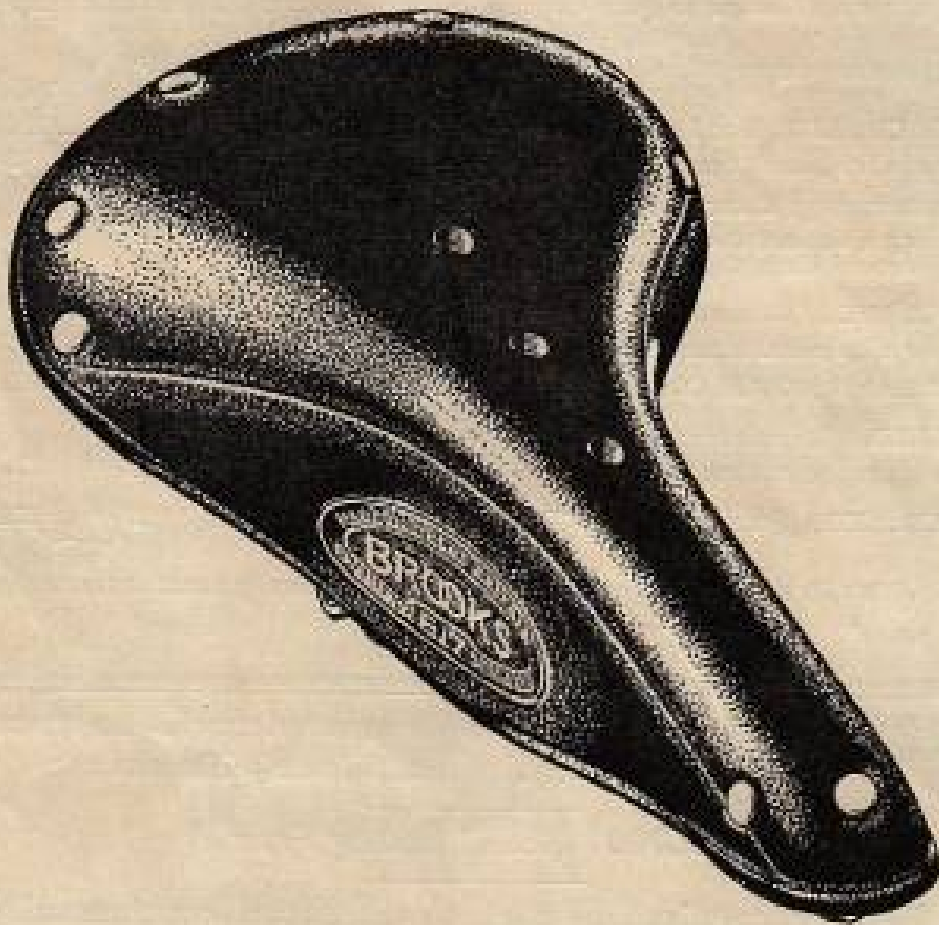
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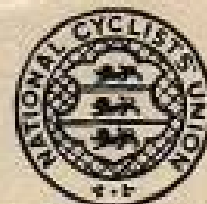
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NATIONAL CYCLISTS' UNION



THE Six Days Race is run under the jurisdiction of the National Cyclists' Union. The Union founded in 1878, is the governing body for track, massed-start and roller cycle racing in Great Britain, and is the only governing body of cycle racing in this country which is recognised by the international governing body—the Union Cycliste Internationale—and to which it is affiliated. The N.C.U. is also a member of the British Olympic Association and the British Empire Games Council for England.

1,200 cycling and sports clubs are affiliated to the Union, and last year there were over 56,000 individual members.

Almost 7,000 of the members are licensed for racing. The annual Racing Handbook, which gives full details of cycle racing activities, can be obtained from Headquarters price 2s. per copy.

The Union selects riders each year to compete in the World's Championships. This year it has the additional task to pick the team for the Olympic Games at Helsinki in July. Already Trials have been held, and during this week a special match will be taking place in this country against the German "Possibles," with "Revenge" matches in Germany next week.

However, the government of cycle racing is not the only function of the N.C.U., for it was formed in 1878 to protect and further the interests of cyclists and has been doing that ever since.

Every year the Legal Department handles hundreds of cases for its members. The services of the Union's solicitors and all legal costs involved, even if cases have to be taken to the highest level, are entirely free to the member irrespective of the result of the case.

There is a full insurance service for cyclists, whereby members can insure at special rates their cycles and selves for all types of cycling. Every member is insured automatically against Third Party Claims.

The Touring Department can assist members whether they desire to tour at home or abroad. Private Members are issued with free copies of the annual Touring Handbook, other members can purchase copies at 2s. 6d. each, which gives details of suitable accommodation for tourists throughout the British Isles. There is also a map service whereby members can borrow maps, or purchase them at special rates.

There is a special class of "Associate" membership to cater for the cyclist who uses his bicycle only as a means of going to and from work.

Full details of all types of membership can be obtained from the NATIONAL CYCLISTS' UNION, 35, DOUGHTY STREET, LONDON, W.C.1.

YOUR LAST TRAINS AND BUSES

TRAINS	FROM WEMBLEY HILL
FROM WEMBLEY PARK	Eastern Region
Metropolitan Line	West Ruislip and all Stations to High Wycombe 10.34 pm
All Stations to Uxbridge 12.40 am	
All Stations to Moor Park 12.28 am	
Croxley Green, Watford 12.28 am	
All Stations to Rickmansworth 11.43 pm	
Harrow, Moor Park, Rickmansworth, Chorley Wood, Chalfont and Latimer (change for Chesham) and all Stations to Aylesbury ... 12.15 am	
Finchley Road and Baker Street 12.27 am	
Bakerloo Line	
Kingsbury, Queensbury, Canon's Park and Stanmore 12.40 am	
All Stations to Baker Street, West End and Elephant & Castle 12. 1 am	
FROM WEMBLEY CENTRAL	
LM.R. and Bakerloo Line	
All Stations to Harrow and Watford ... 1. 5 am	
All Stations to West End and Elephant & Castle 12. 1 am	
All Stations to Willesden Junction (to connect with Broad Street and Richmond Trains) ... 12.0 mid.	
FROM ALPERTON	
Piccadilly Line	
All Stations to Uxbridge (change at Rayners Lane) 12.27 am	
All Stations to Acton Town, West End and Cockfosters 11.52 pm	
FROM SUDBURY TOWN	
Piccadilly Line	
All Stations to Uxbridge (change at Rayners Lane) 12.29 am	
All Stations to Acton Town, West End and Cockfosters 11.50 pm	
	GREEN LINE
	From Wembley Triangle (Harrow Road)
	No. 703 to Amersham 11.47 pm
	No. 703 to Farningham (via Victoria) ... 10.44 pm
	TROLLEYBUS
	From Wembley Triangle (Harrow Road)
	No. 662 to Craven Park 12.13 am
	No. 662 to Paddington (change at Craven Park for Cricklewood, North Finchley and Edgware; change at Scrubbs Lane for Shepherds Bush and Hammersmith) ... 11. 7 pm
	No. 662 to Sudbury 11.57 pm
	BUS
	From Empire Pool Forecourt
	No. 18 to Edgware 10.56 pm
	(Weekdays)
	10.59 pm
	(Sats.)
	11.52 pm
	From Empire Way
	No. 83 to Golders Green 11.18 pm
	No. 83 to Hayes 10.27 pm
	No. 83 to Southall 12. 3 am
	No. 83 to Alpertion 12.25 am
	From Wembley Park Station
	No. 46 to Alpertion 11.46 pm
	No. 46 to Willesden (L.T.) Garage 12.15 am

PRINCIPAL RULES GOVERNING THE RACE

THE Wembley Six-Day Cycle 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.

In this year's "Six" it has been decided to break the continuity of racing by neutralising the race from 2 a.m. to 1 p.m. each day with all the riders off the track.

It is felt that by this means the riders will have more adequate rest periods and will thus be able to provide more thrilling racing during the public sessions. Riders are not, however, allowed to leave the precincts of the Empire Pool at any time during the rest periods and, of course, during the advertised sessions the usual Six-Day Rules which provide that racing will be continuous will apply.

The race will commence at one minute after midnight on Sunday, May 18th, and terminate at 11 p.m. on Saturday, May 24th.

The referee has the right to postpone the firing of the final pistol that marks the end of the race if a break-away 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.

The riders will ride in teams of two. They 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 cases of accidents, must be completed by only one of the team.

The winners of the race will be the team with the greatest mileage at the end of the race. In the event of a tie, the decision will go to the team with the greatest number of points.

Each day sprints will be held. The start of a series of sprints will be signalled by a pistol shot. A bell will be 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.

Laps Gained or Lost

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. From Sunday to Thursday, inclusive, 6 points will be awarded to the first, 4 to the second, 2 to the third and 1 to the fourth.

On Friday and Saturday points awarded will be 12 to the first, 8 to the second, 4 to the third and 2 to the fourth.

In addition 25 points will be awarded to the leading team at the end of each afternoon session, and 50 points to the team leading at the end of the evening session. Points will also be awarded for attempts on the track records. (See page 10.)

At 10.30 p.m. on the Saturday (i.e., commencing the final half-hour), there will be a sprint every ten laps until the finish of the race, scoring 60 points for the winner, 40 for the second, 20 for the third, and 10 for the fourth.

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, except when a jam is in progress.

In the event of a serious crash in the first two miles,

the starter 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. Mounting and dismounting must be made at the inside edge of the track.

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 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 following.

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 his 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 the gong being sounded 5 times.

Whilst the race is neutralised for Special Match Events, one member of each team must circulate the flat during the whole of such periods.

Failure to comply with this rule will entail an immediate fine of £5 per team for the first offence, £10 per team for the second offence and disqualification for the third offence.

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.

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.

At the commencement of the final session only complete teams will be allowed to remain in the race.

WEMBLEY PRESENTS



Chairman and Managing Director: Sir Arthur J. Evin, M.A.



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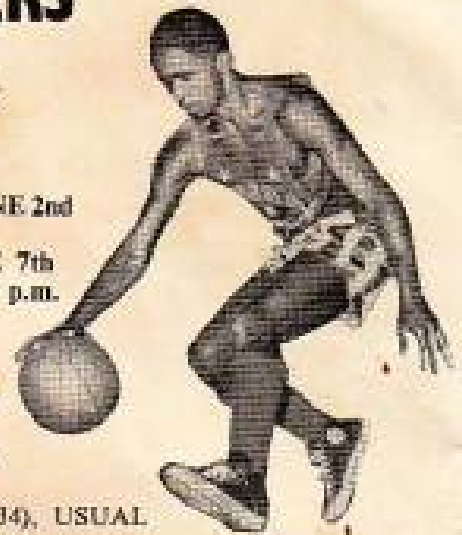
From MONDAY, JUNE 2nd
to
SATURDAY, JUNE 7th
NIGHTLY AT 7.45 p.m.

Seats: 3/6, 6/-, 8/6, 12/6, 21/-

MAKE UP A PARTY—Reduced Rates for Parties of 12 or more (except Saturday, June 7th)

3/6 seats for 2/6; 6/- seats for 4/6; 8/6 seats for 6/-; 12/6 seats for 8/6; 21/- seats for 12/6

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Meetings every MONDAY and SATURDAY at 7.30 p.m.

Admission: 2/-, 4/-, 8/- including Racecard

SPEEDWAY RACING

EVERY THURSDAY at 7.45 p.m. throughout the summer

Admission: 2/-, 4/-, 8/-

All Children: 1/2, 2/6, 4/-

● Reduced Rates for members of the Wembley Speedway Supporters' Club: 1/9, 3/6, 6/-
Pay at Turnstiles

All prices include programme

IF you wish to be kept informed of future 6-Day Cycle Races and of ALL forthcoming events at Wembley, leave your name and address at the Box Offices under the West End of the Empire Pool, or apply by post to: Mailing Dept., Empire Pool, Wembley