

OFFICIAL PROGRAM

MILWAUKEE'S NINTH INTERNATIONAL SIX-DAY BICYCLE RACE

January 2 to 8, 1942

Sanctioned by National Cycling Association

SPONSORED BY
MILWAUKEE CYCLE RACING ASSOCIATION
MILWAUKEE, WIS.

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IMPORTANT NOTICE

Tickets for every night of the Six-Day Bike Race, including the final night, are now on sale at the box office. Purchase your tickets now and avoid disappointment later.

Cash and merchandise premiums to riders will be received only on approval by TRACK OFFICIALS. Patrons desirous of giving premiums can do so by notifying OFFICIALS of the race, or an USHER.

Rules for Scoring Points

THERE WILL BE 10 SERIES OF SPRINTS IN EACH 24 HOURS OF RACING

Distance of Each Sprint to Be Two Miles

5 Sprints Beginning at 2:00 P. M.	5 Sprints Beginning at 10:00 P. M.
5 Sprints Beginning at 3:00 P. M.	5 Sprints Beginning at 11:00 P. M.
5 Sprints Beginning at 4:00 P. M.	5 Sprints Beginning at 12:00 A. M.
5 Sprints Beginning at 8:00 P. M.	5 Sprints Beginning at 1:00 A. M.
5 Sprints Beginning at 9:00 P. M.	5 Sprints Beginning at 2:00 A. M.

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

6 Points to Winning Team	2 Points to 3rd Team
4 Points to 2nd Team	1 Point to 4th Team

On Thursday morning and afternoon the series of 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 position 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 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 Thursday night there will be a sprint Every Mile to the finish for one hour.

All points scored during 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 One Mile Sprint	2 Points to 3rd Team
4 Points to 2nd Team	1 Point to 4th Team

RULES AND CONDITIONS

Governing International Professional Six Day Bike Race

START OF THE RACE

The race will start at 9:00 P.M. Friday, January 2 and will finish at 12 Midnight Thursday, January 3. The race will be a one hundred and forty-seven hour contest. The riders have the right to ride and rest as they 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 wear-

ing of colors by competitors be strictly observed. Riders appearing without their original colors will be subject to a fine.

RIDERS REMAIN ON TRACK

It is imperative for the success of the race that the field shall be complete at all times, and in the interval between 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 subject to a fine. 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 lagged during the interval between 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 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 Board of Control.

3. In case there is a doubt regarding the legality of a lap gained, a rider having a protest must file 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 cut 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 to notify the riders that no laps can be gained until the field is again complete. 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 proper manner as prescribed above. In relieving, the members of a team must not interfere with other contestants and must not use the hand pull. Riders violating this rule will be subject to a fine.

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 any returns as provided for in his contract. "Stalling" in every form shall be considered unfair riding, and any rider who makes a legitimate effort to get to the front from any part of the field must be given a fair share of the track on which to make his effort. Deliberate wide riding on the part of any one or more contestants will be considered sufficient cause for fines, and possible disqualifications. Attention is called to the fact that a rider who is leaving the field, or is in leading position at the time he is relieved by his partner, must leave 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 offense.

ACCIDENTS TO A BICYCLE

In case of a puncture or other accident to his wheel, a rider must not be off the track more than one mile, 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 ACCIDENTS 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.

(Continued next page)

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3 P.M. — 3 P.M. — 4 P.M.

SUNDAY AFTERNOON 55c — CHILDREN 25c

Admission to the Infield 40c — Final Night 75c Plus Tax.

I. In case of an accident to one or more riders during the progress of falls, the BELL AT THE SCORERS' STAND WILL BE STRUCK FIVE TIMES. THREE STROKES OF THE BELL will announce the resumption of the race.

I. 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 a 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, and it is optional with the Referee whereby an additional two hours may be allowed.

(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 TIRES

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

FORFEITURE OF 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 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 moneys guaranteed by the management upon satisfactory proof of such combination or pool being submitted to the governing body.

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.

Attention

The Management invites all Soldiers, Sailors or Marines in uniform to the Six-Day Bicycle Race any afternoon or evening, with the exception of the Final night.

Harry Mendel, Manager

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.....

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HOW TO FOLLOW THE RACE

By Patrick A. Mulvey

The actual racing is not complicated. 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. This gives his partner a chance to eat, catch a few winks of sleep, and otherwise provides for their creature comforts while his partner is holding down the team's position in the race.

The change of guard is called the pick-up and is maneuvered thuswise: The rested rider mounts his bike on the flat of the track in front of his bunk on the inner edge of the track. A trainer shoves him off and he pedals away with slowly increasing speed until he falls in with the circling field of riders. There he singles out his partner, sprints to his side, and for a split second they ride parallel. Then the retiring member of the team passes the baton by giving his relief partner a parting shove, or in some cases he will swing him into high speed by the arm. The relief, in either manner, will send the fresh rider into high speed with practically no effort of his own, and at the same time it will have a tendency to slow down or "brake" the relieved rider. His feet slow down, he drops back. Finally he comes to rest in the arms of his trainer who disengages him from his machine. (Racing bikes have no brakes or coaster, and the rider's feet are strapped to the pedals 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 do twenty miles an hour to stay on the steep bank, which is built to an angle of 55 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 position. The field will ride in close single file behind the leader to take advantage of the vacuum he draws in his wake, and although this vacuum is not an exceptional help at low speed, it is

nevertheless much easier to follow than to take the lead, and in six days of riding every ounce of energy counts. Students of streamline advertising will understand this slip-stream phenomenon. By common 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 fun. The speed rises to fifty miles an hour, and the audience rises to its feet. Technically a jam is the confusion that results from the attempt of one team to gain a lap on the entire field. Then there is little rest for any of the riders.

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 if the latter 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 angle to catch his opponents off guard. Or maybe the angle might come when one of the other riders had 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 finally does 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 onto the pedals waiting anxiously alongside of his bunk in the inner side of the bowl to get into the fight, is pushed out on 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 in to 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 there to do a double shift.

The perfect order of the field is gone, and two riders of each team are out 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 tangle up and go down in a pile of steel and flesh. The place is a bedlam. Then—as suddenly as it began—it is over. The field has either held or has 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 all the fallen contestants and their machines 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. In case of a tie the race is decided on the points scored in the sprints throughout the week.

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WHO'S WHO AT THE BIKE RACE



1 **CECIL YATES**, Irish-American youngster from the South Side of Chicago, looked upon as the greatest American six-day rider on the game today. "Rabbit" as he is called by the riders and the fans won the last six-day race in Madison Square Garden, New York. He is a sensational sprinter and a great jammer. Yates was born in Thurber, Texas, right outside of Dallas, May 8, 1913. He went to Chicago as a youngster and soon entered amateur cycling competition, where he won the Junior City and State Championship. Yates turned professional in 1932 and since that time has won twelve six-day races; he has finished second four times, thrice and fourth three times.

Yates has won more six-day races than any American riders. He won the last race in Montreal with Angello De Bacco as his partner and also won the last Chicago 6 Day race paired with Torchy Peden, when they defeated the German team of Gustav Kilian and Heinz Vopel among others.

Autograph



2 **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. Jules was born September 2, 1914, in Montreal, and at an early age took to cycling. With the inauguration of six-day bicycle racing in Montreal, Jules acted as errand boy for the great Reggie McNamara and in the second Montreal race, he rode with Pete Van Kempen 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 taking reckless chances, literally going through knot-holes in order to stay with the leaders. Audy is one of the gamest riders in the race. A couple of years ago he rode the last three days of the race with a broken collar bone. Audy has

won thirteen races, finished second in five, third in eleven and fourth in twelve.

Autograph

WHO'S WHO AT THE BIKE RACE



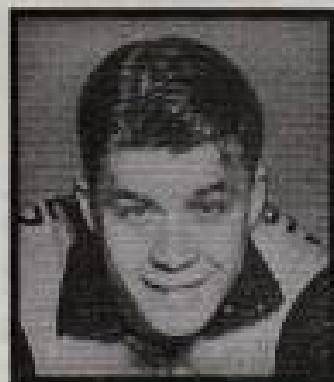
3 **ANGELO De BACCO**, Italian American youngster, was born in Newark. At the age of six he returned to Milano, Italy, where he lived for twelve years. De Bacco returned to the United States a few years ago and cleaned up in amateur circles. He won a one hour amateur team race in Madison Square Garden, N.Y., from a field of fifteen of the best teams in the metropolitan District.

De Bacco made his first professional appearance in the Montreal, 1937, six-day race, since that time he has competed in Chicago, Buffalo, San Francisco and New York and rode well in all these races.

De Bacco last January suffered a very bad spill in Cleveland, Ohio, six-day race. He fractured his skull and broke his arm. He still has a plate in his arm today, but the spill did not curb his aggressiveness for he is one of the best Jamming six-day riders in the game today. De Bacco won the

1940 Montreal six-day bike race with Cecil Yates as his partner. They won the race by three laps. He also won the 1941 Montreal grind.

Autograph



4 **A HEBREW** youngster from Chicago, "Jerry" Rodman is looked upon as a mighty promising young prospect. He was born in Chicago, December 25, 1913.

Rodman turned professional to ride the Chicago, March, 1934, grind and finished fifth with Eddie Trieste as his partner.

Rodman has a mighty promising record for a youngster. The "red headed" Jewish boy has won two races, finished second in four, third in four and fourth in three. He won the Montreal race in 1936 with Raymond Bedard and Henry Trepanier.

Autograph

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The Names of the Riders, How They Are Team Ninth International

No.	Name	Color
1	CECIL YATES, Chicago	Red
2	JULES AUDY, New York City	
3	ANGELLO DE BACCO, Newark, N.J.	Royal
4	JERRY RODMAN, Chicago	
5	GERARD DEBAETS, Belgium	Black
6	EWALD WISSEL, Paterson, N.J.	
7	WILLIAM "TORCHY" PEDEN, Victoria, B.C.	Black
8	DOUG PEDEN, Victoria, B.C.	
9	WILLIAM ANDERSON, Cleveland, O.	White
10	CHARLEY YACCINO, U. S. Army	
11	CHARLEY LOGAN, Arlington, N.J.	Green
12	JOHN EILER, Brooklyn, N.Y.	
13	ALFRED LETOURNER, France	Red
14	CHARLEY BERGNA, Chicago, Ill.	
15	JOSEPH DE BACCO, Newark, N.J.	Green
16	HERVE DESROCHES, Montreal	
17	HAROLD HUGHES, Buffalo, N.Y.	Blue
18	HOWARD RUPPRECHT, Maplewood	
19	ED CARFAGNINI, Chicago	Blue
20	WILLIAM KUEHN, Chicago	

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White with Red Sleeves	Jamming Team
Red Band Around Body	Belgian-American Team
White	Canadian Team
White and Red Band	U. S. Army Team
White Shamrock	Irish Team
	Red Devil Team
White and Red	Canadian-American Team
White and Red	New York-New Jersey Team
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WHO'S WHO AT THE BIKE RACE



5 GERARD DEBAETS of Belgium, is the champion six-day cyclist of Belgium. He won the first race run in the new Madison Garden. Debaets comes from a family of cyclists. He has three brothers all of whom were six-day riders, but Gerard was the best of the family. Debaets during his brilliant career, has won seventeen six-day races, finished second in five, third in eight and fourth in ten.

Debaets is known as Al Schacht of cycling. He is the clown of the game and during the early hours of the morning when things are slow, Debaets amuses the fans and riders as well.

Autograph



6 EWALD WISSEL was born in Berlin, Germany, April 17, 1905 but now is an American citizen as he says the day he became naturalized was the happiest day in his life. He is married to an American girl and living happily in Paterson, N. J. He competed as an amateur until he was twenty-two years old and after winning fifteen amateur races in a row turned professional. He rode his first six-day race at Breslau, Germany and finished in seventh place. Wissel just a few years ago won the Chicago six-day bicycle grind in the Stadium there with Jimmy Walthour as his partner. He has always been looked upon as one of the best natured and most aggressive six-day riders in the game.

Autograph

WHO'S WHO AT THE BIKE RACE



7 WILLIAM "Torchy" PEDEN the "Iron Horse" of cycling is one of the most dominating personalities in the game. He is the World's Champion 6-Day Rider, winner of more races than any rider in the world.

A giant in stature, scaling over six feet and weighing an eighth of a ton he is the outstanding star of the bike game. Born in Victoria, B. C., February 6, 1906, Peden made the Canadian Olympic team in 1928 and rode in the first six-day race in Montreal on his return. Since that time he has risen rapidly and has scored 37 victories. He possesses a seemingly unlimited amount of reserve energy together with a tremendous burst of speed, and the two combine to make him the greatest figure in six-day cycling in the world today.

Torchy's record besides his victories is a brilliant one. The "red headed" giant has finished second in nineteen races, third in ten and fourth in thirteen races. Torchy is a big favorite wherever he rides.

Torchy's most recent victories were in Washington, D. C., in the United States, where he triumphed over Heinz Vopel and Gustav Kilian, the German riders, and then in Chicago when he won with Cecil Yates as his partner.

Autograph



8 DOUGLAS PEDEN, brother of "Torchy" and better known as "Doug" or "Tiny," was born April 18, 1916, at Victoria, B. C. He stands 6 feet 1 1/2 inches and weighs 194 pounds. "Doug" has been one of Canada's best all around amateur athletes.

Doug, paired with Torchy, won the Buffalo, February, 1937, six-day grind, and again took first place in the Toronto, October, 1937, grind with Torchy as his mate.

He won with Torchy in San Francisco in February, 1938, and not so long ago won the Montreal six-day grind with Torchy. "Doug" and "Torchy" when they won the Montreal six-day race broke the winning streak of Kilian and Vopel who had won twelve races in a row.

"Doug" and "Torchy" finished second in the Chicago, November, 1938, race.

"Doug" and "Torchy" finished third in the Chicago, February, 1939, whirl of wheels, while they won the November, 1939, Chicago six-day race. "Doug" and "Torchy" riding as a team have won six races.

Autograph

WHO'S WHO AT THE BIKE RACE



9 WILLIAM ANDERSON, better known as "Skirby" to the riders. Anderson was born in Cleveland, Ohio, January 20, 1919, stands six feet and weighs 170 pounds. He gave up track work in favor of cycling and under the watchful eye of Saveer Van Slambrouck who predicted a bright future for him in six-day races, competed in Cleveland, Buffalo, Columbus, Canton, Detroit and Chicago. In 1936 he placed third in a six-day amateur race at Canton. He won the Cleveland Wheelman Club Championship in 1937, also won the Club Roller Championship.

Autograph



10 CHARLEY YACCINO, Italian-American youngster, for years was looked upon as one of Chicago's leading amateur cyclists. Just a few years ago Charley, paired with Hank Sima, won an amateur modified six-day bicycle race in Humboldt Park, Chicago. Yaccino has competed in six-day races in the United States and Canada, with great success, in the Buffalo, February, 1937, six-day race with Tino Reboli as his partner.

Yaccino is now in the United States Army and will represent Battery I of the 85th Coast Artillery, of Camp Davis, North Carolina, in this race.

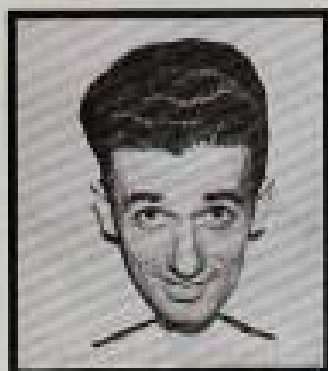
Autograph



11 CHABLEY LOGAN, of North Arlington, N. J., a suburb of Newark, N. J., is one of the most promising amateur riders who ever came from the United States to ride. He is 6 feet tall and weighs 190 pounds. Logan finished second in the race of the New Jersey State bicycle championship. When he was eighteen, Logan signed up with the New Jersey National Guard, Essex Troop 102 Calvary, of which he is now a member. He is a rugged Irishman, a good jammer and a good sprinter; he is expected to make an excellent showing here in his first appearance in Milwaukee.

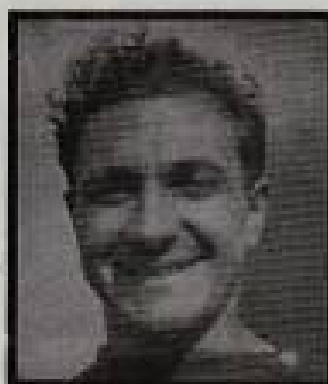
Autograph

WHO'S WHO AT THE BIKE RACE



12 **JOHNNY "SLATS" EILER** was an outstanding amateur in the United States for a number of years. He turned professional a couple of years ago and since that time has more than held his own in outdoor competition and in six-day races. Eiler is very thin — thus his nickname "Slats." But he has lots of power in those "Bird Legs" of his. Eiler, an American boy, is 26 years old and he was born in Brooklyn, N. Y. He was a crack sprinter in his high school days.

Autograph



13 **ALFRED LETOURNER**, the popular little Frenchman and known as the "Red Devil," is the six-day bicycle champion of France and the fastest man in the world on a bicycle. Letourner last summer at Baker's Field, California, rode a bicycle at a speed of 108.92 miles an hour, behind an automobile. He was paced by Ronnie Householder and the distance clocked by the American Automobile Association. Letourner has won more six-day races than any French rider in the game and only one rider has won more races than him. Letourner has won twenty-two races and Torchy Peden thirty-seven. Letourner has finished second in nine races, third in two and fourth in four.

Autograph



14 **CHARLEY BERGNA**, of Paterson, N. J. was born in the Silk City on July 6, 1918. He competed as an amateur for four years and during that period proved himself to be an outstanding rider. In 1937 he won the National road championship, the all-around track championship and the N. J. State Championship. He holds the amateur 100 mile road record of 4 hours and 20 minutes. Bergna since turning professional has given a good account of himself. He won a six-day race in Cleveland two years ago besting all the outstanding stars.

Autograph

WHO'S WHO AT THE BIKE RACE



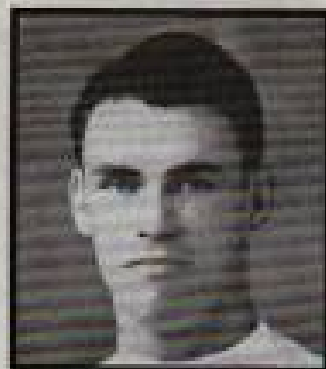
15 **JOE DE BACCO**, younger brother of Angello De Bacco, is making his first Milwaukee appearance in a six-day bicycle race in this grind. Joe has been burning up the roads and outdoor tracks in amateur circles for the last two years and now that he has turned professional and decided to enter the six-day race, a bright future is expected for him and he is expected to hold his own with the international stars in the six-day race. Joe is only 20 years old, close to 6 feet tall and weighs 180 pounds, he is a good sprinter and a great jammer.

Autograph



16 **HERVE DESROCHES**, twenty-five year old star of Montreal, will make his first appearance in Milwaukee in this race. He was born in Montreal, December 17, 1916. Desroches has competed as an amateur for eight years; he stands 6 feet and weighs 186 pounds. Desroches is a crack hockey player and boxer as well as being a good bike rider. Desroches competed in Quebec to Montreal, 170 mile road race five times and finished second, third, fourth, fifth and sixth. During the past summer he took fourth place in a six hour team race at Delhi, Ontario.

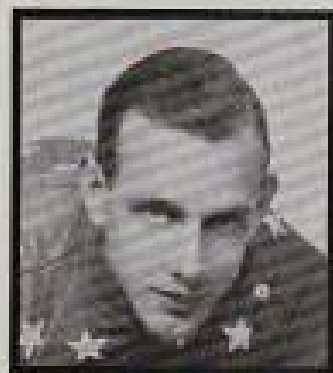
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17 **HAROLD HUGHES**, Buffalo boy, is one of the biggest riders in the race. Hughes is 6 feet 3 inches and weighs 220 pounds. He has been riding for the last four years and has cleaned up around Buffalo and Delhi, Ontario. When Hughes was a youngster he had infantile paralysis and the doctors did not think he would be able to walk, but he not only fooled them but developed into a top notch bicycle rider.

Autograph

WHO'S WHO AT THE BIKE RACE



18 **HOWARD RUPPRECHT**, of Maplewood, N. J. is a tall, good-looking youngster and the National Amateur track champion in 1940 and 1941. He is turning professional for this race. His father was also a great bicycle rider. Rupprecht is 6 feet tall and the best dressed rider in the game. Howard is twenty years old.

Autograph



19 **ED CARFAGNINI**, Italian-American youngster from Chicago, is the leading amateur rider in the midldwest. Carfagnini is turning professional for this race. During the past summer Ed won twelve team races at the Humboldt Park track. Experts and close followers of the game predict a bright future for Carfagnini in the ranks of the professional riders.

Autograph



20 **BILL KUEHN**, eighteen-year-old youngster from Chicago, is making his debut as a professional in this 6-Day Race. Kuehn has been one of Chicago's leading amateurs for a number of years. His brother Eddie rode in the last Montreal 6-Day Race and right after the race joined the U. S. Navy. Bill is taking the place of his brother in this grind and his friends expect him to ride well.

Autograph

FASTEST MAN IN THE WORLD ON A BICYCLE



Alfred Letourner

Alfred Letourner, the little French Red Devil, fastest man in the world on a bicycle, rode at a speed of 108.92 miles an hour on a bicycle paced by an automobile. Letourner turned in this sensational feat at Baker's Field, California, on May 16 of last year. He was paced by auto driver, Ronnie Householder and the time was clocked by the American Automobile Association.