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Sixth International Race

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January 22 to 28, 1937

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OFFICIAL PROGRAM

MILWAUKEE'S SIXTH INTERNATIONAL SIX-DAY BICYCLE RACE

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RULES FOR SCORING SPRINTS

Six series of sprints daily with points to score as follows:

6 POINTS TO THE WINNER OF EACH SPRINT

4 POINTS FOR SECOND

2 POINTS FOR THIRD

1 POINT FOR FOURTH

(The track measures ten laps to the mile.)

MATINEE SPRINTS

2:30 P. M. Five sprints, the distance of each sprint to be two miles.

4:30 P. M. Five sprints, the distance of each sprint to be two miles.

EVENING SPRINTS

8:00 P. M. Five sprints, the distance of each sprint to be two miles.

9:00 P. M. Ten sprints, the distance of each sprint to be two miles.

11:00 P. M. Ten sprints, the distance of each sprint to be two miles.

MORNING SPRINTS

1:00 A. M. Ten sprints, the distance of each sprint to be two miles.

LAST HOUR OF THE RACE

On Thursday night during the final hour there will be a sprint every mile to the finish of the race.

The sprints will start at 11:00 P. M. and finish at midnight.

FINAL HOUR SCORING

During the last hour the points will score as follows:

72 points to the winner of each sprint

4 points to the second team

2 points to the third team

1 point to the fourth team

HOW TO DETERMINE THE WINNING TEAM

In the event that a team finishes the race with one lap or more advantage in mileage over the rest of the field, that team will be declared the winner. When two or more teams are tied in mileage, their final position in the race is determined by the number of points won by them during the week's sprints.

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RULES and REGULATIONS

The race will start at 9:00 P. M. Friday, January 22, and will finish at 12 P. M., January 28. The contestants have 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 N. C. A. Board of Control for further punishment.

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

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

IN RELIEVING PARTNERS

In relieving his mate, a rider must mount in front of his cot on the stretch in which his 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 and the relieved rider must hold the pole and not pass the score stand more than once after having been relieved. This relieved rider must make a positive stop on the stretch in front of his cot.

The second black line from the pole shall designate the highest part of the track that riders may use when actually racing. Riders relieving their partners, or after being relieved, must stay above the outer black line.

UNFAIR RIDING, ETC.

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

★ ————— 3 **6** 5 ————— ★

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Rules and Conditions

Continued

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

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

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

BIKE TROUBLE

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

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

IN CASE OF ACCIDENT

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 accident to one or more riders during the progress by falls, the bell at 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, 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 the whole week—that it has been considered fair to all contestants to make provisions, at the option of the management, for riders continuing who have lost their mates. These restrictions will govern such combining of broken teams:

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

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

SPECIAL RULE ON TIRE EQUIPMENT

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

FOREFEITURE OF PRIZE MONEYS

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

SPEED AND ENDURANCE DESIRED

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

BOARD OF REFEREES.



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No.	Rider	Club	Colors
1—	Bob Wischer	Wisconsin Senior Champion	Black with White Band
2—	C. Roesler	Milwaukee	Black with White Band
3—	R. Hewitt	Horn Wheelmen	Black and Green Trim
4—	Virg. Pearce	Horn Wheelmen	Black and Green Trim
5—	Exbert Roberts	Horn Wheelmen	White and Black Trim
6—	Ara Horn	Horn Wheelmen	White and Black Trim
7—	Heinie Schapfel	North Side Cycle Club	Black and Gold
8—	Kurt Dickehage	North Side Cycle Club	Black and Gold
9—	L. Steele	Steele Cycle Club	Purple and Gold
10—	H. Spiegelhoff	Steele Cycle Club	Purple and Gold
11—	K. Kreiter	Steele Cycle Club	Black and White Trim
12—	D. Sandvetter	Steele Cycle Club	Black and White Trim
15—	Hal Salchow	German-American C. C.	Black, White and Red, Crosswise
16—	Norbie Reindl	German-American C. C.	Black, White and Red, Crosswise
17—	Otto Stahl	German-American C. C.	Orange
18—	"Bill" Stahl	German-American C. C.	Orange
19—	Rob. McCarthy	Racine C. C.	Dark Red
20—	G. Krohn	Racine C. C.	Dark Red
21—	R. Jergensen	Racine C. C.	Red
22—	(To be selected)	Racine C. C.	Red
23—	Gene Cook	Arrow Cycle Club of Kenosha	Black and Yellow, Diagonal
24—	Alvin Jurca	Arrow Cycle Club of Kenosha	Black and Yellow, Diagonal
25—	Joe Mueller	North Side C. C.	Blue
26—	R. Wilbert	North Side C. C.	Blue

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HOW YOU MAY EASILY FOLLOW THE RACE

The six-day bicycle race is not complicated, although you may think so, if you happen to come in during a "jam." There are two riders to each team and the rules of the race state that one member of each team must be on the track representing his team at all times of the day and night for 147 hours. This gives his partner a chance to eat, catch a few winks of sleep and otherwise provide for their comfort while his partner is holding down the team's position in the race.

The change of partners is called the "pick up" and is brought about in the following manner: The rested rider mounts his bike on the flat of the track in front of his bunk. A trainer shoves him off and he pedals away, slowly increasing his speed until he falls in with the circling field of riders. There he singles out his partner, rides to his side or about as close as he can get, and he is in the race while his partner is out. In case of a jam, he will relieve his partner by riding right up to him and pushing him just as hard as he can. This relief will send the fresh rider into top speed with practically no effort of his own and at the same time it will have a tendency to slow down the relieved rider. As he slows down he drops back. Finally he comes to rest in the arms of his trainer who disengages him from his bicycle, by opening the straps on his feet. Every rider straps his feet to the pedals, for if he didn't he could not keep his feet on the pedals when going at top speed. Racing bikes have no brakes or coasters and the rider's feet are also strapped in so that he may get just as much power out of pulling up on the pedals as he does in pushing down.

On the track the riders circle at the habitual speed of about twenty-five miles an hour. A rider must go at least twenty miles an hour to stay on the steep bank which is built to an angle of fifty-five degrees on the turns.

The riders will be strung out in single file, and you will observe the leaders, one after another, pull out from the lead and drop back from first to last place. The field will ride in close single file behind the leaders to take advantage of the vacuum he draws in his wake, and although the vacuum is not an exceptional help at a low speed it is nevertheless much easier to follow than to take the lead, and in six days and nights of riding every ounce of energy counts. By mutual consent, each rider takes his turn going to the lead and doing about two laps, unless a "jam" starts.

What is a Jam?

A "jam" is the real thrill most fans get out of the six-day bike race. The speed rises to fifty miles an hour and the crowd is usually on its feet. Technically, a "jam" is the confusion that results from the attempt of one or more teams to gain a lap on the entire field. During a "jam" there is little rest for any of the riders. A "jam" is apt to occur at any time and many times have happened with only a handful of spectators or only the "cleaners" in the building.

With most of the contestants in the race fairly evenly balanced in ability, it is nearly impossible for one rider to go away from another rider if the other is close behind the former, unless the rider behind is in an exhausted condition. Therefore, for a rider to break away from the field to gain a lap he must wait for an opening or an angle to catch his opponents off guard. Or maybe the angle may come when one of the riders has gone "dead" or become exhausted from his efforts in winning a sprint or from his efforts in chasing several other riders who had been trying to break away from the field. When a rider does finally get a break on the field and opens up a gap of several yards on the second rider in line his partner who has been sitting on

his bicycle strapped on to the pedals waiting anxiously alongside of his bunk to get into the fight, is pushed out on to the track by his trainer and he gradually works up momentum until he is going approximately the same speed as his partner who will ride into him from the outside, pushing with his left hand with every ounce of strength so that the fresh relief may get going in top speed with as little effort as possible. The riders will relieve each other just as often as they can, making sure, if possible, that one or the other is not left out on the track to do a double shift.

The perfect order of the field is gone and two riders of each team are on the track, one riding for dear life to hold the lead he already has or to make up the ground he has lost while his partner circles high on the bank waiting to drop into a position to relieve him. It is a stern chase and before a lap is awarded by the referee the team must ride into the largest group of the field. Riders often tangle up and go down in a pile of steel and flesh. Then, as suddenly as it began, it is over. The field has either held or been overtaken by the ambitious team that began it all. The relieved partners cycle wearily back to their bunks.

When an accident happens the bell at the referee's stand will be sounded five times, announcing that the race is temporarily held up. That means that no laps can be gained until the fallen contestants and their wheels are ready to resume racing. The bell is then struck three times.

The ultimate winner of the race is, of course, the team that has stolen the most number of laps and covered the greatest distance during the course of the week. In case of a tie the race is decided on the points scored in the sprint throughout the week. The point scoring system for the sprints will be found on another page.



1 Charlie Winter

Charlie Winter was born in the Bronx, N. Y., June 26, 1901, of German parents and started riding in road races in and around New York, winning many of the major races and finally succeeded in winning the New York State championship. He went on to Chicago in 1923 for the

United States road championship races and finished in second place. He created a new record for one-third mile on the road by covering this distance in 38 3/5 seconds during this series of events. In 1925 Charlie won the Amateur track championship of the United States and turned professional. Charlie has a smile that never comes off and is one of the most popular riders in cycling both with the fans and the riders on the track. Charlie believes in mixing fun with his business and during the off periods he entertains the spectators with his humorous antics.

Charlie is considered the gamest athlete that the world has ever known. During a recent New York race Charlie broke his shoulder. In spite of this condition in which he suffered excruciating pain and required the resetting of his shoulder every few hours, Charlie continued in the race and came through with his partner to finish in second place.

Charlie was on the winning team in six races, finished second seven times, third nine times, and fourth seven times. This will be Charlie's ninety-fourth six-day event.



2 Freddie Ottevaire

Freddie Ottevaire is one of the outstanding riders in six-day competition today and was on the winning team in the recent Minneapolis race. Freddie is the quiet, reserved type of athlete. His record to date includes five victories: three in Minneapolis, and one each in Milwaukee and Toronto.

He has also finished second twice, third six times and fourth once. Freddie was born in Detroit of Belgian parents. His record is comparable to any American rider to date in his short career.



3 Gustav Kilian

Gustav Kilian was born in Luxembourg, Germany, on Nov. 3, 1907, and started riding road races around his home town, where he created a reputation. He then drifted to Dortmund and competed for several seasons in many road and track races and strange as it may seem his

nearest and bitterest competitor was Heinz Vopel. These two riders who were such rivals back in their early cycling days are now inseparable and are the outstanding World champion team today. They hold the world's championship record in winning nine consecutive races in practically every large city in America and Canada and won the last London, England, event. They are absolutely the acme in perfection in their machine-like relief work which is so important in a six-day race.

Gustav is a jovial, likable chap and is always ready with a witty answer. He is very popular with all the riders.



4 Heinz Vopel

Heinz Vopel was born in Dortmund, Germany, April 5, 1908. Having been around the outdoor track, which was only one mile from his home during his school days, it was only natural that Heinz should become a bicycle rider. He started riding in road races and his nearest rival

and competitor was none other than his present partner, Gustav Kilian. For many years he was anything but friendly with his present partner but today they are inseparable. They are the World's champion team, having hung up a record never before equalled by any other team in cycling, winning nine consecutive six-day races that carried them through every large city of America and Canada and finished by winning the last London six-day race. They are absolutely the acme in perfection in their machine-like relief work which is so important in a six-day race.

Heinz is quiet and reserved, only answering when spoken to and in this respect is entirely different from his worthy partner, Gustav Kilian.

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THE NAMES OF THE RIDERS, HOW THEY WEAR IN MILWAUKEE'S BICYCLE RACE

No.	Rider	
1	Charlie Winter	New York City
2	Freddie Ottevaire	Detroit
3	Gustav Kilian	Germany
4	Heinz Vopel	Germany
5	Henri LePage	Montreal
6	Jules Audy	Montreal
7	Torchy Peden	Victoria, B. C.
8	Doug. Peden	Victoria, B. C.
9	Tino Reboli	Chicago
10	Charley Yaccino	Long Island
11	Freddie Spencer	Nutley, N. J.
12	Ewald Wissel	Germany
13	Reggie Fielding	Toronto
14	Albert Sellinger	Irvington, N. J.
15	Jackie Sheehan	Brooklyn
16	H. (Cocky) O'Brien	San Francisco
17	Laurent Gadou	Montreal
18	Albert Heaton	Toronto
19	Jackie Gruber	Brooklyn
20	Dominick Camastro	Newark, N. J.
21	Ray Keller	Milwaukee
22	Henry Sima	Chicago

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Blue with Red, White, Blue Band	German
Blue, White and Red (Checkered)	French-Canadian
Black with White Maple Leaf	Canadian
Red, White and Green	Italian
Yellow	American-German
Red	Red Devil
Green	Irish
Black with Red Center	Canadian
Blue with White Star	Jewish-Italian
Black, White and Red	American



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5 Henri LePage

Henri LePage is one of cycling's most colorful characters.

Henri was born in Montreal, Canada, started his bicycle racing career by competing in road races and in his second year succeeded in winning the Canadian road championship.

Henri turned professional to compete in Montreal's first six-day event and immediately established himself as a future great.

Henri then came back to win the next two events held in Montreal along with "Torchy" Peden. To date Henri has been on the winning team in eight of these long gruelling affairs.

In the past year Henri has made two trips to Europe.



6 Jules Audy

Jules Audy, the blond flyer from Montreal, is the idol of bicycle racing fans throughout the entire world. Jules has "it" when it comes to bike racing or personality. Jules was born Sept. 2, 1912, in Montreal, and at an early age took to cycling. With the inauguration of Six-Day Bicycle racing in Montreal, Jules acted as runner for the great Piet VanKempen and in the second Montreal race he rode with VanKempen and the team came through in second place over one of the greatest and best fields ever assembled for such an event. This placed Jules among the top-notch riders in the game and he has been there ever since.

He is a great sprinter, a whirlwind in the jams and one of the nerviest cyclists of all time.

He has competed in 62 six-day events throughout the world and has scored in 37 races, first four positions scoring. Jules is not only popular with the bicycle racing fans, he is just as popular with the riders on the track.



7 William "Torchy" Peden

William "Torchy" Peden, the giant "red-headed" star from Victoria, B. C., is looked upon as one of the greatest six-day riders of all time. Torchy has been on the winning team 26 times, five times in Montreal, three in New York, three in Milwaukee, three in Minneapolis,

three in Toronto, two times in Chicago, two times in Detroit, and one each in St. Louis, Pittsburgh, Cleveland, Portland and Atlantic City.

Along with the above enviable record, Torchy has finished second in 14 races, third in 5 and fourth in 10 events and has compiled a total amount of points of 192 and is in second place to the great Piet VanKempen, who heads the list with a total of 29 victories and 207 points. Torchy hopes to surpass VanKempen's record this year.

Torchy has been a credit to cycling, he has been granted his American citizenship papers and he bought a farm in Marietta, Ohio, where he trains for all his races.



8 Doug Peden

Doug Peden is a younger brother of the famous Torchy and already is well on his way to making a name for himself in the cycling sport. Doug was a member of the Canadian Olympic team last year and made his pro debut in the six-day sport in the London race in September.

Doug is a big boy, standing over 6 feet and scaling close to 200 pounds. He made a great record as an amateur rider in Canada and with the excellent coaching of Torchy, should carry the Peden name a long way in the cycling sport.



9 Tino Reboli

Tino Reboli is one of the finest Italian riders developed in recent years. He began his cycling career with the Alpine Wheelmen in New Jersey, where some of the finest bike riders in the world have been developed.

In his first year, Tino's team won several road championships. Reboli won the New Jersey championship for three years and in 1931 and 1932 won the United States Road championship. For the last four years, Tino, in addition to being a great six-day rider, has been one of America's finest motor-paced riders.

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10 Charley Yaccino

Charley Yaccino, Italian-American youngster, for years has been looked upon as one of Chicago's leading amateur cyclists. Just a little over a year ago, Charley paired with Hank Sima, won the amateur modified six-day bicycle race held in Chicago's Humboldt Park. This will be

Yaccino's first professional race in Milwaukee and his many friends and admirers are confident the rugged and aggressive youngster will make good in the professional ranks. Probably no rider in Chicago has a bigger following than Yaccino. Before taking up bicycle racing, Yaccino was an outstanding amateur wrestler. This is Yaccino's fifth six-day race.



11 Freddie Spencer

Freddie Spencer, the New Jersey Jammer, is a new rider to Milwaukee fans but is one of the best sprinters in the sport and a great favorite with the fans in the East.

Freddie is a great all-around rider and held the American sprint championship three times. His record

on the six-day tracks has been just as brilliant and he already has garnered five six-day victories, finished second in six; third in six; and fourth in four.

On his record list are four sparkling victories chalked up in the Madison Square Garden in New York. He won victories there in 1925, 1927, 1928 and 1932. He rode the 1932 race with Torchy Peden as a partner.

Following his first Madison Square Garden victory, in which he had Bobby Walthour as a partner, Spencer and Walthour moved on to Chicago where they swept to victory through another crack field.

Spencer won the bicycle championship of America in 1928 from a field of stars representing every cycling country on the globe.

Spencer was born in Plainfield, N. J., August 9, 1908.



12 Ewald Wissel

Ewald Wissel was born in Berlin, Germany, April 17, 1906. He competed for many years in German road races where he hung up an enviable record, winning and annexing records and championships. He started his track racing career on the Berlin and Dortmund tracks and

turned professional to ride in an 8-hour team race which he succeeded in winning over a top-notch field that brought him to the front ranks, a position he still maintains in cycling circles.

Ewald has competed in all parts of the globe and is one of the best liked riders on the track. He is considered one of the gamest men in the sport world.

He has competed in New York, Chicago, Boston, Cleveland, Milwaukee, and Minneapolis affairs as well as Montreal and Toronto since his arrival on this Continent.



13 "Smiling Reggie" Fielding

"Smiling Reggie" Fielding was born in London, England, moved to Toronto when a lad and soon became one of Toronto's best road riders. His magnetic personality and devil-may-care riding ability have gained him a host of friends and along with this he has created an enviable

record in six-day competition having won two races in Toronto, two Minneapolis races, one in Montreal and another race in Oakland, California. He also has finished second in four races, third six times and fourth twice. Reggie is one of the most popular riders in any race and is always in the thickest of the battle.



14 Al Sellinger

Al Sellinger was born in Newark, N. J., the mecca of cycling, July 6, 1916. His father was one of the outstanding riders of Germany while his mother has made all the racing jerseys for cyclists for the past 20 years. Born and brought up in a cycling atmosphere, it is no wonder

that Al took to racing at an early age.

Al was one of the youngest riders to start riding in track events and in 1935 succeeded in winning both the American Amateur track sprint and all-around championship which is a record to boast about as he is one of the selected seven men to have this honor of winning both championships in the same year. Al was on the last American Olympic team and made the best showing of his team. He stayed in Europe to compete in the World's Amateur championship races held in Zurich, Switzerland, and finished in fourth place in spite of his inexperience in such competition which was the best showing of any American rider for the last 30 years. He then toured the European Continent, racing in Copenhagen, Paris, London, and Herne Hill, England.





15 Jackie Sheehan

Jackie Sheehan, a product of New York's Greenwich Village, born next door to Gene Tunney, started out as an amateur boxer and drifted into cycling while out training for his boxing career. Jackie proved a natural find with his first road race, coming through to win at the

tape over some of the best road riders in America. Jackie, who has a real Irish heart, turned professional in 1929 and in his first year of competition in Detroit, he won the Midwest Championship, repeating again in 1930. In 1931 Jackie joined the ranks of the motor-paced division, which is the most dangerous branch of this hazardous game, and with his skill, nerve and technique, won the Junior Motor-Paced Championship of America. Jackie is considered one of the most aggressive riders in six-day racing circles. This will be his nineteenth six-day start, having finished among the first four in all his previous starts. During 1933 and 1934, Jackie won the "Golden Wheel" race, along with the New England Championship, which is an international event and is regarded as "Blue Ribbon" classic of cycling. He finished second in Buenos Aires six-day race last month.



16 Henry "Cocky" O'Brien

Henry "Cocky" O'Brien was born in San Francisco and has competed with great success in the six-day bicycle races on the Coast. O'Brien for years was the leading amateur cyclist of California and competed as a member of the American Olympic cycling team in 1928 and 1932.

"Cocky" has the honor of being one of the few American athletes to compete in two successive Olympic Games. "Cocky" came East during the outdoor season of this year and hung up a record never approached before by any other American cyclist. He took up motor-pace racing and after finishing with the highest amount of points for his division, which qualified him for a series of championship races, he came through to finish in third place for the American motor-paced championship. In spite of his inexperience all the cycling critics predict a great future for O'Brien in this spectacular sport.



17 Laurent Gadou

Laurent Garou is a French-Canadian from Montreal where he broke into the bike sport among such stars as Peden, Audy and LePage.

Laurent started his athletic career as a hockey player but became fascinated with all the bike racing in Montreal and threw away his hockey

stick to get on a bicycle.

Laurent has plenty of courage. While out training for a bike race he was struck by an auto and lost several toes. The injury laid him up for a year and one-half but he came back strong. He is considered one of the finest jammers in the sport.



18 Albert Heaton

Al Heaton is a newcomer in the six-day ranks, having turned professional last year. Al comes from Toronto and is one of the finest bike racing prospects developed in Canada in recent years.

Al started his professional career in an auspicious fashion by capturing his first six-

day race, the Ottawa grind.

Old-timers in the sport and trainers predict a great future for the sturdy Canadian boy.



19 Jakie Gruber

Jakie Gruber was born in Russia, of Jewish parents and migrated to America at an early age. He started riding a bicycle for pleasure and soon drifted into amateur road competition. He joined the Unione Sportiva Italiana, one of the leading cycling clubs, and won their club

championship. Taking to track work, Jakie won his novice with his first start and went on to finish well up in front in the amateur point table. In 1934 Jakie finished in sixth place in the Amateur Track Championship of America. Making his debut in six-day competition in the Louisville race of 1935, Jakie proved the sensation of the race with his spectacular riding. Jakie is the crowd pleaser type, always willing to go. This will be Jakie's ninth six-day event, having competed in Louisville, St. Louis, San Francisco, Oakland, Ottawa, Cleveland and Montreal and has a future carved out for him in six-day competition.

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20 Dominick Camastro

Dominick Camastro was born in Italy and came to America at an early age. Started riding in road races with the Century Road Club Association, one of the leading amateur clubs in the East. He finished second in the club championship races in his first year of racing.

He turned professional to ride behind the motors at the suggestion of Franco Georgetti, one of "cycling's greatest" who predicted a bright future for Dominick in pace races. Last year on the outdoor tracks Dominick was one of the most consistent money makers and with his untold staying powers and aggressiveness should make a good six-day rider. Dominick has shown improvement with each start in six-day competition, this being his fifth race, having competed in races at Louisville, St. Louis, Montreal and Cleveland.



21 Ray Keller

Ray Keller was born in Milwaukee, of German parents, on March 22, 1916. His brother Bill was a rider of note a few years ago and Ray came by cycling naturally.

A series of twenty-five races ranging from one to 100 miles in which the riders

score for the Milwaukee and Wisconsin championships and promoted by the Amateur bicycle clubs yearly, was run in 1933 and Ray finished first in 17 of these events rolling up a total far above any other individual rider, thereby winning both championships. In 1934 Ray turned professional for the Milwaukee six-day race.

This will be Ray's tenth six-day start.



22 Henry "Hank" Sima

Henry "Hank" Sima was born in Chicago, Illinois, June 13, 1913, of Bohemian, Hungarian parents. He moved to Berwyn, Ill., at an early age and took to cycling when he joined the West Suburban Wheelmen there. Hank won the Illinois road championship three consecutive years, 1933,

1934, 1935 and was one of the outstanding amateur road and track riders of America.

In the fall of 1935 Hank was on the winning team in an amateur six-day race held in Chicago. Hank made his professional debut in the March, Chicago six-day race of last year and rode with Dave Lands; he immediately showed promise of becoming a real find in six-day competition. He then rode with Charley Yaccino as the Chicago team a few months ago and the team was the sensation of the race, only losing out in the final hours of the race through lack of experience. Hank is one of the tallest men in cycling, he is six feet tall and weighs 190 lbs. This will be his fifth six-day start.

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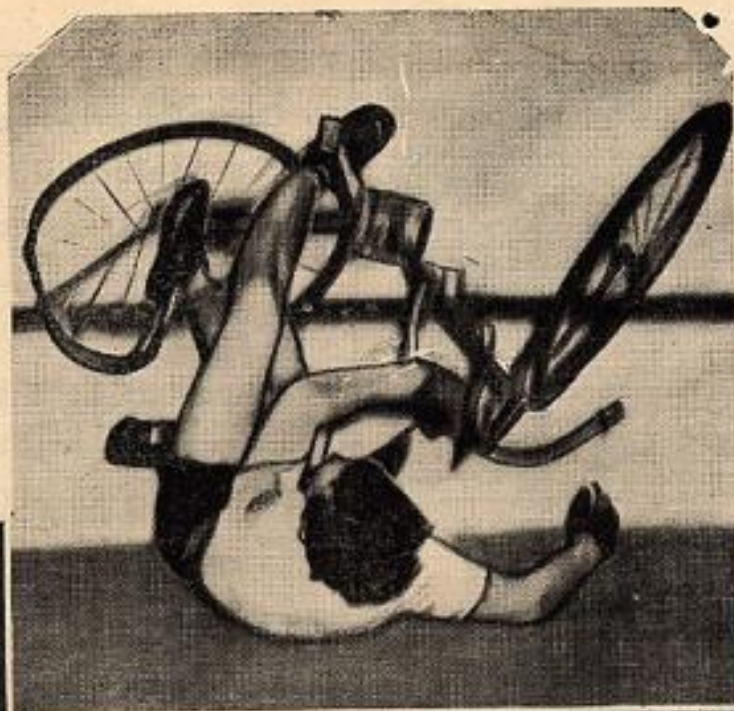
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THE SIX-DAY BIKE RACE



INT'L PHOTO

Six-day bike racing has become Milwaukee's major sport. Each year the best bike riders in the world are brought to Milwaukee to compete in this great international race.

The management will continue to bring the best competitors in the sport



just as it did this year in signing Gustav Kilian and Heinz Vopel, the world champion team.

Directors also hope to develop new talent and it is for this reason that the amateur race, preceding the opening of the six-day race, was inaugurated. This will be an annual affair, and through this medium youngsters will be able to graduate to the professional field.

The 1937 amateur race lineup includes the finest young cyclists in the state and all of the leading cycling clubs are represented. Since the inaugural of six-day racing here membership in the cycling clubs has grown rapidly, and it is from these ranks that the future six-day stars will be drawn.

Answers to Some Questions Asked About the Race

- Q. What is the cost entailed in staging a six-day bike race?
- A. The cost of putting on a bike race in Milwaukee runs more than \$20,000.
- Q. Do the riders work on percentages or do they work on guarantees?
- A. Every rider receives a guarantee. Like in any other sport, a star in this particular field can command a higher figure and the complete payroll runs into several thousands of dollars. This system of payment makes for better racing as a rider must be able to turn in victories before he can hope to enter the big money ranks. Just as a baseball pitcher can command a higher salary or a winning boxer a higher guarantee, the same holds true of the bike rider who can breeze home a winner.
- Q. Do the riders receive the premium money offered by the public?
- A. Yes. The management does not participate in this special prize money.
- Q. Do the riders furnish their own tires?
- A. No. These are furnished by the management. These racing tires are specially made of linen and have a small strip of rubber for a thread. They carry about 150 pounds of air.
- Q. Are the riders permitted to select their own partners?
- A. No. After the entries have been received for the race the management endeavors to pair the riders to an evenly balanced field. Very often foreign riders are teamed together to help facilitate matters because in several cases the riders only are able to converse in their own tongue and if they split up with riders unable to understand them, both members of a team would be at a disadvantage.
- Q. Do the riders lose much weight in a race?
- A. Very little and many of them really gain. Supervised by an expert trainer, they eat continuously and of food that is readily converted into muscle.
- Q. In how many races does a six-day rider compete each year?
- A. Many of them are in from eight to twelve. In addition they also compete in outdoor track events and many of them have traveled around the world.
- Q. What is meant by "Sanctioned by the National Cycling Association" and what is this association?
- A. The parent body of cycling control is the "Union Cycliste Internationale" with headquarters in Paris, France. The controlling body in the United States is the National Cycling Association, which has the power to grant sanctions and franchises for amateur and professional bicycle races.
- Q. Are there any other associations which can hold six-day races?
- A. No. All outstanding riders in the professional ranks are members of the Union Cycliste Internationale and its affiliated bodies. To appear in unsanctioned races will result in suspension, fines and cannot race in any city in the world until they are reinstated.
- Q. Is there more than one sanction issued in each city for a six-day race?
- A. No. A sanction once given gives the holder exclusive privileges for presenting such races as long as he has lived up to the requirements of the association.
- Q. What is a "Jam"?
- A. A jam is when one or more teams attempt to gain a lap.



**Reggie
McNamara**

Reggie McNamara, a name which is synonymous with cycling, is rightfully called the iron man. Reggie has competed in long distance bicycle races for the past 28 years and has ridden in 123 six-day races. He has won six of these events in New York, five in Chicago, as well as numerous races all over this country and Europe. McNamara holds a number of world's records, ranging from one to fifty miles and has won the American all around championship twice. Reggie has been in more spills than any rider in the game and has proved beyond question his courage, grit, and gameness. He has had his collarbone broken 13 times, his jaw broken twice, a fractured skull and numerous other injuries.

The foremost critics of the game agree that no rider ever lived who compared with McNamara for gameness, stamina and all around six-day race ability. McNamara has earned a place in cycling for the rest of his life and the management will see to it that he officiates at all their races.

WHAT THE RIDERS EAT

To begin with, four chefs are busy in the kitchen for the 147½ hours of the race, preparing food for them. They are under the supervision of Freddie Bullivant, who for twenty years has devoted his life to the training of bike racers.

Here is the meat order that went into the Auditorium for the race: Twelve sides of beef, out of which will be carved 500 juicy steaks; 400 chickens, 600 pounds of lamb chops, ten boiled hams, and fifty pounds of bacon. Lamb is the favorite meat of the riders, but when they get a chance to eat something more substantial they take a steak or half a chicken.

All the riders eat a lot of vegetables during the race. Here is the list of what the vegetable man had to carry into the Auditorium: Three barrels of potatoes, four baskets of string beans, four barrels of spinach, ten dozen cans of asparagus, eight cases of peas, 100 bunches of celery, two bushels of onions, 200 heads of lettuce, 50 quarts of tomatoes, and twenty-five heads of cabbage.

During the week in the line of fruits the following will be consumed: Seventy pounds of prunes, two barrels of apples for apple sauce, six boxes of eating apples, 1,000 oranges, 300 grapefruit and twelve dozen lemons.

Three hundred dozen eggs are consumed during the week. The riders eat a great deal of custard made from eggs. The order for milk is 700 quarts for the week, while the riders eat fifty pounds of butter. The chief beverage is coffee, and the week's supply is seventy-five pounds, while there is twenty pounds of tea consumed and five pounds of cocoa. In the cereal line the riders eat fifty pounds of rice, twenty pounds of oatmeal, six dozen boxes of cornflakes and also use 250 pounds of sugar.



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