

SPORTS INTERNATIONAL, INC.

**OFFICIAL
PROGRAM**

**75th WORLD
CHAMPIONSHIP**



1961

**DAY
BIKE
RACE**

**FABULOUS!
FASCINATING!**

50^c

**FRI. THURS.
SEPT 22 - SEPT 28**

MADISON SQ. GARDEN

Topics

Round and round they went, and round in a looping orbit stretched between the Ninth Avenue and the Eighth Avenue ends of the once new Madison Square Garden in the Nineteen Twenties, and they were rounders, may one say, to compare with. They were the great cyclists of the day, the international ones of the Six-Jours, the Six-Days. They were, as a sports columnist has lately pointed out, peers in the era of the great Babe Ruth, the great Jack Dempsey, the great Bobby Jones.

These bike riders were so famous in their time on the Continent (and, indeed, here) that an eminent French short-story writer rode to glory with a book called "Open All Night" that was mainly about the Six-Jours. Here, actually, the "Six-Days" was about as gay a place as one could go, around 1 A. M., the hour being fairly early in that epoch.

One's first view of the track was dramatic. It was magnificently banked at either end, swerving up in a smooth, yellow, tilted flare. A half dozen bike-riders, maybe more, could pedal themselves around it at different levels, practically horizontal, without mishap. But, of course, if a mishap was demanded, a rider could be pushed right off—ask Reggie McNamara, one of the greats of his time, to whom it once happened.

Meanwhile, if all was peaceable at the moment, all that one heard was the soft murmur of the tires, a lovely, gentle susurrus. But if a "jam" was taking place, the racket was prodigious.

At such a time both members of each two-man team would be on the track, relieving one another at top speed, so that there would be possibly twenty-four gay jersey-clad athletes in a bedlam of pedaling, speed out entirely around the track. These were the bad-tempered, frenzied moments when some team had decided to try to steal a lap.

The last six-day bicycle race in the Garden was held in 1938. It was dominated by a then

highly unpopular team from Hitler's Germany. The race lost money and was not revived again at the Garden, although some years ago six-day races were staged here in an armory.

The Six-Days' prime was probably in the Nineteen Twenties. To the habits of long standing, sporting types, some of them fairly dubious, a rich veneer of what today would be called cafe society was added. The race caught on, presumably because it was so mad an enterprise. The Garden's boxes were as crowded as the galleries—and just as noisy.

When the new Six-Who Knows Today's Big Names? Days commences on Sept. 21, a good many old-timers will be wondering how it

will go. It is expected that there will be teams from nine European countries as well as from the United States and Canada. One point is that these contestants will be practically unknown here.

Such was not the case in the old days. When a milk-shrouded, diamond-sprinkled lady then leaned half out of a box screaming "Gosseens! Gosseens!" she knew whom she was screaming about. Alphonse Gosseens was a spectacular Belgian, often teamed with his countryman, Gerard Debaets. A little, sooty Italian, Brocco, was highly popular, and the r in his name would roll to the Garden's rafters. Many other racers were extremely well known—the Americans, Bobby Walthour and Freddy Spencer; another Italian, Franco Georgetti; two great Australians, Alf Goulet and McNamara, to name only a few.

People who were unfamiliar with these peculiar contests might have had the impression that

they would be monotonous, just a cluster of cyclists whirling round and round a track.

To the crowds that attended, this simply was not the case. Perhaps the merry-go-round produced a kind of mass hypnosis. But such an effect was instantly and volcanically erased when some steaky figure, having climbed to the rim of the track, would suddenly spurt down at breakneck speed, off and away, with the pack in pursuit. At such a moment the tension was as great as at a championship prize fight. One never knew when it would happen again, but one was certain that happen it would.

6-DAY

BICYCLE RACE

Under Sanction National Cycling Association

OFFICIALS FOR SIX DAY RACE

**75th International Championship
Madison Square Garden**

Chief Referee

ALFRED GOULLET

Assistant Referee

CHARLES BERGNA

Official Starter

JAMES BARTON

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Adm. John J. Bergen
Ned Irish
Hon. James A. Farley, Jr.
Angel Vasquez C.
Joe Semcar
Charles Rose

Hon. John J. Mangan
Hon. James Wilson
Bob Ferrari
Carl Mione
Herman Hillenbach
Pat Mulvey
Harry Miller

Charles B. Wilkinson
Louis Puccliarrelli
John Auerbach
John W. Newton
Frank Semcar
Bob Silver
Fred Spencer

OFFICIAL JUDGES

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Frank Small
Jackie Brennan

Syl Grieco
Alfred Patti
John "Pop" Brennan
L. A. Frayssé

ALFRED O. LAKE
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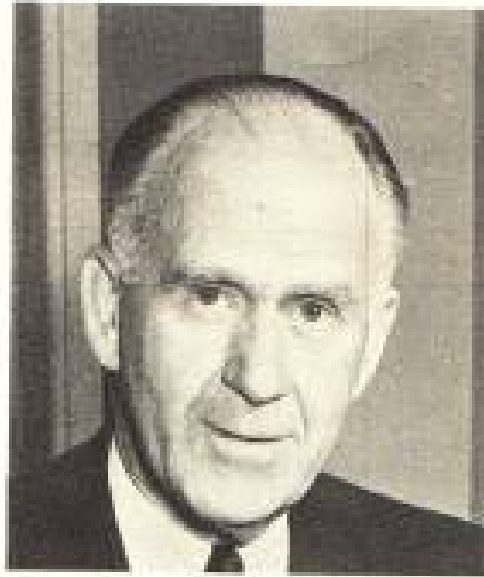
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Nat Berg

**Madison Square Garden Welcomes
the Return of the
International Six Day Bike Race**



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AN AMERICAN CLASSIC

THE SIX DAY BIKE RACE

What is a six day bike race? How did they get started? Why six days instead of four or eight? These are the questions which newcomers to a race will ask, and which many older fans still ask.

Back in the 1880's, in the day of the high-wheel bicycle, many indoor bike races were held during the cold winter months. But the races were usually short ones which didn't give the long distance rider a chance to show what he could do. This led to holding some 12 hour races, and a few 24 hour ones. And when the public showed that it liked these long grinds, a promoter hired the old Madison Square Garden for a really long distance race.

Sabbath observance laws were very strict in those days, so there could be no racing on Sunday. This meant that the longest time a race could run was from 12:01 A.M. Monday morning until some time before midnight the next Saturday night, six days.

The first six day bicycle race was held in New York in December, 1891. There were no teams. Each man rode alone, furnishing his own handlers, equipment, food and gear. He rode until he had to get off his bike to sleep, then got back on again as quickly as he could. "Plugger Bill" Martin, riding a high-wheel bike won the first race, and Charles Ashinger won the next one, also on a high-wheel bike. In 1893, the more modern "safety" bicycle was introduced, and Albert Shock won easily, riding the modern bike. This proved the superiority of the safety over the "ordinary" and meant the disappearance of the older machine.

What these old riders had to undergo is well shown by Major Taylor, America's first colored World Champion, in his book, "The Fastest Bicycle Rider in the World." Taylor rode in the 1898 race, and he tells how, when he was forced to get some sleep, his handlers woke him up after only 15 minutes, telling him that he had slept beyond his schedule. They also gave him a capsule containing a white powder, which they said cost \$65 an ounce, and which would

let him ride without sleeping for the rest of the race. Although the capsule contained only bicarbonate of soda, Taylor rode for 18 hours without a stop.

In the 1898 race, Charles W. Miller, who won it, was off the track for a total of 15½ hours out of the 142 which the race covered. He slept a total of 9½ hours, took 5½ hours to shave, clean up, and change his clothing, and on Saturday afternoon, the last day of the race, he took ½ hour off to have his fiancée come to the Garden to marry him. In celebration of this event, Miller wore a special pink and white cycling shirt and trunks.

After this race, the New York Legislature passed the "Collins Law" which forbids any six day contestant from riding more than 12 hours in any 24. Many people felt this would kill six-day racing, but it led to the formation of two man teams, and more exciting races. Incidentally, individual six day races continued for a few years outside of New York, but they gradually gave way to the team race.

From 1899 to 1901, if a man lost his partner, he could continue to ride alone, 12 hours out of 24, to try for the individual distance prize. From 1902 on, remnants of teams could form new teams, thus providing more complete fields and better racing during the whole week.

Miller and Waller, who had each won individual races in New York, won the first team six day race, but they soon faded out of the racing picture. At first, each man on a team would ride a 2 hour shift, but in 1900, Kaser and Ryser surprised the field by using quick relays to gain a lap. Other teams soon saw the value of this tactic, and it developed and spread, until today, when a jam is on, both riders of a team will be on the track, riding a few laps, giving way to their partners, and in turn relieving them.

The first foreign team to win a New York race was the team of Rutt (German) and Stol (Dutch), in 1907. This race also saw the first fatality, when Urban MacDonald died of injuries on the last day

(Continued on last page)

stagione 1961

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- BRUNI DINO
- DESTARI AURELIO
- COLETTI AGOSTINO
- FABBRIO NELLO
- CONTE NOÉ
- POLETTI VITTORIO
- TOMACCI GIUSEPPE
- POBLET MIGUEL
- BOBET LUISON
- BOUVET ALBERT
- VELLY JO
- POSTL KURT

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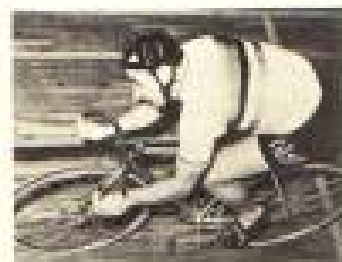
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1961

National Cycling Association

OFFICIALS



Chief Referee
ALFRED GOULLET



Assistant Referee
CHARLES BERGNA



FRANK SEMCER

HERMAN HILLENBACK

ROBERT SILVERS

NATIONAL CYCLING ASSOCIATION

Rules and Conditions Governing

Grand International Professional Six-Day Team Race

COLORS AND NUMBERS

Before the start of the race, each team will be assigned colors and numbers, which must be worn at all times during the race, both in the racing shirt and in the sweater, when one is worn. Regulations concerning wearing of colors and numbers by competitors will be strictly observed. Riders appearing in improper colors will be subject to fine.

RIDERS REMAIN ON TRACK

It is imperative that the field shall be complete at all times. At such times as the race may be neutralized, the riders must continue to ride. They shall not stop, dismount, or ride on the flat of the track without permission of the referee. Any rider dismounting without permission of the referee is subject to fine or loss of mileage. A second offense may be deemed cause for withdrawal from the race.

Any rider who, in the opinion of the referee, deliberately allows himself to be lapped during a period when the race is neutralized, shall be considered to have lost the lap, and shall be subject to fine.

REGARDING LAPS GAINED

A team shall gain a lap when it has started from the field, has passed the leaders, and has again caught up with the largest number or group of riders in the field.

If, during a jam, a large number of teams succeed in lapping a small number of teams, the referee shall not award any laps gained, but shall declare the teams which have been lapped to have lost the lap or laps.

Any lap or laps gained unfairly, through one or more contestants sacrificing himself or themselves, shall not be allowed, and those implicated in the unfairly gained laps shall be subject to disciplinary action by the referee.

If it appears that one or more teams have been aided in gaining a lap through other riders holding back the field, no laps gained shall be allowed, and all those implicated shall be subject to disciplinary action by the referee.

If any rider disputes the legality of any lap or laps gained, he may file a protest in writing with the referee within one hour from the time the disputed lap or laps are gained.

RELIEVING PARTNERS

When a rider wishes to relieve his partner, he shall mount his bicycle in the stretch in which his camp is located, start without interfering with the racing field, and enter the racing field only when he is on positive equality with the partner being relieved. The rider being relieved must then get out of the way of the racing field, and may not re-enter the race until he is once again on even terms with his partner.

A rider leaving the racing field must do so in such a manner as to leave clear space for the racers. If he is in the leading position when relieved, he must leave the pole, or inside position, so as not to cause the racing riders to move up the banking around him. Any violation of this rule shall be considered unfair riding.

Should any rider's partner come onto the track and go into the racing field without making a proper "pickup" or relief, the team shall be penalized one lap for each offense.

UNFAIR RIDING, ETC.

Any rider who is guilty of unfair riding, or who is ungentlemanly in his dress, language, or conduct, shall be subject to disciplinary action, including being disqualified from the race by the referee at any part or time in the race and, upon being disqualified, shall forfeit all rights to any remuneration, prize money or other returns as provided for in his contract.

"Stalling" in any form shall be considered unfair riding, and failing to sincerely and earnestly chase the leaders in a sprint or jam shall be considered stalling.

Any rider who makes a legitimate effort to pass another or 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 by any contestant will be cause for fine, loss of laps, or disqualification.

During sprints, the leading rider shall hold the pole with 2 laps to go. Failure to hold the pole, riding high, swinging up the track, or any other tactics designed to prevent another rider from passing the leader shall be considered unfair riding. Failure of the leader to hold the pole during a sprint shall, in addition to any and all other penalties, cause the offender to be placed in last position in that sprint.

When a rider has passed the head of the field, he must assume the pole position as soon as he can without interfering with the rider or riders he has passed. "Chopping," or cutting down the bank of the track in such a manner as to deny another rider racing room shall be considered unfair riding.

ACCIDENTS TO A BICYCLE

In case of a puncture or other accident to his bicycle, a rider may dismount for immediate repairs or to get another bicycle, but the team may not be off the track longer than it takes the field to ride one mile. The damaged bicycle must be shown at once to the trackside officials.

An accident in the form of a puncture, a broken chain, broken handlebars, or broken pedal may, in the judgment of the referee, result in no penalty. Dismounting without good cause, or failure to rejoin the racing field in time or on order of the referee, shall be considered unfair riding.

IN CASE OF FALLS

If there is an accident which causes riders to fall during the race, the **BELL AT THE SCORER'S STAND WILL BE STRUCK FIVE TIMES**, to notify the riders that the race is temporarily neutralized, and that no laps can be gained until the field is again complete.

When the field is again complete, the **BELL WILL BE STRUCK THREE TIMES**, to announce the resumption of the race. The entire racing field with the exception of the fallen riders, must remain on their bicycles on the track during the time the race is neutralized.

When a rider falls who is in the rear of the field and separated from the field, or who has just been relieved by his partner, and there is manifestly no

cause for the fall, the **BELL WILL NOT BE STRUCK**, and the race will continue as though the fall had not occurred. In this case, all laps gained or lost shall be counted.

If one or more riders fall while another team is trying to gain a lap and, in the opinion of the referee, that team would have gained the lap if it were not for the fact of the fall, he may award the team that lap.

The last hour of the race shall consist of a full hour of sprinting. If there is a fall during that hour, the time the race is neutralized shall be added on after the scheduled finish hour.

HOW REMNANTS OF TEAMS MAY RESUME

There are so many possibilities of injury in a six day race, so many ways in which a rider may lose his partner — and this, too, after he has ridden nearly the whole week — that it is only fair to all contestants to make provision by which the management may arrange for riders to continue in the race after they have lost their partners.

These rules govern the combining of riders from broken teams.

a) No rider who has been out of the race for more than four hours will be permitted to reteam with another rider.

b) When a new team is formed, the point standing shall be the sum of the sprint earned by its members during the race.

c) When a new team is formed, it shall take the relative mileage standing of the higher of the teams from which it is formed, but if the new team would be the leader in mileage, or would be even with the leaders, it shall commence racing one lap behind the leaders.

SPECIAL RULE ON TIRES

To insure safety of the riders and to prevent taking of unnecessary risks, the management has supplied each rider with tires. These tires will be sealed on the rims, and may not be changed without permission of the Clerk of the Course. No other tires may be used by any rider during the race. Violation of this rule is punishable by fine in such amount as the referee may assess.

SPRINT RULES

Laps Gained During Sprints

Laps may be gained or lost at any time during the race. However, a team which gains a lap, placing it one or more laps ahead of its nearest competitor, shall not automatically place first in sprints, but shall be considered to start each sprint on an equal footing with the other teams.

A team which gains a lap during a scheduled sprint, on gaining that lap, shall no longer be considered to lead the field, but shall assume a position in the sprint which it actually occupies in the racing field, without consideration of mileage actually covered.

If a team gains a lap during the last, or "bell" lap of a sprint, it shall maintain its position as leader until the finish of the sprint.

8 P.M., 9 P.M., 10 P.M., 11 P.M., Midnight, 1 A.M., 2 A.M., at night.

Except on the last day of the race, points will be awarded as follows:

Winner of sprint —6 points; 2nd, 4 points; 3rd, 2 points; 4th, 1 point.

On the last day of the race (Thursday), beginning with the midnight sprint series, the winning team in each sprint will score 12 point. Other positions will earn the same points as in other sprints.

During the last hour of the race, there will be a sprint EVERY MILE. The winner of each sprint will score 72 points; 2nd, 4 points; 3rd, 2 points; 4th, 1 point.

At the end of the race, points scored during the race are totaled, and the teams will be placed in accordance with the sprint points earned if they are tied in mileage.

FIRST ARRIVAL IN NEW YORK FEB. 8, 1962

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BREWED ONLY IN MILWAUKEE . . . NATURALLY!



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How Six Day Bike Races Are Won.

The team which covers the greatest distance during the race will be the winner. However, in a race lasting 146 hours, a few inches or bicycle lengths are not a true measure of victory. So, to be declared the winner on a mileage basis, a team must be one or more laps ahead of its nearest competitor.

Teams are placed by the mileage they cover during the race, without regard to points, provided no other team is tied with them in mileage.

If two or more teams are tied in laps, their standing in the final score is determined by the sprint points earned during the race.

Sprint Points

Starting at 9 P.M. on Friday night, **THERE WILL BE TEN SERIES OF SPRINTS FOR POINTS EACH DAY**, except Sunday. Each series will consist of five (5) sprints, of two miles each.

The sprint series will take place at:

2 P.M., 3 P.M., 4 P.M., in the afternoons.

8 P.M., 9 P.M., 10 P.M., 11 P.M., Midnight,
1 A.M., 2 A.M., at night.

Except on the last day of the race, points will be awarded as follows:

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A M E R I C A ' S F A S T E S T S E

U.S. ROYAL BICYCLE TIRES



U. S. ROYAL *Middleweight*

The famous built in skid chain design • in a fast rolling middleweight size • center-lap constructions give extra miles.



United States

CYCLE TIRE DIVISION • 549 EAST GEORGE

TEAM PAIR for 75th International

NO. RIDERS	COLORS
1.—ERWIN PESEK	
2.—BRIAN ROBINSON	Red white
3.—NANDO TERRUZZI	
4.—LEANDRO FAGGIN	Green white
5.—RUDI ALTIG	
6.—LUCIEN GILLEN	Black white
7.—DOMINIQUE FORLINI	
8.—MICHEL SCOB	Blue white
9.—EDI GIESELER	
10.—MANFRED DONIKE	Black red and
11.—JORGE J. BATIZ	
12.—HECTOR A. ACOSTA	Light blue
13.—ANDRE RETRAIN	
14.—ROBERT VARNAJO	All red
15.—ALVES BARBOSA	
16.—BRUNO SIVILOTTI	Red yellow
17.—GUISEPPE OGNA	
18.—TONINO DOMENICALI	Green white
19.—VOUTER WAGTMANS	
20.—JAN PLANTAZ	Red and blue
21.—JOSE SAURA	
22.—ALFRED ESTMAGES	red yellow
23.—OSCAR PLATTNER	
24.—ARMIN VAN BUREN	Red white c
25.—TED SMITH	
26.—PAT MURPHY	Red white b
27.—ANSELMO ZARLENGA	
28.—AL STILLER	Light blue r
29.—ENZO SACCHI	
30.—GUIDO MESSINA	Red white g

LLING BICYCLE TIRES

AIRINGS

nal 6-Day Bike Race

	TEAM
blue stripes	U.S.A. - ENGLAND
ite red	ITALY
te red	W. GERMANY - LUXEMBURG
e red	FRANCE
and white stripes	W. GERMANY
e white blue	ARGENTINA
	FRANCE
w light blue	PORTUGAL - ITALY
ite and red stripes	ITALY
blue	HOLLAND
blue	SPAIN
e cross	SWITZERLAND
blue	U.S.A. - CANADA
e red green	ARGENTINA - U.S.A.
green	ITALY

U.S. ROYAL BICYCLE TIRES



U.S. ROYAL *Lightweight*

Fast rolling tires for both
American and foreign models •
combine speed and easy roll
with extra mileage.

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HOW'S YOUR APPETITE LATELY?

A Six Day Bike Race calls for energy in large quantities, which in turn calls for energy-producing food in large amounts. The riders keep up their energy by eating lots and often. They have, not three, but from six to fourteen meals a day, all of them substantial, to keep their furnaces stoked.

The job of answering to the dietary desires of the racers themselves, their managers and assistants as well as members of the press will be undertaken this year by Momma Leone's Restaurant, located at 239 West 48 Street and known for years as a haunt for sport celebrities and enthusiasts.

A complete kitchen and dining room has been constructed in the lower level of the Garden which will be open on a 24-hour basis for the entire six days. Under the watchful eye of Bruno Bernabo, Director of Leone's and Chef Pietro Pioli, the same fare that has made Leone's such a favorite spot will be served. There will be three shifts of waiters and cooks to insure that any request on the part of the riders in particular can be quickly met day or night. This dining area is closed to the public.

Here's the menu for the week, with a good chance, that before the end of the race, there will be some reordering.

Fifteen sides of beef, from which will be carved 600 steaks, numerous roasts and ground meat for light snacks; 450 chickens, 750 pounds of lamb chops, 12 boiled hams, 8 Virginia hams for baking, and 60 pounds of bacon.

All the riders eat a lot of vegetables, so there will be consumed: 3 barrels of potatoes, 5 baskets of string beans, 4 barrels of spinach, 100 pounds of fresh asparagus, eight cases of peas, 100 bunches of celery, 2 bushels of onions, 250 heads of lettuce, 50 quarts of tomatoes, 25 heads cabbage, 100 bunches

of carrots, and 50 pounds of turnips. This is in addition to smaller quantities of other vegetables, such as 1 case of fennel, 4 bushels of beets, 1 bushel of kohlrabi, fresh okra, eggplant, and sweet corn.

For fruit, the kitchen will handle 75 pounds of prunes, 2 barrels of cooking apples, 6 boxes of eating apples, 1,500 oranges, 350 grapefruit, 12 dozen lemons and 12 dozen limes. Pears, bananas, apricots, peaches and plums will be brought in each day.

The quick energy in egg custard makes it necessary to have 300 dozen eggs, for custards and egg dishes. Also 800 quarts of whole milk and 75 pounds of butter. The riders will drink some 80 pounds of coffee, 25 pounds of tea, and 5 pounds of cocoa. And for cereals, 50 pounds of rice, 25 pounds of oatmeal, 20 pounds of wheat cereals and a gross of boxes of cold cereals.

The favorite light snack of some of the European riders is: half a pound of raw ground beef with four eggs folded in, salad, bread and butter, washed down with a quart of milk.

And speaking of light snacks, for sandwiches, there will be 180 loaves of white bread, 50 loaves of rye, and 30 of whole wheat and black bread, as well as 40 pounds of spaghetti.

Then there are the fruit juices, 25 bottles of prune juice, 10 bottles of fig juice, 144 cans of grapefruit juice, 2 cases of grape juice, and a case of clam juice to settle nervous stomach.

The management also looks out for all the other wants and needs of the riders, including 30 tooth-brushes, eye cups, nose and throat atomizers, combs and brushes, as well as Turkish towels and bedding.

How can so few men consume so much food? Don't ask me. I've seen them do it for years now, and I still find it hard to believe.

RECORDS FOR PAST RACES

1900—Eikes and McFarland Pierce and McEachern Gougoltz and Tiner Kaylor and Ryan	DECEMBER RACE (10-lap track)	DECEMBER, 1900 Georgetti and Brocardo Cebal and Charlier Linar and Binda Belton and Ricchi
1901—Walthour and McEachern Meyn and Wilson Newkirk and Munroe Babcock and Tarellis	MARCH RACE	MARCH, 1901 Letourner and Gumbrotiere Linar and Brocardo Ricchi and Grimm Debaets and Winter
1902—Leander and Floyd Krebs Vanderschuyff and Stal McFarland and Mark Bedeit Brothers	1902—Grenda and McNamee Kaiser and Taylor Brocco and DeFuyler Egg and Eaton	DECEMBER, 1901 Letourner and Gumbrotiere Coxey and Pejusius Georgetti and Debaets Ritter and J. Walthour
1903—Walthour and Munroe Leander and Butler Krebs and Peterson Bowler and Fisher	DECEMBER, 1902 Gallois-Belloni Coburn-Brocco Caton-Egg Grenda-McNamee	MARCH, 1902 McNamee and Peden Van Narels and DeLise Letourner and Gumbrotiere J. Walthour and Ritter
1904—Root and Bonin Vanderschuyff and Stal Benschood and Williams Keegan and Logan	MARCH, 1903 Gaulier-Grenda Gastman-Lands Eggner, Kemper McNamee-Horan	DECEMBER, 1902 Spencer and Peden Hill and Grimm Letourner and Georgetti McNamee and Dempsey
1905—Root and Fogler Bedeit and Bedeit McLean and Moran Vanderschuyff and Stal	DECEMBER, 1903 Kocher and Lawrence McNamee and Van Kempen Horan and Madden Egg and Debaets	MARCH, 1903 Debaets and Letourner Hill and Binda Sheas and Croley Lands and Thomas
1906—Root and Fogler Hopper and Downing McFarland and Rutt McDonald and Coffey	MARCH, 1904 Brocco and Buysse Egg and Beckman Madden and Horsh Goulet and Georgetti	DECEMBER, 1903 Letourner and Peden Hill and Debaets Dempsey and Walthour Reboli and Lands
1907—Rutt and Stal Fogler and Moran Downing and Quare Downing and Downey	DECEMBER, 1904 McNamee and Van Kempen Walthour and Georgetti Buysse and Gossens Kocher and Stockholm	MARCH, 1904 Brocardo and Gumbrotiere Debaets and Thomas Reboli and Savannah Schoen and Letourner
1908—McFarland and Moran Rutt and Stal Hill and DeMere Walthour and Root	MARCH, 1905 Walthour and Spencer McNamee and Horan Stockolych and Gossens Brocco and Egg	DECEMBER, 1904 Letourner and Debaets Brocardo and Schaan Georgetti and Hill Thomas and Dempsey
1909—Rutt and Clark Root and Fogler Walthour and Collins Hill and Binda	DECEMBER, 1905 Debaets and Gossens McNamee and Georgetti Walthour and Spencer Horan and Horder	MARCH, 1905 Letourner and Georgetti Reboli and Wisal Belton and Reboli Krosmeier and Ehrer
1910—Root and Moran Rutt and Clark Fogler and Hill Haber and Goulet	MARCH, 1906 McNamee and Georgetti Beckman and Stockholm Walker and Lacqueray Walker and McBeath	DECEMBER, 1905 Kilian and Vogel Walthour and Crossley Letourner and Brocardo Peden and Terts
1911—Fogler and Clark Kramer and Moran DeMere and Lawrence Halstead and Drobach	DECEMBER, 1906 McNamee and Linari Georgetti and Belloni Winter and Stockholm Warret and Lacqueray*	MARCH, 1906 Kilian and Vogel Debruycker and Verhaeght Ignat and Diot Audy and Buysse
1912—Rutt and Fogler Bedeit and Grimm Clark and Hill Root and Haber	MARCH, 1907 McNamee and Georgetti Walthour and Spencer Beckman and Petri Stockholm and Winter	DECEMBER, 1906 Crossley and Walthour Peden and Thomas Georgetti and Debaets Kilian and Vogel
1913—Goulet and Fogler Lawrence and Magin Root and McNamee Halstead and Drobach	DECEMBER, 1907 Spencer and Winter Fadet and Mercillac Petri and Hill McNamee and Georgetti	MARCH, 1907 Aerts and Debruycker Ignat and Diot Thomas and Reboli Peden and Peden
1914—Goulet and Grenda Lawrence and Drobach McNamee and Moran Fogler and Hill	MARCH, 1908 Georgetti and Debaets Beckman and Belloni A. Zucchetto and M. Boegman Horan and Gernisse	DECEMBER, 1907 Kilian and Vogel Ignat and Diot Peden and Peden O'Brien and Allen
1915—Grenda and Hill McNamee and Spears Magin and Lawrence Thomas and Ryan	DECEMBER, 1908 Georgetti and F. Spencer Letourner and Brocardo McNamee and Van Nare Walthour and Dautberg	SEPTEMBER, 1908 Kilian and Vogel Peden and Peden Walthour and Crossley Audy and Debaets
1916—Dempy and Egg Madden and Reet McNamee and Spears Drobach and Hill	DECEMBER, 1909 Georgetti and Debaets Walthour and Dautberg Belloni and Beckman Walker and Winter	MAY, 1908 Peden and Peden Kilian and Thomas Walthour and Crossley Georgetti and Moretti
[The race of 1916 was run 143 hours—all the others at 142 hours.]	MARCH, 1909 Georgetti and Debaets Beckman and Belloni A. Zucchetto and M. Boegman Horan and Gernisse	NOVEMBER, 1908 Moretti and Yates Peden and Peden Audy and Thomas Bergna and Boileart
1917—Goulet and Magin Cory and Madden Hill and Hanley Thomas and Lawrence	DECEMBER, 1909 Georgetti and Debaets Spencer and Dautberg Letourner and Brocardo Hill and Walthour	
[The race of 1917 was run 144 hours—for the first time.) Verri and Spears set a lap in the 144 hour of the race which made their mileage 2509.5.	MARCH, 1910 Georgetti and Debaets Walthour and Dautberg Walker and Winter	
1918—McNamee and Magin Cory and Madden Grenda and Hill Hanley and Lawrence [Length of Race 144 hours.]	DECEMBER, 1910 Georgetti and Debaets Spencer and Dautberg Letourner and Brocardo Hill and Walthour	
1919—Goulet and Madden Egg and Coxey McNamee and Magin Coburn and Krosky	MARCH, 1910 Georgetti and Debaets Walthour and Dautberg Belloni and Beckman Walker and Winter	
1920—Goulet and Magin Kaiser and Hill Dempy and Hanley Bryant and Sokolows	DECEMBER, 1910 Georgetti and Debaets Spencer and Dautberg Letourner and Brocardo Hill and Walthour	
DECEMBER RACE	MARCH, 1910 Belloni and Debaets Beckman and Hill Spencer and Dautberg Grimm and Lands	
1921—Brocco and Coburn Debaets and Peden Van Hessel and Vandenberg Taylor and Smith	MARCH RACE	
1922—Egg and Van Kempen Brocco and Coburn Rutt and Lorenz Chepman and Lawrence		



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DICTIONARY OF THE BIKE RACE

Every sport has its own language, words which are not used in any other sport, or which have developed special meanings. Here are some of the terms used in cycling circles, with their meanings:

ALL OUT—Said of a rider who is putting forth every ounce of energy. Also called "all on."

ANGLE—A position from which a rider can break away from the field. Sensing a rival's tiredness, or his momentary inattention, may give a racer an angle and lead to a stolen lap.

BACKPEDALING—Pushing backwards against the pedals to slow down and avoid a fallen rider ahead.

BELL LAP—The last lap of a sprint. Because the riders are so intent on their riding, the officials notify them when they are about to enter the last lap of a sprint by striking the bell rapidly several times.

BRUSHING—When a rider spreads his elbows to touch a rival's handlebars, and destroy his balance or speed. Brushing by either the rider passing or the rider being overtaken is unfair riding.

CHOPPING DOWN—Taking the pole position too soon after passing another rider, and denying him racing room. Also used to describe a rider coming up on the outside and riding so close to the overtaken rider that he is forced below the pole line. Chopping down is unfair riding.

FLAT—The part of the track below the black line. Also the track immediately in front of the riders' camps.

FLAT OUT—One of the characteristic positions taken by a rider when he is going all out at the end of a sprint.

FLAT SPOKE—When a rider tries to blame a below-par ride on his bicycle, his tires, chain, or anything except himself, and nothing is wrong mechanically, we say he has a flat spoke.

HANDSLING—An extremely dangerous method of relieving partners. The riders grasp each other by one hand, so that the man going into the race is

whipped ahead. In a handsling both men have only one hand on the handlebars.

HIPPING—Suddenly swinging one's hips to drive a pursuer up the track, slowing him down. Hipping is unfair riding.

HOLDING THE POLE—Riders must always allow room for those behind them to try to pass, especially during sprints or jams. The leading rider must hold his bicycle as close as possible to the black line around the bottom of the track, keeping his lead only by superior speed. Failing to hold the pole is unfair riding.

HOOKING—Swinging the rear wheel sideways to force a pursuer up the track, slowing him down. Hooking is unfair riding.

JACKKNIFE—Putting one's face right over the front tire, stream-lining the body to cut wind resistance and get top speed during a jam. This maneuver is highly dangerous, and the ability to jackknife himself without losing control of his bicycle is the mark of a top rider.

JAM—The term used to describe the action on the track when teams are trying to gain laps.

JUMP—A rider's ability to get into top speed without warming up, taking only one or two revolutions of his pedals. During a sprint, a rider will seemingly come from nowhere in the field to the front, catching the leaders by surprise. This is due to his ability to jump.

ON THE HIP—Said of rider who refuses to let a pursuer pass, speeding up, slowing down, and moving up and down the banking to control the pursuer. Putting another rider on the hip is unfair riding.

PICK UP—Relieving your partner.

PLUGGING—Riding at a fast, punishing pace, although not at sprint speed, and keeping it up for long stretches of time.

POCKETING—When the inner of two parallel riders is also blocked by a rider directly ahead. Deliberate pocketing is unfair riding.

DICTIONARY

POLE—The black line which shows the inside of the racing track. In jams or sprints, the leading riders must ride as close as possible to this line, or "hold the pole."

PREEM—Short for premium. A special prize for a sprint, offered by a spectator.

RIDING THE RIM—Taking the field to the top of the track, so that they must do about $1\frac{1}{2}$ miles riding to cover 1 mile in distance credited. A tough, tiring form of plugging.

SHAKE OFF—To jump away from the rider following you so he can't use you as a windbreak.

SITTING IN—Following close on the rear wheel of the rider ahead, so he cuts the wind for you.

SWITCHING—Suddenly riding up the track and interfering with riders trying to pass. Switching is unfair riding.

WHIP—Taking the field low on the stretches, and high on the turns. This causes the riders to make sudden changes in speed, and to climb steep banks. An extremely wearing form of plugging.

WINDING UP—The opposite of a jump. A rider winds it up when he gradually increases his speed until he is going at top speed.

WIRELESS PICKUP—Trying to relieve your partner in a sprint or jam before he is close enough to touch you, thus saving valuable distance. Wireless pickups are illegal.

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THE RIDERS



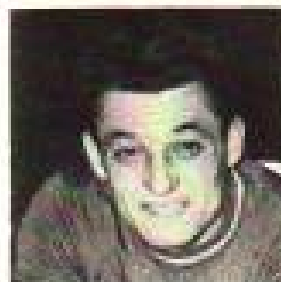
1 ERWIN PASEK, United States; Born in Chicago, Pasek is one of the few American riders with wide Six Day Race experience. He is a fine jannser and has figured in more spills than any other present-day rider and many of the experts liken him to

the great "Ironman", Reggie McNamara. He has ridden in Six Day Races in Chicago, Cleveland and Buffalo and always gave a good account of himself.



2 BRIAN ROBINSON, England; Born in Dewsbury in 1930, Brian was the Amateur Champion of England in 1951 and 1952. He became England's professional champion last year. He has won the Grand Prix de Nice, the Grand Prix du Daphine Libre

and the Tour de L'Ouest.



3 NANDO TERRUZZI, Italy; Born in Sesto San Giovanni, near Milan in 1924, Terruzzi is ranked as one of the top cyclists in the world today and is popularly accepted in his own country as the successor to the great Franco Georgetti. He has won most of the Italian amateur titles and competed in the London Olympics in 1948. He has won an even dozen Six Day races throughout Europe and scored a first in the

New York Six Day Race at the Armory in 1959.



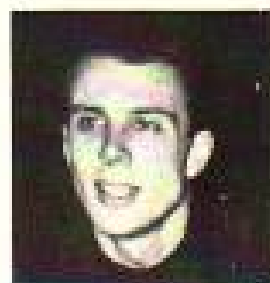
4 LEANDRO FAGGIN, Italy; Born in Padova in 1933, Faggin has been a friendly competitor of Fernando Terruzzi in top cycling circles of their native country and when they joined together, they were nigh well invincible. They won the Six Day Race here at

the 168th Street Armory in March of 1959. Faggin was an outstanding amateur and turned professional in 1957. He set the world record for five kilometers in 1958 and won the Italian Pursuit title in '58, '59, '60.



5 RUDI ALTIG, West Germany; Born in Mannheim in 1937, Altig now resides in Cologne. He is probably West Germany's No. 1 athletic star. Last month he won the World's Pursuit Championship in Zurich. In 1959 he was the World's Amateur

Sprint Champ and after turning professional last year he won the World's Professional Sprint Title. On the European tracks, the fans call him "Yogi". Actually, Rudi is a serious student of Yoga.



6 LUCIEN GILLEN, Luxembourg; Born in Luxembourg City in 1928, "Lulu" as he is known to the fans on European tracks was the champion of his country for 15 years. He has won Six Day Races in Copenhagen three times and finished second in the Armory Race in New York in 1949. He also finished second in Hanover, Berlin and Brussels. "Lulu" is a graduate electrical engineer.



7 DOMINIQUE FORLINI, France; Born in Boulogne-Billancourt, near Paris in 1924, is one of Europe's outstanding riders both on the track and on the road. He was the winner of several stages of the famous Tour de France and took the Monaco Championship three

years in a row. He has won Six Day Races in Brussels, Berlin, Copenhagen and Frankfurt and scored firsts in 17 races at the Velodrome D'Hiver of Paris.



8 MICHEL SCOB, France; Born of Russian parents at Inchy, France, in 1935, Scob is a naturalized Frenchman. The handsome rider is as studious as he is athletic. He gained overnight fame when he won the French sprint title last year. He has been looking

forward to his first competition in the United States. His family name of Scobeltzine was shortened to Scob by his host of followers.



11 JORGE J. BATIZ, La Plata, Argentina; Batiz is touted as the best bike rider today in South America and the late Fausto Coppi also an Argentinian and the world's greatest road racer of his time picks Batiz as his successor. He is the No. 1 idol of his city

which is some 30 miles from B.A. Jorge won the '58, and '59 Six Day Bike Race in Buenos Aires' Luna Park and finished second there in the '60 race, coupled with DeRossi.



9 EDIE GIESELER, Germany; Born in Munster in 1936, Gieseler has already raced in the United States. He has ridden most of his professional team competition with his countryman, Manfred Donike. As a team they won the Six Day races at Cologne and

Munster. He won the German Pursuit Championship twice.



12 ANSELMO ZARLUNGA, Argentina; A native of Buenos Aires, Zarlunga finished second this year in the International Pursuit Competition in Uruguay and Peru and second in the 1959 event at Buenos Aires. He was sixth in the Six Day Race there last

year teamed with Alberto Trillo. Zarlunga works as a movie and t.v. actor in Buenos Aires between races.

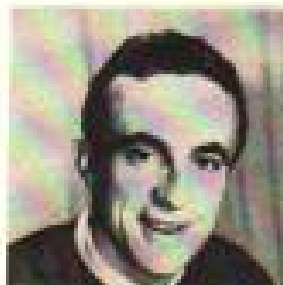


10 MANFRED DONIKE, Germany; Born in Kottlingen in 1933, Donike is as popular on the tracks of Denmark as he is in his own country. After competing successfully with Heini Scholl, topflight German pedal-pusher, he dissolved the partnership and joined up with Edie Gieseler. They were the German champions in 1957 and 1958 and won the Six Day Races in Cologne and Munster.



13 ANDRE RE-TRAIN, France; Born in Paris in 1934, Re-train developed into one of the top riders in French cycling history. He has scored first in the Grand Prix de Rouen, the Tour Du Val De Loire, the Grand Prix de Neuilly and the Grand

Prix D'Asnieres among others. On tour he has racked up 30 victories in other European countries. As a professional he is ranked as one of the top road racers in all of Europe.



14 **ROBERT VARN**
NAJO, France:
Born in Port la
Claye in 1929, Vernajo es-
tablished himself as a top
racer in his native country
then took to the circuit when
he firmly entrenched himself
as an outstanding rider. He
has won most of the French
classics and scored on tours
of Africa and Algeria.

This is his first trip to the States.



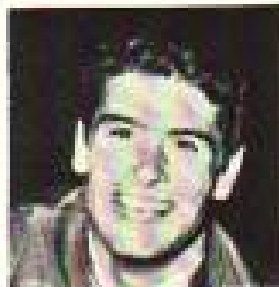
15 **ALVES BAR-**
BOSA, Portugal:
Born in Figuera
Da Foz in 1931, Barbosa has
become the No. 1 rider in
Portugal. He first attracted
wide attention when he won
The Second Tour of Portu-
gal and he gained Internation-
al fame when he finished

fifth in the famed Tour de France.



16 **BRUNO SIVI-**
LOTTI, Italy:
Born in Ragogna
in 1936, Sivilotti is as great a
favorite in South America as
he is in his own country.
While he is accepted as one
of the leading bike riders of
Italy he is equally as well-
known in South America. He

has won the Six Day Race in Buenos Aires as well as
the Six Day Whirl in San Paulo.



17 **GIUSEPPE**
OGNA, Italy:
Handsome 27-
year-old rider from Brescia
first attracted attention as an
amateur in 1954 when he won
the Italian sprint title. The
following year he won the
world's amateur sprint crown.

He placed third in the spring
tandem event in the 1956 Olympic games in Aus-
tralia. In 1958 he turned professional and won the
sprint title of Italy. In the past few years he has
become one of the top Six Day riders in International
competition. Ogna placed fourth in the Six Day race
at Buenos Aires and fifth in the Whirl at Lille,
France.



18 **TONINO DOM-**
ENICALI, Italy:
Born in Milano in

1936, Domenicali was one of
Italy's top amateur riders be-
fore he turned professional.
He represented his country in
the Olympic Games in Aus-
tralia in 1956 and was a
member of the Pursuit Team

that won the title. He was Italian road champion in
1954 and 1956. He has scored 30 firsts in track and
road racing as an amateur and professional. This
year he won the classic Grand Prix Faema.



19 **WOUT WAGT-**
MANS, Holland:
Born in St. Willi-
brod in 1929, Wagtmans is
Holland's No. 1 rider. He
excels both in short distance
and endurance grinds. He
won the Rome to Naples race
in 1957 and was third in the
World's Championship Short

Distance event. Wagtmans was seen here in 1959
when he was second in the Six Day Race at the
Armory.



20 JAN PLANTAZ, Holland; Born in Eindhoven, in 1930. A top rider in Europe for several years, Plantaz is also known to American fans. Riding with his countryman, Wout Wagman, they came in second in the Six Day Armory race in New York in 1959

and as a team they are a redoubtable combination. Jan also came in third in the Six Day Race in Antwerp, third in the Six Day Grind in Antwerp and fourth in the Six Day Race in Gand.



21 JOSE SAURA, Spain; Born in Barcelona in 1932.

Saura gained most of his experience riding in the rugged mountain races of his native country and is regarded as one of the top road cyclists in Spain. Teamed with the veteran Esmatages, an established

Six Day rider, the experts tab them as a "sleeper" team to watch.



22 ALFREDO ESMATAGES, Spain; Born in Barcelona in 1932. Alfredo went into the Cleveland Six Day Race an unknown and became the most popular rider in the Whirl before it was over. He has a world of power and gained most of his

experiences in the rugged Spanish mountain races. He won the Grand Prix de la Montagne in Catalonia in 1957. He finished third in the Six Day Race at Barcelona, fifth in the grind at Cleveland and second in the grind at Buenos Aires. His nickname is Pinochio.



23 OSCAR PLATTNER, Switzerland; Born in Berne in 1922, Plattner was the Swiss Sprint Champion for nine consecutive years. He was World's Amateur Sprint Champ in 1946 and World's Professional Sprint Champ in 1952 and '53. He

has won Six Day races at Copenhagen, Hanover and Antwerp and European experts tab him as one of the top riders in the world today.



24 ARMIN VAN BUREN, Switzerland; Born in Zurich in 1928, Van Buren has racked up one of the top Six Day records of present-day riders. He has won eleven Six Day Races since 1949 scoring in Zurich, Brussels, Frankfurt, Dortmund and Hanover

among other cities. He was the Swiss Sprint Champ in 1957 and 1959.



25 TED SMITH, U. S. A.; Born in Buffalo in 1937.

Smith is the only rider to win three U.S. National Bicycle Championships: Chicago, 1945, Philadelphia, 1947, and Kenosha, 1948. He earned a trip to the 1956 Olympics by winning the

135-Mile National Field Trial. He is rapidly cutting a niche for himself in professional circles. Up until this race he has been going to Barber's School in Buffalo.



26 PAT MURPHY, Canada; Born in Delhi, Ontario in

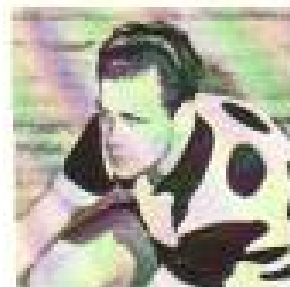
1933, started his professional career riding in modified Six Day Races. He has competed all over the world and run up an imposing string of victories. He started in the 1960

Berlin race, but was badly spilled in a jam on the first night. He stayed up with the pace-makers despite his injury, but was finally forced to retire on the third day.



27 HECTOR ACOSTA, Rosario, Argentina: Born in this second city of Argentina, he now lives in Buenos Aires where he won the 1957 Six Day Race at Luna Park riding with Bruno Sivilotti. Acosta showed great

promise as an amateur rider and since turning professional has been an International threat.



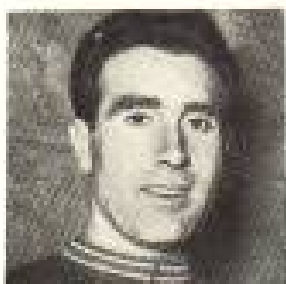
28 AL STILLER, United States: Born in Chicago, Stiller is a graduate of the University of Utah. He has won a number of American and Canadian amateur titles. He was a member of the U.S. Olympic team at the London games in 1948. Stiller lived

for a time in Europe, competing in France, Belgium, Holland and Denmark. He turned professional for the Six Day Cleveland race in 1958.



29 ENZO SACCHI, Italy: Born in Florence in 1926, Sacchi has been up at the top of Italian racing circles for more than ten years. In 1951 and 1952 he won the World's Amateur Sprint title. He won the Grand Prix of Paris, London and Milan and turned

professional in 1954. He was second in the World Championships in Paris in 1958 and he won the Six Day Bike Race in Buenos Aires in 1960.



30 GUIDO MESSINA, Italy: Born in Turin in 1931, has won one Olympic Championship, five World Championships and Seven Italian Championships. Messina is always rated as the man to

beat by the top riders in his own country and he has cut a wide swathe in International competition.

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AN AMERICAN CLASSIC *(Continued)*

of the race.

Through 1913, if two or more teams were tied in mileage 5 minutes before the end of the race, they would be given the track for a special one mile sprint to determine the winner. In 1914, the European riders insisted on using the system developed in Berlin, of having a sprint every 15 laps during the last hour. This proved to be a fairer and more popular way of determining the winner, so in time the length of each sprint was set at 1 mile, during the last hour. In 1916 sprints were added during the week, and in 1917 the point value of sprints was adopted which we still use.

When the sprints were first introduced, one series of 10 sprints was held during the afternoon, and two series at night. This was later changed to the method now used, of three sets of 5 sprints during the afternoon, and 7 sets each night, providing more action, and faster riding.

In 1920, a spring race was added, and from then

until 1939, two races were held each year, usually in December and March. Then World War II made it impossible for foreign cyclists to come here, and America's entry into the war put a complete stop to six day racing.

In some cities, three-man teams were tried, generally because local laws forbid a man racing more than 8 hours a day. However, this type of racing did not prove successful.

Since the end of World War II, several six day races have been held, in New York and in other cities, with such favorable response that this sport has now returned to Madison Square Garden.

And a final note: the first event in this building was a six day bicycle race. And while the Garden has always been noted for its boxing promotions, this arena was designed to accommodate a bike track. This writer is sure that this race will cause a revival of interest in all forms of cycling competition, and the growth of this toughest of all non-contact sports

We extend our thanks
to the Press for its
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Six Day Bike race



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6-Day Bike Race, Back After 22 Years, Recalls Prohibition's Razzle-Dazzle

By HAROLD CONRAD

The granddaddy of the late, late show is coming back to Gotham. The International Six Day Bike Race, for decades one of New York's most fascinating attractions, returns to Madison Square Garden Sept. 22, after 22 years hiatus. As a spectacle, the Mad Whirl always had the blaziest facade of a circus, a sporting event and a six-day picnic with all the goodies, but there was no fan more devout than the Six-Day bike fan. And of these zealots, no one was more religious than showfolks.

Perhaps it was the late hours or merely the bizarre idea of a bunch of guys continuously riding around a wooden saucer for six days and seven nights, but when that gun went off for those 2 a.m. sprints you'd see more show business names around the Garden than you'd find at an Equity convention.

To name just a few down the years, Enrico Caruso, John Barrymore, Al Jolson, Eddie Cantor, Victor Moore, Jimmy Durante, The Lambs, Walter Huston, Bill Gaiten, Joe Cook and Bob Hope were

dyed-in-the-wool "six day nuts." And they were not just one-nighters. Many not only went every night but were among the biggest sponsors putting up prize money for the sprints. The biggest "nut" was probably Jim Barton. He once closed down a show on the road for a week so he could come back to catch the bike race. Cantor was the official starter for the '38 race. He stripped down and rode the first lap in his underwear.

Great For Soappluggers

Tim Dan Alley adopted the Bike Race for more reasons than one—the main reason being that it was the best plug in town. Up until the late thirties, every publishing house on the street had pluggers working the race. They all chipped in \$25 for the use of the plane and Leo Levin and Janis Taps handled the auction. The pluggers would wait their turn on line with their megaphones and every new song in the album would be tried out on the bike race audience. Two tunes among many introduced there that became standards were "Go Me and My Gal" and "Peg O' My Heart."

Among the leading pluggers were Bernie Pollack, Sammy Levy and Billy Claps. But the No. 1 plugger was Jimmy Flynn, a great favorite with the crowd. Jimmy who worked for Waterson, Berlin & Snyder was the only plugger allowed to sing from the track. The others had to stand from the grandstand. He was a little hunchback fellow with a glorious tenor voice and was easily the singing star of the Garden.

Joe Basile ruled the grandstand for over 40 years. He recently passed away and his nephew, Clem, will take over the baton for this race. In addition to Basile, many of the hands working around town would take their instruments over to the Garden after their gigs and play when things get dull.

Vincent Lopez, another "bike nut," was always on hand with his hand. Lopez says, "We used to play just because we got in free, that's how crazy we were about the race."

Zappy, Sports Writers Et al.

Flo Ziegfeld took a box by the week and it was usually decorated with his beauties every night. Texas Guinan and her girls always seemed to manage to get away from the club a couple of nights a week to catch some sprints. And this went for most of the cafe stars working around town—names like Harry Richman, Frank Fay and Rudy Vallee.

Broadway business seemed to pick up the week of the Bike Race and current bistro owners are looking forward to the coming orbit. It has been a long time since there has been any real late action around town. The last sprints start at 2 a.m. and the fans can stay until 5 a.m.

The show business nuts didn't have a monopoly on the bike race. There were plenty of newspaper "nuts" Damon Runyon, W. C. McGeehan, Heywood Brown, Westbrook Pegler, Arthur Brisbane and Herbert Bayard Swope came to the race nightly, but they came to watch it, not to cover it. And most of them use to eat in the basement kitchen that was set up to feed the riders, newsmen and race personnel. Runyon, who rarely missed a meal there, said it was the best eating in town.

The budget for the kitchen this year is \$10,000 and as usual it will be limited to riders, working reporters and race personnel. In the last Garden race, they went through 500 steaks, 400 chickens, 600 pounds of lamb chops, 10 hams and 300 pounds of bacon.

In the days of the old Garden, for a back-ben a guy could watch the race for five days and fans would come loaded down with food hampers, winejugs and Prohibition booze. If you knew your way around you could always come up with more booze. If you ran out a fleet for hangovers, cornered this choice business. The place was cleaned out on the sixth day and it took another admission for the final 24 hours.

It was Runyon who said, "If you got to get drunk, there's no place better to get drunk than the Six Day Bike Race."

Lazarey Galore

The old Garden was a bonanza for pickpockets and hustlers. They would steal gloves, wallets, shoes

and anything else that could be lifted. If you saw some guy walk down the street in his bare feet, you know he had just come from the bike race.

It was a mistake to put your overcoat under you on your seat. If you got up to rest in the excitement of air race, some hustler would group up your coat along with your neighbors, run's back to the windows and drop them to a confederate waiting down on the street.

Floating Crap Games

There were many other diversions besides the race. Some of the best floating crap games in town moved into the Garden when the race began and when the action on the track got dull, the crap games would be red hot. There were also three-card monte games and a couple of Chinamen even ran a fan-tan game.

In the last year of the old Garden, the Police Dept. strong-arm squad, led by Johnny Broderick, did a pretty good job of cleaning out the place. Tex Rickard had John with him when he went into the new Garden and Broderick's reputation alone was enough to keep the hustlers scarce.

The "Wh-what" will be the 75th N.Y. International Race with 12 European teams, two American teams, and a team from Argentina represented. It is being promoted by Sports International Inc., a group of business men headed by Ross Paulis, New York trial lawyer, president; Fred Grisco, vice-president; and Mike Barbara, treasurer. Al Grisco is general manager and Art Cradler, former six day riding star is racing director.

Jimmy Prochia, probably the best of the technical bike track experts, has been working with 20 carpenters in the Garden basement, building the track in sections. At 2 a.m. on the day of the race, the sections will be assembled on the main floor of the Garden, a bit of a sticky job since the track must be calibrated perfectly. The straightway veers to an angle of 25 degrees and the turns to an angle of 48 degrees.

Now the younger sports fan will go for the Six Day Classic is a moot point since a whole generation has grown up since the last race was seen in the Garden. But metropolitan sports writers have been most receptive to the resumption of the event and, from early indications, it looks as though the peddlers are going to have a successful stand. One thing is certain. No other sporting event will have had so many colorful ghosts peering down through those Garden rafters when the Mad Whirl gets under way Sept. 22.