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OFFICIAL PROGRAM

SECOND INTERNATIONAL SIX DAY BICYCLE RACE

Professional Bicycle League of America

APRIL 21 to 27 INCLUSIVE, 1937

◆

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Professional Bicycle League of America

RULES AND CONDITIONS GOVERNING

Grand International Professional Six-Day Team Race

The race will start at 9:00 p.m., Wednesday, April 21, 1937, and will finish at 12:00 midnight, Tuesday, April 27. The race will be a 147 hours' contest, the contestants having the right to rest and ride as they may see fit, EXCEPT THAT NO RIDER MUST BE ON THE TRACK MORE THAN TWELVE HOURS IN EACH TWENTY-FOUR HOURS.

Colors

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

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

"Riders Must Remain on the Track"

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

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

Regarding Laps Gained

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

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

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

In Relieving Partners

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

In relieving, the members of a team must not interfere with other contestants.

Unfair Riding, Etc.

Contestants who are guilty of unfair riding, or who are ungentlemanly in dress, language, or conduct, may be disqualified by the referee at any part of the race, and upon

such disqualification the contestant forfeits all rights to prizes, entrance fees, or any returns or prizes whatever, as provided for in this contract.

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

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

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

In Reference to Accidents to Machines

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

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

Falls Caused by Accident or Foul Riding

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

(1) In case of an accident to one or more riders during the progress by falls, the BELL AT THE SCORERS' STAND WILL BE STRUCK FIVE TIMES AT THE DISCRETION OF THE REFEREE to notify the riders that no laps can be gained until the field is again complete. When the field is complete by the remounting of the fallen riders or their teammates, THREE STROKES OF THE BELL will announce the resumption of the race. The entire field, with the exception of the fallen men, must remain on their wheels on the track at all times.

(2) When a fall occurs to a rider who is in the rear of the field, and who is separated therefrom, and there is manifestly no interference or cause for such a fall or should a rider take a fall intentionally in the discretion of the referee, the BELL WILL NOT BE STRUCK, and the race will continue as though such fall had not been made and all laps gained will be counted.

How Remnants of Teams May Resume

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

(a) No rider who has been out of the race officially

(Continued on Page 6)

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RULES AND CONDITIONS—(Continued)

(Continued from Page 4)

for over four hours will be permitted to resume as the partner of another.

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

Special Rule on Tire Equipment

All the competitors will be supplied with tires by the management, and these tires will be sealed and must not be changed unless authorized by the Chief of the Course.

Forfeiture of Prize Moneys for Violation of Contract

It is specifically agreed by the entering team, and its

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

Speed and Endurance Desired

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

BOARD OF REFEREES.

Rules for Scoring Points

6 SERIES OF SPRINTS DAILY

5 Sprints at 3:00 P. M. 5 Sprints at 4:30 P. M.
10 Sprints at 8:00 P. M. 10 Sprints at 10:00 P. M.
10 Sprints at 12:00 Midnight and 10 Sprints at 2:00 A. M.

DISTANCE OF EACH SPRINT TO BE TWO MILES

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

6 Points to Winning Team
4 Points to 2nd Team

2 Points to 3rd Team
1 Point to 4th Team

On Tuesday morning and afternoon, April 27th, the series of ten sprints will be conducted at the same time, but the scoring will be changed to 12 points for winning team, while the 2nd, 3rd and 4th positions of each sprint will remain same as other days.

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

FINAL SPRINTS—LAST HOUR OF RACE

On Tuesday night, April 27th, there will be a Sprint Every Mile to the Finish for one hour. The Final Hour Sprints will start at 11 P. M. and finish at 12:00 Midnight.

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

FINAL HOUR SCORING—During the last hour, the points will score as follows:

72 Points to Winner of each Sprint
4 Points to 2nd Team

2 Points to 3rd Team
1 Point to 4th Team



Meet Willie Spencer

Willie Spencer is a very pleasant person, and yet, the word "quit" does not exist in his vocabulary. He has never lost the super-abundance of vitality he displayed as a rider in his youth and as a promoter in later years.

After riding with considerable success as an amateur in Canada, Spencer moved to the United States and for years was prominent in the cycling world. He held the American championship for some time, winning the honor in New York in 1922 and 1923, and again in 1926. Willie was one of the greatest riders of the past decade, and still holds the world's record for a quarter-mile, having covered the 440 yards from a standing start in 27 1/5 seconds. He holds the unofficial world's record for one-eighth mile, doing the distance in 11 seconds flat at Providence, R. I., in 1926.

Spencer has had eleven trips to Europe, riding a bicycle in all of the large cities of Europe. In the winter of 1922-23 and 1925, Spencer won the world's indoor championship held at Paris, France, in the Velodrome de Hiver.

He has made three trips to Australia, winning the championship of that country on each occasion.

Besides being one of the world's great sprinters, he was on the winning team in two six-day races, one in San Francisco in 1917 and one at Sidney, Australia, in 1920.

Since breaking away from the racing end of the game, Willie, as he is generally known, has promoted 76 successful six-day races throughout Canada and the United States. In Montreal, the six-day race which was under the personal direction of Spencer, drew over 80,000, and on three nights during the race the doors were closed and fans turned away.

HISTORY OF THE RIDERS

No. 1—BOBBY WALTHOUR (*Stars and Stripes*)
Many names have flashed across the headlines in various sports, but none



are more well known than the name of Walthour. Back in the early part of this century, that name was considered the greatest in cycling. It was then Bobby Walthour, who is the father of the one appearing in this race.

In fact the elder Walthour still holds the world's record for one to thirty miles paced by a motorcycle.

During those days the popular song was "A Bicycle Built for Two." That song was dedicated to the elder Walthour for his daring exploits on the board circles.

With such a background, it is only natural the off-spring should develop into a great star in his own right. Here is a thumb nail sketch of some of his riding history.

Then came Walthour's first six-day victory in the fall of 1924 at Chicago with Reggie McNamara as his partner. A distinction no one will ever take from Bobby is the fact he won the final race held in the old Madison Square Garden, with Freddie Spencer as his riding mate. Walthour and Horan won the Chicago race of February, 1925, and returning to Chicago in October of the same year Bobby once

more rode to victory, this time with Freddie Spencer. In 1926, returned to Chicago in the fall and again won, setting a record of three straight wins in the Windy City. Returning to Madison Square Garden the following March Bobby hung up another win with Freddie Spencer as his partner.

1927 saw this bland youngster run against 'Lady Luck', because he was nearly killed when he catapulted over the top of the track during a jam, in Chicago, his partner, McNamara continued to ride solo for four hours while track physicians worked to bring Walthour back to consciousness. When they succeeded, he returned to the track and received the greatest ovation ever tendered to an athlete in any sport in the history of Chicago. The team of Walthour and McNamara continued and at the final gun it was Walthour who shot across the finish line the winner.

Born in Atlanta, Georgia, on September 27, 1903, this lad with the blond locks has carried the name of Walthour nobly and the fans of Los Angeles will without doubt render to him a welcome that he will not soon forget. Walthour's most recent victory in a six day race was in Ottawa, Canada, two months ago.

No. 2—OSCAR JUNER, (*Stars and Stripes*) an eastern rider, is the partner of Bobby Walthour. The fact that Walthour selected Juner from the entire list of American riders as his partner speaks the world for the eastern lad.

Juner won the six-day race at Chicago and Min-
(Continued on Page 11)

The Names of the Riders

HOW THEY ARE TEAMED AND THE COLORS THEY WILL WEAR
IN LOS ANGELES'S SECOND INTERNATIONAL
6-DAY BICYCLE RACE

NO.	RIDER	COLORS	TEAM
1	Bobby Walthour, New York	Stars and Stripes	American Champion Team Sponsored by BETTE DAVIS
2	Oscar Juner, Newark, N. J.		
3	Julian Rauol, France	Scarlet Red	French Red Devil Team Sponsored by J. CARROL NAISH
4	Alfred Marquet, France		
5	George Metz, Germany	Black, White and Red	German Champion Team Sponsored by BING CROSBY
6	Adolph Bulgreen, Germany		
7	Danny Maffei, Italy	Old Gold	Italian-Belgian Team Sponsored by 7-UP
8	Archie Bollaert, Belgium		
9	Russell Allen, Huntington Park	Red, White and Blue (Diagonally)	Huntington Park Team Sponsored by PAT O'BRIEN
10	Freddy Schultz, Los Angeles		
11	Frank Keating, Newark, N. J.	Royal Blue	American-Mexican Team Sponsored by BOB TAYLOR
12	Alvin Rivera, Mexico		
15	Joe DeVito, Italy	Green, White and Red	Italian Champion Team Sponsored by "CAPPY" CAPODICE
16	Frank Turano, Italy		
17	Frank Hayes, England	Red, White and Blue (Crosswise)	British Empire Team Sponsored by LESLIE HOWARD
18	Cliff Cole, Canada		
19	Cruz Diaz, Mexico	Black, Yellow and Green	Mexican Team Sponsored by BERT WHEELER
20	Manuel Martinez, Mexico		
21	Pete Hagopian, Armenia	Sky Blue	Armenian-German Team Sponsored by JOE PENNER
22	Eddie Amman, Newark, N. J.		
23	Joe Lett, Hollywood	Green	Hollywood Kid Team Sponsored by ANNE SHIRLEY
24	Johnny Kenisel, Hollywood		

PRIZES FOR SPRINTS

If any patron wishes to offer a special prize for a sprint, they can do so by getting in touch with one of the ushers, who will see that the offer is transmitted to the proper officials.

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What Do the Riders Eat?

FOR the duration of the contest, four chefs and eight assistants will be preparing food for the riders in the kitchens located here in the Auditorium. Mr. Fritz Andrae, who has devoted twenty-five years of his life to the feeding and training of the riders will be in charge. He is an outstanding dietician and at all times sees that the riders eat and drink the necessary foods to supply the energy and muscle-building vitamins which are so vital to the six-day bike racer. According to Mr. Andrae, the average rider eats about ten meals in twenty-four hours, all of which are supervised by him. The health and stamina of the riders is the main concern of the management and because of the gruelling grind to which they are subjected throughout the contest, their food and vitality must be the main factor of their existence.

Here is the meat order which has been delivered to the kitchens of the Auditorium: 12 sides of the choicest beef, out of which will be carved approximately 500 juicy steaks; and also 450 juicy chickens, 500 lbs. lamb chops, 10 hams and many slabs of bacon. Lamb has been the favorite meat of the contestants in the past six-day bike events, but when the opportunity affords them time to eat something more substantial, they will order a steak or a half of a chicken.

The order for milk for the week is 700 quarts, and 50 lbs. of butter. Over 300 dozen eggs will be consumed by the riders during the race in various ways.

The riders are also very fond of fresh vegetables and eat a lot of them during the contest. This is just a partial list the produce man will deliver into our kitchens: 4 barrels of spinach, 20 sacks of potatoes, 2 bushels of onions, 200 heads of lettuce, 200 stalks of celery and many crates of tomatoes, string beans, fresh asparagus, carrots, and fresh peas.

During the week, in the line of fruits, the following will be consumed: 6 boxes of eating apples, 30 lbs. of pears, several barrels of apples for apple sauce, 2000 oranges, 20 dozen lemons and several crates of grapefruit.

Over 75 lbs. of coffee, 20 lbs. of tea and 10 lbs. of cocoa is the supply for beverages, while 200 lbs. of sugar, 6 dozen boxes of Corn Flakes, 30 lbs. of rice and 35 lbs. of oatmeal is used in their menus.

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HISTORY OF THE RIDERS

(Continued from Page 7)

neapolis a couple of years ago. He is a well built youngster who is expected to make a great cycling mate for Walthour. Juner also took part in the six-day race held at San Francisco two years ago.

No. 3—JULIAN RAUOL, (*Scarlet Red*). Born in Brittany, France, and a member of the French Red Devil team, recently went through exciting experiences in Spain. To escape from that war torn country it was necessary for him to abandon all his baggage, including his specially built bicycles.

Duplicates of his bikes immediately were shipped from France and he picked them up in New York city.

Without nerves of any kind he is consistently in front. He rides in six day races mainly for the thrills the competition gives him.

No. 4—ALBERT MARQUET, (*Scarlet Red*), born in Paris and holder of the French bike riding championship, astonished the world last week when he set a new world's record of 86.95 miles an hour, riding behind an Auburn Cord automobile.

The Frenchman won numerous long road races around Paris and then came to America to win the New York to Philadelphia road race of 62½ miles.

He is rated one of the best sprinters in the six-day bike racing game. He is the one who will go out to steal the laps and his partner, Julian Rauol, is the man who will attempt to hold them.

No. 5—GEORGE METZ, (*Black, White and Red*), the big, husky German lad who will be out to flash his country's colors to the front in the second international six day bike race, simply lives to ride on a bicycle. He would rather ride than eat and that is the kind of a spirit it requires in a six day bike rider. Metz is familiar with Pacific Coast racing as he took part in the six day events at San Francisco, Oakland and other cities.

Metz also has taken part in races at Coney Island and Boston in the east for the past several years.

No. 6—ADOLPH C. BULGREEN, (*Black, White and Red*). Member of the German team, is the speed burner of the brown shirted aggregation. He is a great pedaler and nothing pleases him more than to have the boys start a sprint as that is just where he shines.

The German combination of Metz and Bulgreen has had little to say in regard to the six-day event but it is a determined pair that will be out on the track to grab the international battle for Germany.

No. 7—DANNY MAFFEI (*Old Gold*). Born in Italy, Feb. 11, 1913. Was the champion of his native land before he departed for America, the land of promise. His success in racing meets in Boston, Hartford, New York and Philadelphia attracted the attention of Willie Spencer and he insisted on the Italian lad being one of the contestants in the second international bike race.

Maffei is of the sprinting type of rider and you will make no mistake if you keep your eyes on him when the jams start.

No. 8—ARCHIE BOLLAERT, (*Old Gold*), of Belgium, rode outdoor races in Belgium during the 1935 season and won the championship of that country against a great field of riders.

Last year he came to the United States and participated in the Detroit six-day bike race and finished in third place. Last January he rode in the San Francisco six-day event and riding with Raymond Bedard he finished in fourth place.

He is a strong six-day bike rider, coming from a long line of six-day riders. He had a bad spill at the Oakland track the fifth day of the race when he was leading and was forced to retire from that contest. He has recovered from that injury and will be out to grab first place honors at the Pan Pacific track. (Continued on Page 12)

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HISTORY OF THE RIDERS

(Continued from Page 11)

No. 9—RUSSELL ALLEN, (*Red, White and Blue, diagonal*) is one of the veteran 6 day riders, this is his 26th race. He carried the American colors in the 1921 Olympic's at Los Angeles and held on to the Far Western Track Championship for five years. Competed in South America and won the sprint championship of the country. His last six day grind was in 1936 at Madison Square Garden. Allen and his partner Schultz will be hard at it from the start.

No. 10—FREDDIE SCHULTZ, (*Red, White and Blue Diagonal*), is one of the most popular lads ever developed in Southern California bicycling circles. Graduated from Huntington Park high school he attended the Compton Junior College. The youngster took part in a six-day race held in Los Angeles several years ago and later took part in St. Louis, Louisville, and other famous six-day grinds.

He is one of the Huntington Park team and the fans are counting on him being one of the real leaders during the entire contest.

A large delegation of fans from his home town of Huntington Park will be present each evening to cheer on the blonde-haired racer.

No. 11—FRANK J. KEATING, (*Royal Blue*), of Irish descent, was born in Newark, N. J., Nov. 21, 1914. He is a big, strong athlete and is plenty fast on the track.

Keating won the junior sprinting championship in 1929 and has been right up at the top of competition since that time. He is the only two-time winner of the two hour team race.

Eastern critics declare that Keating has the makings of a great bike riding star, because of his natural ability coupled with bulldog tenacity.

No. 12—ALVIN RIVERA, (*Royal Blue*), Mexican rider, an exceptionally strong rider and in 1933 paired with "Cocky" O'Brien he won the race held in the old Winter Garden in Los Angeles.

Rivera, like most Mexicans, boasts of a strong strain of Indian blood in his makeup and that enables him to keep going at all times even when he is suffering agony.

The Mexican rider took part in numerous sprint races and he proved to all cycling officials and critics that he has the ability to become one of the best sprint riders of all times.

No. 15—JOE DE VITO, (*Green, White and Red*) Italian racing champion, is one of the real veterans of the six-day racing game. He tired of racing over the mountainous districts of Italy and arrived in New York City some years ago. Since that time his life has been one round of six-day bike racing tracks. He competed in three of the New York races, two in Chicago, Boston, Philadelphia, Cleveland, Montreal and other places.

De Vito just returned from Buenos Aires where he took part in the big six-day race in South America.

The Italian also is co-holder of the tandem championship and also is a good sprinter.

No. 16—FRANKIE TURANO, (*Green, White and Red*), great Italian racer, is one of the many great athletes who has become connected with the motion picture colony.

Turano has a great record as a six-day bike racing champion, having competed in every large city in the United States and the capitals of Europe.

Intrigued by the motion picture industry, Turano accepted an offer from Warner Brothers.

Members of the Warner club will be out in force to root for Turano who will form one-half of the famous Italian Black Shirt team.

(Continued on Page 14)

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HISTORY OF THE RIDERS

(Continued from Page 12)

No. 17—FRANK C. HAYES, (*Red, White and Blue, crosswise*), was born in England, Dec. 7, 1914, but he learned how to ride in that hot bed of great bike riders, Newark. He was the Newark City jr. champion in the sprints and all around races in 1930.

Hayes took part in the Oakland and San Francisco races and just finished the Louisville, Ky., contest. Keep your eye on this lad.

No. 18—CLIFF "KING" COLE, (*Red, White and Blue, crosswise*), who has been making his home in California, was born in Canada and forms one-half of the British Empire team.

Cole is an exceptionally fine sprinter, winning a number of short races held in the Winter Garden track.

"King" Cole has taken part in four six-day grinds, two of them in Los Angeles and the others in San Francisco.

No. 19—CRUZ DIAZ, (*Black, Yellow & Green*), Champion of Mexico. He represented that country in the Olympic Games in Los Angeles in 1932 and right after that entered the six-day racing field.

Diaz is exceptionally good in the long jams and when he took a look at the huge nine lap track built by Willie Spencer in the Pan Pacific Auditorium he was full of smiles. He believes that the big track is specially built for him and that he will be able to flash the colors of Mexico across the finish line in front of the other great riders.

No. 20—MANUEL MARTINEZ, (*Black, Yellow and Green*). One-half of the Mexican riding combination, is taking part in his second six-day bike race. He showed such marvellous ability in the sprint contests held in Mexico that he soon was noted as the champion of the short events.

Lured by the trail of gold and glory of the six-day bike riding game and anxious to prove to the world that Mexican riders were as good as any in the game, he entered the long distance grinds.

The combination of Martinez and Diaz is expected to prove a tough one to beat in this present event.

No. 21—PETE HAGOPIAN, (*Sky Blue*). Born in Armenia, has taken part in practically every six-day event held on the Pacific Coast and has gone as far east as Salt Lake City.

Hagopian is the smallest rider on the track, weighing 130 pounds soaking wet. Pitted against the 214 pound Frank Keating he looks like a dwarf.

"Little Pete" has plenty of stamina. He lives to

ride on a bicycle and if a jam starts you can make plenty of money by betting two to one that it was started by "Little Pete".

No. 22—EDDIE AMMAN (*Sky Blue*) of New York is a rider who wasn't well known to the bike riding fans of the Pacific Coast before the start of this race but by the time it is over it is believed his name will be known to every one.

Amman is a product of the crowded east side of New York city. He has been riding in the professional ranks for the past four years and in 1935 he was runner-up for the pro title. He competed in the San Francisco and Oakland six day races in 1935 and later at Louisville and St. Louis.

The New York rider is a great sprinter and absolutely fearless. It is claimed that he can send his bike through a knothole.

No. 23—JOE LETT, (*Green*) is a member of the Kid team competing in his first Pro-Six Day Race. He has raced all over the country as an amateur and now holds with another rider the track record at San Jose for the hour team race, making 27 miles and one lap in the hour. World's record for this 28 miles. Keep your eyes on this team because they will want to make a showing with the Vet's and will give their "all."

No. 24—JOHNNY KENISEL, (*Green*) another famous Amateur turning Pro for his first big six day grind. Johnny has competed in Chicago, Milwaukee, St. Paul and other eastern cities in the Amateur class. Teamed up with the other "youngster" Joe Lett, this team will give the fans something to talk about. All of Hollywood will be pulling for their team.

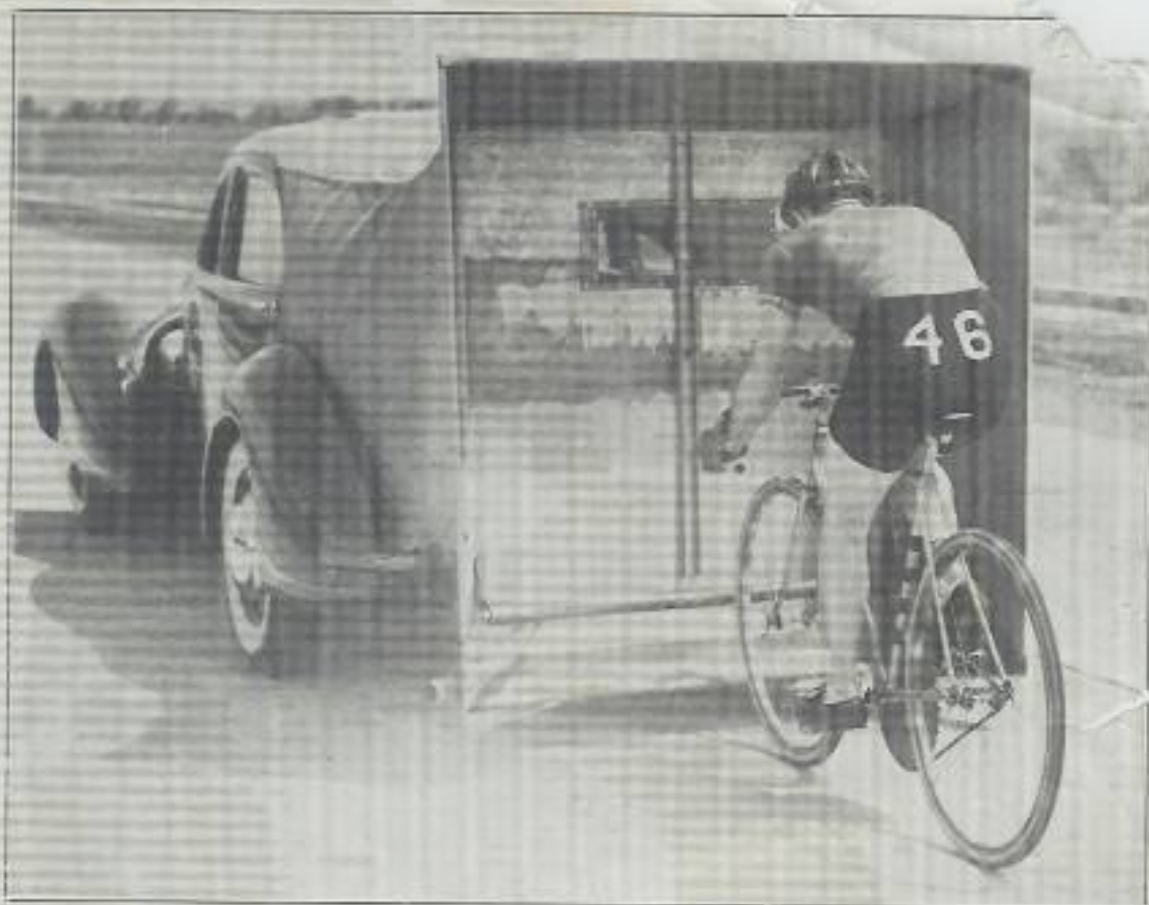
FIRST AID

The Aerial Nurse Corps of America is in charge of FIRST AID during the entire six days of the International Championship Bike Races. The personnel on duty in addition to being registered nurses are qualified by the American Red Cross to render First Aid.

The Aerial Nurse Corps is a national organization. Various companies of the 1st. Division have been on duty and in charge of First Aid field hospitals such as the National Air Races, the annual Aircraft and Boat Show, Junior Birdmen Meets, etc. Personnel in the various departments are trained to work in civil and national emergencies. Standards and qualifications for membership are high. Women between the ages of 21 and 35 who are interested in becoming affiliated are asked to consult any member regarding vacancies in the following departments: First Aid, Radio and General detail.

Aerial Nurse service to humanity in the most modern and far reaching way; an old profession linked to aviation; man's latest step in progress; an organization that's traveling with the times, young and adventurous, yet with the code of service behind it to give it purpose and lasting claim to be among the worthwhile endeavors of this generation.

A NEW WORLD'S RECORD



No. 4—ALFRED MARQUET of Paris, member of the Red Devil team established a new world's record last week by traveling 1 mile at the speed of 86.95 Miles Per Hour riding behind an Auburn Cord automobile. This was electrically timed

over the measured mile. At one point a speed of 94 M. P. H. was held.

The former record, 80½ Miles Per Hour was held by Frank Bartell who established it here in Los Angeles in 1935.

(AUTOGRAPH)

RE-ELECT

Mayor Frank L. Shaw

A GOOD MAN

DOING

A GOOD JOB



*"Keep in
trim"*

ICE COLD

BIRELEY'S

Orangeade