



SIX-DAY



BIKE-RACE

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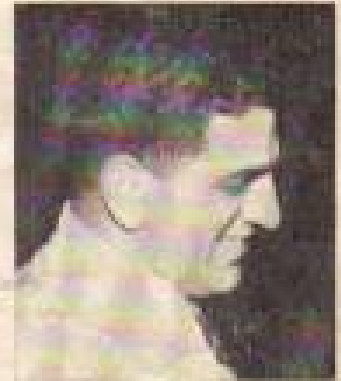
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Under the Auspices of

CANADIAN WHEELMENS ASSOCIATION

DAY



BIKE-RACE

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TRACK MANAGER: **BILL ROBERTS**

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CHAIRMAN OF THE ONTARIO RACING BOARD: **KEN SMITH**

The international six day bicycle race is sanctioned by the Canadian Wheelmens Association (C.W.A.), the governing body of cycling in Canada.

The C.W.A. is affiliated with the Union Cycling International (U.C.I.), the world governing body of cycling.

For further information on cycling in Ontario, please contact Mr. Ken Smith, Chairman of the Ontario Racing Board, 110 Cottonwood Drive, Apt. 9, Don Mills, Ont. Telephone 467-1219.

**A Message from Alderman
JOSEPH PICCININNI**

It is with a great deal of pride and pleasure that I welcome competitors and spectators to the first International six day bike race to be held in Toronto in 27 years.

I am glad to have you here as representatives of your countries.

I wish the race every success and the riders good luck.

**Messaggio del consigliere comunale
JOSEPH PICCININNI**

Con sommo orgoglio e piacere, porgo un cordiale benvenuto ai concorrenti ed agli spettatori della prima sei giorni ciclistica Internazionale organizzata a Toronto negli ultimi 27 anni. Sono veramente lieto di avervi qui quali degni rappresentanti dei vostri paesi.

Spero vivamente che la corsa si riveli un vero successo ed ai corridori auguro un cordiale in bocca al lupo.

*Alderman Joseph Piccininni,
Toronto City Council,
Chairman of Parks and
Recreation Board.*

How to Follow the Race

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 for 144 hours. 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 thus-wise: the rested rider mounts his bike on the flat of the track in front of his bank 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, springs 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 purting 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 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, 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-phenomenon. By 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 rider 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 one of his partners who has been sitting on his bicycle strapped onto the pedals waiting anxiously alongside of his bank on the inner 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 banks.

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.

Six Day Bicycle Race

By George HANSON, "The Montreal Star"

It's often referred to as a "race to nowhere" but the application is strictly physical — the riders start and, eventually, stop in the same place.

Otherwise, it's definitely not wasted effort on anyone's part. The drivers in this Six Day Bicycle Race are gunning for gold and glory. The promoters are giving old fans a reintroduction to a sport they loved not too many decades ago and are indoctrinating a new generation into the thrills and spills of a daredevil sport.

In presenting their third event in a year — the inaugural of the 'revival' series was staged just a year ago this month and tucked in between it and the present one was a spring festival of fast peddling — the men behind the scenes are proving that the sport still holds charm.

They have branched into a revival of classical cycling with a superb 'feel' for bringing the sport back bigger and better than ever. Their approach has the all-professional approach which guarantees success — they bring in the finest riders available, they scout the world cycling circuits to lend the international flavor that appeals to cosmopolitan Montreal, they have constructed a challenging, nerve-wracking track that wrings out the best from drivers.

For a brief instant last year, shortly before the opening sprints of the first Six Day event at Paul Sauvé, there was fear the track was a bit too challenging even for men who thrive on difficult obstacles in their sphere of sport.

Early arrivals at the track took one look, gulped, blinked and turned to promoters with a shake of their heads. "No. Definitely no. We won't ride that course."

Take a longer look at the layout and you may understand their feelings. That soccer-like affair in front of you seems to have nothing resembling a straightaway. It looks like one, long, sharp curve. Accentuating the menace it presents is the fact it banks so high that the 55-degree slope looks more like a complete perpendicular, a 90-degree angle.

Those drivers who strap themselves to bikes that don't have brakes, have never had their courage questioned. Yet, the ominous face of that track which would defy a sure footed mountain goat, made them balk.

However, as so often happens in this sport where courage is a prerequisite that cannot be built but must be native, oldtimer Rene Cyr shrugged out of his suit jacket and still in street clothing, jumped on the nearest bike.

Cyr bulleted around the oval — slicing high on those banked corners, blazing on a line around mid-track and flashing dangerously close to the gutter line. His rocketing performance around the 11-laps-to-the-mile layout impressed his professionally critical onlookers. As he went through the demanding gyrations of a track on which a man stays in motion by skill and centrifugal force, the small audience had a change of heart.

If this track held no terrors for an "elder statesman" of the sport, then why should they — young, healthy, well conditioned and quick reflexed — consider it too dangerous.

That well could have been the turning point in the to-rotate or not-to-rotate saga of this particular Six Day Race. Had Cyr not had confidence in the skills he learned so well in yesteryear, a dedicated attempt to revive the sport would have died before it was born from lack of racers.

Yet, it lives. It has grown from a nervous infant to a healthy, well established giant. That inaugural event was a howling success and the spring meeting, eagerly received by the sporting public, was an absolute landslide on the success gauges. The present affair promises even better — although backers would have difficulty in making the event any bigger unless they double the seating capacity of Paul Sauvé.

How demanding a test is it for the riders? Internationalists rate it among the best and most treacherous they have ever faced. The oval itself is a lot to handle and it compounds the natural, built-in hazards of the chase.

The jockeying for position, the strategies at blinding speeds, the mere fact of speed in tightly bunched bicycles makes this a sport that appeals to the fan who enjoys a sport that incorporates daring, speed, quick reflexes, instantaneous decision, an international cast and sufficient financial return that the riders never let up. They battle all the way, there is no coasting.



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SIX DAY BIKE-RACE PRESS CONFERENCE

By **STAN OBODIAC**

When the press party, to launch the comeback of the six-day bike races at Maple Leaf Gardens, was held in the Hot Stove Club, it seemed like a return to the grand old days of sport. The older ones there nostalgically remembered what had happened in the thirties at the Gardens and the new crowd of rabid fans and promoters were calling the six-day bike races "the most exciting action in the world."

The past was best revived by the presence of Doug "Torchy" Peden, the British Columbian who now lives in Chicago who was Canada's greatest bike rider and whose cycle is now a featured item at the Canadian Sports Hall of Fame. Torchy, 62, was the Frank Matkovlich of the bike riders, who won ride after ride with exciting dashes and who made \$20,000 a year before we had graduated income tax scales.

What you see here during these six days, Torchy envisaged at the press conference. "All we have to do," he said, "is promote the sport right and get the people into the Gardens for the first day. The excitement of the sport will do the rest and six-day bike riding will be back to stay. The promoters of the sport from Montreal are giving it an honest and sincere effort. Rene Cyr (one of the promoters) was a six-day partner with me and I know he can produce a race for the Gardens which will



equal anything of the past. The field of bike riders will equal and surpass anything that appeared in Toronto in the thirties. I see a resurgence of bike riding for the entire country."

This claim of Peden's is already becoming a reality. Long dormant, the sport in the last couple of years has drawn capacity crowds in Montreal. Last April 60,000 jammed the Paul Sauvé Arena in Montreal and they got sustained action of dizzying rounds of sprints, jams, spills, smashups and a variety of tactical manoeuvres.

In Europe, bike racing is threatening to wrestle much of the interest away from soccer and this spring tremendous interest was evident in the famous Paris-Nice race, won by Jacques Anquetil, in front of Germany's Rudy



Alig and Italy's Italo Zilioli. After such big races as the Tour of Italy and the Tour of France, some of the riders will be received in private audience by the Pope.

Mr. Harold Ballard, the executive vice-president of the Gardens, told the group of people who knew the past and those who were going to refresh themselves with



the present that "we are pleased to have this sport in the Gardens. Punch Inlach and I have both remembered these races of 30 years ago. The only difference now is that I have a little hair."



Punch Imlach, who was a special guest, said, "I used to listen to Foster Hewitt broadcast the bike races. It took the fancy of the crowds; I'm sure bike riding is very entertaining. I hope some of my hockey players would skate as fast as the bike riders go."



The master of ceremonies, Ed Fitkin, recalled, "The bike rides in the thirties were tremendously thrilling to me and I have also to thank those days for extra nourishment. When I was a reporter at the Globe and Mail we used to 'wrap up' the paper at 2:30 a.m. and then scoot to the Gardens to catch the bike races . . . and to eat the food which was always present for the riders."

Someone at the head table of the press conference suggested a special bike race between Mayor Philip Givens and Alderman Joe Piccinanni. Said Joe who was present, "Maybe we can work one up. As long as its downhill all the way I'm a cinch to win."

Tommy McClure, who was a promoter of bike races in the thirties, observed, "In those days we attracted very few people outside of the English population. But now Toronto has grown so much with various other European nationalities, who are all so keen on bike riding, that 1965 should be a successful one for the peddlers."

"Our track at that time cost about \$7,000 but I understand you have built a new one at Delhi, Ontario which costs \$15,000. It should be a beauty with proper angles for exciting sprints. Big features of our races in the old days was the after-midnight crowd. The Bay street financiers made bets on the sprints. And other business people used to flock in at the noon hour," said McClure.

"The diets for the riders in those days used to be the same. There was filet mignon, milk, ovaltine and sometimes the odd swig of brandy. Peculiarly, even with all that exercise, the riders used to pick up weight after six days.

"It seems to me there is not too much change in the bikes of then and now. The inflation of tires is about 160 pounds in contrast to an auto's of around 30. The bikes still weigh about 15 pounds apiece, and the lead rider, a very difficult position, still creates a vacuum for the rest of the racers," concluded Tommy McClure.

The future is now here with the promoters, Oswald Van den Abeele and Rene Cyr. They have brought the world's top cyclists for the Maple Leaf Gardens' meet, which will be one of the most exciting and grueling on this continent.



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Above is the new C.C.M. Tandem, an old favourite that has been brought up-to-date and is catching on in a big way!

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CANADA



No. 1 AURELIO BATELLO

Out for his fourth 6-day event in this Toronto meet, Battello, winner of many outdoor events such as the Quebec-Montreal run, the Tour de St. Laurent and the Lake St. John affair.

This youngster has become the symbol of racing in the Province of Quebec and is out to become 'Mr. Bike Racing' in Canada.



No. 2 JOE DE BAKKER

De Bakker is the 6-time holder of the Belgian professional championship from 1957 through 1962 and from 1952 through 1956. De Bakker held the Belgian amateur championship. He also placed in the world championships in 1959/60 and 1961.

This 31 year old has won the Grand Prix in Paris (57), Zurich (58), Anvers (58, 60, 62 and 63), Amsterdam (61 and 62), Brussels (61), Berlin (61) and Dortmund (59-61). He was winter professional champion of Belgium in 1962 so this all-star is sure to please his fans at the Toronto 6-day meet.



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Giuseppe Ogna



No. 3 GIACOMO SEGAT

Born in Northern Italy in 1942, Segat has a good record of successes to his name.

In Italy, he was Junior champion in 1958 and between that time and 1961, he won five top races.

In Canada in 1962, he was first in the Hamilton Road Race and in 1963, won the Toronto 8-hour race, the biggest team-event in Canada.

In 1964, he won in Buffalo and he was the champion road-racer in Canada 1964-1965, was placed in the first Canadian Tour de St. Laurent and the Tour of Lake St. John.

Segat was the first Canadian rider in the Tour of Mexico from amongst a field of 200 starters. Considered to be one of the best in Canada, this will be Segat's first 6-day event and should be something to look out for.

No. 4 GIUSEPPE OGNA

This 32 year old, selected 10 times to represent his country in the world championships, is the former amateur speed champion of the world, a title he won in 1955.

The Italian Junior speed championship was Ogna's in 1951 — the Italian Amateur speed championship in '54 — along with the Italian Tandem championship in the same year.

In 1958 and '59, Ogna held the Italian speed championship, won the Grand Prix in Copenhagen in '54 and the Aarhus in '56. He placed in the Olympiades in Melbourne, Australia.

Another of the many international stars, Ogna, who has raced all over the world is ready to show Canada what he can do — so watch this boy as he pedals his way to even greater stardom at this meet.

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Dick Cortright



Jean Raynal

No. 7 DICK CORTRIGHT

Here's the old reliable of 6-day bike racing — Buffalo's Dick Cortright always gives over 100 per cent in every event in which he participates.

Winner of a gold medal in the 1959 Pan-American Games, this former 3-time member of the United States bike squad has recently raced twice in Montreal and Quebec.

On all the occasions, Cortright pleased the fans and made many new friends — as he hopes to do in Toronto at this meet . . . so count on Cortright and you can count on the thrills and chills at this 6-day event in Toronto.

No. 8 JEAN RAYNAL

Raynal has ridden all over the world and has a large number of road race victories to his credit, in Paris and Boulogne.

He has been a perennial selection to the world championship finals and since joining the 6-day circuit, has competed in all the major cities of the world, such as Zurich, Madrid, Berlin, Antwerp, Brussels, Dortmund, Bremen, Cleveland, Buenos Aires and Montreal, teaming up with all the stars in the field of 6-day bike racing. Raynal looks to be ready for a 6-day victory — and feels that Toronto might just be the spot for him to win the roses . . . so watch him at this 6-day event in Toronto.

**WHERE
THE
ACTION
IS...**



GERMANY



Sigi Renz



Fritz Pfenniger

No. 9 SIGI RENZ

This 27 year old German champion captured the pursuit title in 1962 and the road-racing title in 1963.

That same year ('63) he won the Berlin 6-day and also the 6-day event in Dortmund.

He topped the field in the Berlin 6-day in 1964 and in 1965, came first in a similar event in Cologne.

Renz has placed in 6-day events from 1962-1964 in such major centres as Zurich, Cologne, Berlin, Dortmund, Milan and Frankfurt.

No. 10 FRITZ PFENNINGER

Acclaimed as the top sprinter in the world, Fritz Pfenniger will be in the Swiss team for this event at the Maple Leaf Gardens. The 10-time winner of 6-day bike races in major European centres such as Copenhagen, Zurich and Cologne, this 31-year-old master of the sprint has won over 22 automobiles in sprints at 6-day meets.

Pfenniger has raced both on indoor and outdoor events — and is certain to cause a great deal of excitement in Toronto!

BELGIUM



No. 11 RIK VAN STEENBERGEN

The greatest cyclist the world has ever known, this 41-year old "Daddy of the Track" is a 3-time world champ, in 1949 and 1956 at Copenhagen and in 1957 at Warejen.

Van Steenbergen holds 17 assorted national titles, amongst which are European in 1957, 1958, 1959, 1960 and 1962 — Road champion in 1944, 1945, 1954, 1955, 1959, 1960 and 1961.

The Pursuit championship was won by Van Steenbergen in 1944, the Belgian in 1942 and 1943. In '59, Rik won the world championship — and the motor pace race in 1962.

His winnings in the major bike races in Europe read like a star studded calendar: —

Tours de Flanders, 1944; Tours de Flanders, 1946; Luxembourg, 1947; The Aces, 1948; Paris-Robaix Race, 1948; Luxembourg, 1949; 2nd in Tour de France 1949; Paris-Brussels, 1950; Western Tour, 1951; 2 Laps in Tour D'Italie, 1951; Paris-Robaix Race, 1952; Argentina Tour, 1952; The Aces, 1952; 1 Lap Tour de France, 1952; 3 Laps Tour D'Italie, 1952; Milan-San Remo, 1954; 4 Laps Tour D'Italie, 1954; Limbourg Race, 1955; Aces Criterium, 1955; Limbourg Race, 1956; Golden Wheel, 1956; 6 Laps Spain Tour, 1956; Aces Criterium, 1956; Western Tour, 1956; Grand Prix de Ball, 1959; 3 Laps Tour D'Italie, 1957; 3 Laps Tour D'Italie, 1958; Aces Criterium, 1957; Aces Criterium, 1958; Western Tour, 1959; Western Tour, 1961; Circuit of 11 Tours (France-Belgium), 1961.

In 6-day bike races, this old youngster has shown his heels to the pack in Brussels in 48, 49, 51, 55, 56, 58,

BELGIUM



No. 12 EMIL SEVERYNS

Four-time European champion, this 34-year-old Belgian has competed in more than a 100 six-day races, winning 19 times and finishing as runner-up several times.

Emil is an excellent sprinter and a master of American-style racing and he, and his partner, the famous Rik Van Steenbergen will be top favorites to win the Toronto six-day. Severyns began his career with the spectacular Van Steenbergen and as a team they captured 17 six-day championships in Europe.

Severyns is no stranger to Canadian six-day fans. He won in Montreal in April of last year, paired with Palle Lykke and followed this with a triumph one month later in Quebec City. This Belgian ace is highly popular with the fans who get a delight out of the way he leans over his bike with his nose flirting with the front tire as he whips into a sprint.

60, 62 and 64 and in Antwerp in 50, 55 and 58. The same happened and in 55, 57 and 59 and many others as listed herewith: —

Berlin, 57 and 61; Zurich, 59, 61 and 63; Madrid, 64; Paris, 52 and 56; Dortmund, 56, 59 and 61; Frankfurt, 58; Copenhagen, 58 and 60; Cologne, 61; Milan, 62 and 64; Aarhus, 60.

There is the true test, experience and age versus youth and brawn . . . and Rik Van Steenbergen, winner of 36 6-day races and co-holder with Torchy Peden of the world's record, might just prove for once and for all, which of the two is the stronger.

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U.S.A.	No. 7	Dick Cortright <small>Buffalo</small>	No. 8	Jean Raynal <small>France</small>	<i>Same as stripes 7 Up</i>
GERMANY	No. 9	Sigi Renz <small>Germany</small>	No. 10	Fritz Pfenninger <small>Switzerland</small>	<i>Polydor International Sound</i>
BELGIUM	No. 11	Rik Van Steenberghe <small>Belgium</small>	No. 12	Emile Severyns <small>Belgium</small>	<i>Black and white La Patrie</i>
ONTARIO	No. 13	Heinz Reinhold <small>Toronto</small>	No. 14	Gustav Killian <small>Germany</small>	
DENMARK	No. 15	Palle Lykke <small>Denmark</small>	No. 16	^{Freddie Eugen Nielsen} Freddie Eugen <small>Denmark</small>	<i>white with red stripes</i>
LUXEMBOURG	No. 17	Lucien Gillen <small>Luxembourg</small>	No. 18	Robert Lelangue <small>Belgium</small>	<i>dark blue Sabena</i>
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ONTARIO

No. 13 HEINZ REINHOLD

Now making his home in Toronto, this young German racer has been at it since 1954, when he was 15 years of age.

Winner of a large number of local races, Heinz nabbed the top spot in the Berlin event in 1959 and the following year, he was named chase champion of Berlin.

Heinz did very well in the Montreal event and hopes to do a lot better in his home town — Toronto.



No. 14 GUSTAV KILLIAN, JR.

Nobody would be too surprised if this 25-year-old German went on to greatness in six-day racing because it would simply be a case of "like father, like son". He is the son of Gustav Killian, one of the great racers of all time, third in the lists of all-time six-day bike race winners behind Torchy Peden and Rick Van Steenbergen.

Killian had an early apprenticeship, riding in six-day races on the well known tracks at Dortmund, Berlin, Frankfurt and Cologne when he was only 21 years of age. Young Killian's prowess is such that many consider him unbeatable in European style biking. He is a former member of the German national team.



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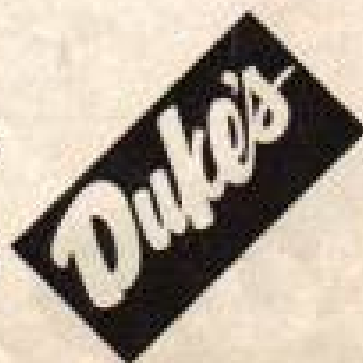
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A MESSAGE FROM THE DANISH CONSUL

The Danish community of Toronto extend its greetings to Denmark's team of **PALLE LYKKE** and **FREDDIE EUGEN** in the Toronto 6 Day Bike Race and look forward to showing their appreciation on "DANISH NIGHT" at the races in Maple Leaf Gardens on Wednesday May 5th.

R. N. BRYSON,

Consul General of Denmark.

DENMARK

No. 15 PALLE LYKKE

This 29-year-old, with extremely powerful legs, used to be the protégé of the 'daddy of bike riders' — Van Steenbergen.

Palle is a lively 13-time winner of 6-day events in centres such as Berlin, Brussels, Copenhagen, Dortmund, Frankfurt, Zurich and Montreal — all squeezed in between 1959 and 1963 — and in 1964, won the 6-day race in Montreal.

His overall results are as follows — 13 firsts, 11 seconds and 13 thirds.

Lykke was world European champion in 1961/62 — and American champion in 1962/63 — with a number of Danish titles to boot.

He was seriously injured in Quebec but has sufficiently recovered to win a large number of major European events before coming to Canada for his third visit and his third Canadian 6-day event.



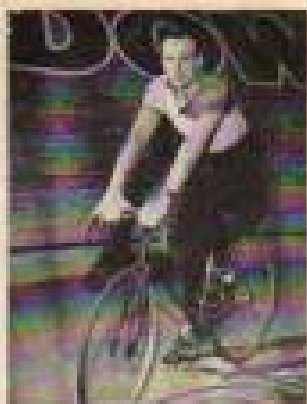
No. 16 FREDDY EUGEN

This Danish pursuit champion (61 and 62) is out to prove his stuff in Canada, weighing only 125 lbs. is one of the most colorful riders on the track. His riding in 6-day bike races in Zurich, Berlin and Milan, have indicated that this 24-year-old is really ready to roll!

He has in the last 3 years won one race, placed in one and come 3rd twice and 4th twice.

At this Toronto meet, Freddy's first in Canada, you'll see this rookie turn into a seasoned pro — much to the delight of the many fans Freddy is bound to make.





LUXEMBOURG

No. 17 LUCIEN GILLEN

Here's the 19-time champion of Luxembourg and the former world-title holder of the 500 metre indoor track record — who is, incidentally, a graduate doctor and lawyer.

Gillen has won eleven 6-day events in major centres such as Copenhagen, Dortmund, Berlin and Montreal.

Watch this one go in Toronto — his second appearance in Canada.



No. 18 ROBERT LELANGUE

This 25-year-old star is returning to Canada after (1) a spectacular accident in the Quebec 6-day and (2) winning the Montreal 6-day event the last time out.

Winner of the Grand Prix of St. Raphael, this amateur Belgian speed ace is the winner also of over 20 bike road races . . . and he has also distinguished himself in both Olympic and professional world championships, indoor and outdoor — by simply winning them!

He is a great favorite with bike racing fans everywhere — and will in short order endear himself to Toronto fans at this meet.

SWITZERLAND

No. 19 OSCAR PLATTNER

This 41-year-old youngster won his 20th National title in 1963, when he captured the Swiss Speed Championships.

From 1944-1946, Plattner held the amateur speed championships 3 times, was amateur champion of the world and was also outdoor champion.

Oscar has held the Swiss Pro speed championships 14 times in 17 years between 1947 and 1963. In 1952, he won the world's speed championship at the Parc aux Princes, the Grand Prix of Paris in '46 and the Grand Prix of Copenhagen and Aarhus in 1956. He is the world record holder of 200 metres and 500 metres on indoor tracks.

Plattner has been the victor in 6-day events in Copenhagen, Hanover, Antwerp and Paris . . . and now he'll show us what he intends to do in Toronto — watch him!



No. 20 HANS PETER KANTERS

This 23-year-old winner of the Cologne International event is sure to please his many new friends in Toronto.

Since his amateur debut in 1959 at the age of 17, Kanters captured the amateur title and has over 30 victories to his credit.

In his first professional year, Kanters won the 6-day event in Essen — against top competition — the calibre of men he is riding with and against here in Toronto . . . and he's out to try and do it again — which just might happen — so keep your eye on Hans Peter Kanters at the 6-day in Toronto!





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ITALY

No. 21 LEANDRO FAGGIN



Faggin, at 33, is apparently out to rewrite the record books. This pursuit champion of the world ('63 and '64) and 4-time Italian Champion (1960-61-62 and 63) also held the world pursuit championship for Italy in 1957, '58 and '59.

Turning Pro in 1957, Faggin placed in the world championships and the next year, set a record in the 5-kilometre race.

As an amateur, way back in 1954, Leandro became champion of Italy in kilometres and pursuit and, at the same time, won the world amateur pursuit championships.

Faggin in 1955 set world records in the 5-kilometre events and again placed in the world pursuit championships and that same year, Faggin won the Olympic championship in individual and team events.

Faggin has now come into his own as one of the greatest in modern day bike riders.



No. 22 MINO DE ROSSI

Mino de Rossi — Italian and world champion in 1951 and Italian and Olympic champ in '52 — is a winner of last years 6-day bike event in Montreal.

De Rossi has raced successfully in centres such as Buenos Aires, Paris as well as major cities in Italy over the last 13 years — and this 34-year-old will be one to watch in the coming 6-day in Toronto.



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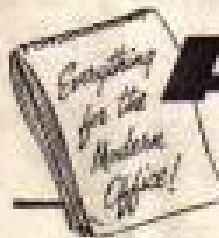
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Confessions of a Hungry Man, or...

How I Became a Six-Day Bike-Race Fan



By **ED FITKIN**
CBC Sports Commentator

I'm not too sure about Six Day Bike Racing and its possibility of revival as a major sport. But I sure hope it happens. I'm still hungry. And I still have fond memories of the old "rides to nowhere" when they were big time in the sports whirl and I was a lot younger. And a lot hungrier.

What do I remember most of all?

Torchy Peden? Jules Ausly? Reggie McNamara?

Names like that, names that were, at the time, as notable in sports as were the monikers of Babe Ruth, Earl Sunde, Red Grange, Walter Hagen, Gene Sarazen, Paavo Nurmi, Dempsey and Tunney, Primeau, Conacher and Jackson and Howie Morenz.

Sure, I remember them well. Torchy was the big redheaded Canadian from Victoria who had powered a fragile looking bike under his massive 230-pound frame to notable victories all over the pro Six Day circuit and was a man Canadians could be proud of in sport.

Torchy was great and when he teamed with diminutive Jules Ausly, who was a Singer midget by contrast, this Mut and Jeff combination captivated the sports public and brought them in curious droves to see the Six Day show.

But I remember the Six Day Bike Races mostly because . . . and don't laugh . . . the food, the succulent, sweet-tasting food.

I don't even recall the exact year when I last saw Peden and his pals in action. But it was somewhere in the late Thirties and I had just started my sportswriting career with the Globe and Mail . . . at the fabulous salary of \$25 per week. (I can spend that much now in a few

hours in the Hot Stove Lounge just talking to Harold Ballard and his plans for expanding the Gardens in all directions at once.)

But back there in those depression-dulled days when everything, including Six Day Bike Racing and NHL hockey, was having a hard time surviving, you were lucky to have a job and \$25 was a pretty healthy stipend for a young fellow.

So you may well imagine how elated we were when the Six Day Bike Race hit town and we made the entrancing discovery that these fellows just didn't eat . . . they gorged themselves in a manner that would have put King Henry the 8th to shame.

Working for the Globe and Mail, a morning newspaper, meant that we were through somewhere around 2 a.m. and being still wide awake . . . and hungry . . . we were looking for adventure.

"Let's go up and see the bike race," Hal Walker, one of my compatriots at that time, suggested.

Off we went to Mutual Street Arena. We watched the riders spinning dizzily around the track — which provided tremendous exercise for our neck muscles as they rotated in unison with the action on the steeply-banked oval. We were grabbed up in the excitement of the sudden spurt generated by a lap-stealing attempt, or the pell-mell charge of all these steer-happy gents when the announcement came that a sprint was on.

It was fun. It was different. It was exciting.

And then we discovered the greatest of all aspects of Six Day Bike Racing. One of the men promoting the show came up and said: "Hey, you fellahs. If you're hungry, go back and get some food."

We didn't need a second invitation. Under the banked boards of the track, where the resting riders retired, we found the greatest larder we'd ever laid eyes on. The chef was a direct descendant of the man who made Henry the 8th happy. He was obviously a man who loved his kitchen, adored his food and admired any man who could tuck away the great array of vittuals he had to offer.

We stood there, staring at the heaps of sizzling hot meats and fowl, the huge bowls of vegetables, mounds of bread and butter, the pyramids of salads, and the orchard-like array of fruit.

"What'll it be, gents?" he inquired, pleasantly. "Would you like steaks, lamb chops or chicken?"

Entranced, we mumbled: "Yes."

He looked at us. "Reporters, huh?" he said, in a tone that spoke volumes. And he piled our plates . . . with steaks, chops and chicken. And vegetables . . . and . . . and . . .

(Pardon me . . . I didn't mean to smack my lips like that. The mere memory got my gastric juices going uncontrollably.)

We became devotees of the Six Day Bike Race after that . . . every night at 2 a.m. we'd head up to Mutual Street Arena, and later the Gardens.

"How come you guys are so hot up about the bike

races?" our sports editor at the time, Tommy Munro, would inquire as he pucked another wad of Blue Boar into his pipe.

"Great sport," Hal would say.

"You want us to be versatile," I'd add. "Got to know everything about all sports."

"Hmmm," he'd murmur suspiciously, staring at us. Once he almost stumbled on our secret. He looked at Hal, who had picked up the nickname of Ducky-Wucky for some obscure reason, and said: "Say, Ducky. You'd better watch that waistline. Aren't you getting a little fat?"

Ah, yes. The Six Day Food Races — beg, pardon, Bike Races. Nothing like them! And for us, when somebody yelled: "The sprint's on." We automatically dashed for the chef's kitchen for a real jam session of our own.

Elmer Ferguson's Column

Old-time Bicycle Races at Verdun Recalled

Your agent isn't seeking to throw in a plug on behalf of the institution for which he toils, if that's the word for it, when he recalls that he was a reader of The Montreal Star sports pages back around the turn of the century, that newspaper being the one journalistic contact between the Ferguson family in Moncton, and the outside world.

We mention this because a few days ago, when it was announced the 6-day bike race was returning to Montreal, we remarked on having a "vague memory" of a board track in or near Verdun, on which the famed Negro cyclist, Major Taylor, rode.

The memory, though vague, was right. For from various sources the recollections of teen-age years are verified.

We find these confirmations interesting, and you might, too, if you happen to be concerned with Montreal sport history of an earlier day. For instance, M. J. Robertson, 485 Prince Albert Ave., Westmount, writes that in 1897, Queen Victoria's Diamond Jubilee year, there was a world bicycle meet held at the Queen's Park track in what was then, it seems, Verdun Village. "The bicycle track was a large one, constructed of planks laid on edge," writes our informant. "The two sides were almost flat, but the ends had a steep slant. The late Jimmy Drury, who inherited Drury's Restaurant from his father John Drury, was one of the leading riders until one day he ran over the end of the track, was very badly injured, and spent a long time in hospital."

Mrs. John Meehan, 6 Pine Circle RCAF Station, St. Hubert, said our recent few paragraphs stirred memories, as

she is the daughter of a former great rider, Jim Davies. "I never did get to see a 6-day race," writes Mrs. Meehan, "so now after so many years I will have a chance to see what it's like."

IT WAS A SPLINTERY BUSINESS

George Smith, veteran former Westmount High hockey and football coach, now hale and hearty in his early 80's, recalls Queen's Park readily. "My cousin rode there," he was telling us, "and for weeks after, doctors were picking splinters and shivers out of his hips."

And Major Taylor rode there. "There was a bit of scandal over Taylor's appearance," George Smith told us. "Someone secretly tampered with his bike, he couldn't do his best, and so was beaten."

Well, so much for memory.

As was predicted, the coming 6-day race at Paul Savoy Sports Centre, starting September 13, will depend on European talent. The first entries were announced today by promoter Rene Cyr. Nando Turrozzi and Leandro Faggin of Italy will carry that country's colors, and from France come entries of Andre Darrigarde, champion of his country and H. Pillingier, who will ride as a team. Turrozzi and Faggin are regarded in Italy as well-nigh invincible, and with the big Italian population in Montreal, are likely to get some very solid support here. They won the New York race in 1959 and have won a dozen such races in Europe.

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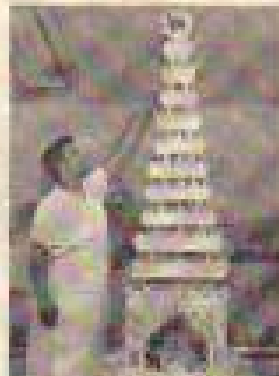
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THE RIDE OF THE CENTURY

By TANO BAXA



Bicycle riders usually hate the winter season. They always have. So they invented the indoor track. What an idea that was! Instead of rusting in some dark corner while the other sports would take the headlines away from them they perform in front of roaring crowds totally or partially protected from the cold weather.

And do you know something? It can be more fun and it may mean more profit than racing on roads.

One of the better known "Velodromi" in the world is the "Vigorelli" of Milan, an oval shaped structure with a seating capacity of over 30,000 and with a wooden track considered the fastest ever built. Here Fausto Coppi and Roger Riviere have established the fastest kilometre ever run on a bicycle. Each year the Vigorelli plays host to practically every professional bike racer; in between seasons they switch from asphalt to plywood and they seem to enjoy it too!

I remember the first time I entered the Vigorelli. It was quite a thrill. The place was overflowing with fans and a few of the racers were warming up, literally flying on the strip. On that particular program all the participants in the gruelling Tour of Italy (a 4000 mile grind that had finished a couple of days before) were on hand. They were to take part in an elimination race, after each lap the last rider in the group to cross the finish line would be eliminated until all but one, the eventual winner, remained to receive the ovation of the crowd.

The advantage of an indoor meet is of course the fact that the fans can see for hours their favorite ace in action

while on the roads they're lucky if they can catch a glimpse of him.

Naturally, in the case of the Six Days the stage is set for great things. You can not only observe your favorite rider, encourage him, see his best moments and suffer with him but you can judge the performance of the others, jump up to see who's involved in the almost inevitable spills, go home when you're tired and come back the following day anticipating the situation at the moment and checking the facts against your own prognostications.

Bicycle racing is a very popular sport and the Six Days is a very popular segment of a very popular sport. Everybody has a chance to see the Six Days. Here lies its main strength. If you work nights, you can see it during the day. If you're busy at seven you can see it at ten, if you are out of town tomorrow you can see it the next day, or the next.

No other sport offers you such a tremendous choice for a single event.

But the six days seem to fly away at amazing speed and when it's all over one can almost feel a let down.

Of course names mean a lot. Although the Six Days event is open to anybody who can take it in the professional field, one racer more than another may be attracted by its sweet and bitter moments.

For years people have talked about the prestige of road racing and had mixed feelings about indoor racing. Eventually we had the happy combination known as the World Bicycle Championship, an annual event in which we have professionals and amateurs competing on roads and on wooden and cement tracks.

It seems almost unbelievable that in an age in which they send rockets to the moon and in which astronauts have become as common as hot dogs the old fashioned bicycle is getting so much attention in the four corners of this planet (at least for now . . .).

The answer is simple. People love the dear old bicycle and why do they love it? Because it's the most "human" of all the means of transportation discovered so far, after the horse and buggy naturally. But then we do have horse racing too . . .

The return of the Six Days to Toronto could be the ideal introduction to the first World Bicycle Championship ever organized on the American Continent. This announcement could easily relegate future titanic interplanetary rockets to mere space donuts and keep the old, honest and hard working bicycle as the most human of our steel products.

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TANO BAXA

Velodromo Vigorelli, Milano; Maple Leaf Gardens, Toronto. La pista magica del "Vigo" ha visto le gesta di tutti praticamente quelli che sono oggi presenti sulla pista forse meno magica ma certo ugualmente affascinante del Maple Leaf Gardens.

Forse mai nella storia dello sport si e' registrata un'alleanza cosí ideale, cosí perfetta come le corse di bicicletta su strada e su pista. Per lo sportivo, il tifoso, l'ammiratore ed il supertifoso la corsa su pista non e' che un logico compendio della corsa su strada. Io mi vedo ancora all'angolo della strada cercare ansioso nel gruppo gli eroi del Giro d'Italia: Fausto Coppi, Gino Bartali, Vito Ortelli, Fiorenzo Magni ed altri. Una fugace apparizione e nulla piú. Poco male. Al termine del Giro sulla pista del Vigorelli li potro' vedere tutti, a mio piacimento e da vicino.

Ma cosa sarebbe una corsa su strada senza la corona della corsa su pista? Questi cavalli d'acciaio, chiamati bici da pista, nulla hanno da invidiare ai bolidi degli autodromi. Danno anch'essi agli spettatori l'emozione del brivido, della velocita', della potenza.

I motori sono gli assi, coloro che invece dei pistoni hanno i muscoli. Sono gli Ogba, i De Rossi, i Faggin, i Van Steenbergen.

In questi giorni il Maple Leaf Gardens e' come il Vigorelli. Quanta febbre sportiva, quanto entusiasmo. Non si organizzava una Sei Giorni da queste parti da quasi 30 anni. Adesso speriamo che non passino piú di sei mesi fino alla prossima edizione.

I seigiornisti stanno conquistando nuovi "aficionados". Se lo meritano avviva. Per sei giorni pedalano come matti, offrono agli spettatori ogni tipo di acrobazia, di spericolata audacia, di frenetico abbandono sui pedali. Le cadute non sono poche. Sono insomma dei lavoratori piuttosto eccentrici ma lo spettatore rimane avvinto per tutti i sei giorni ed anche dopo.

Ci sono naturalmente diverse specialita' di corsa su pista ma come si fa a superare la fenomenale formula di una Sei Giorni? Ci scappa anche il riposo al settimo giorno? Che piú? La Sei Giorni non e' ammessa ai campionati del mondo per la semplice ragione che prende troppo tempo ma io, dico la verita', ce la infilereí.

Certo che sono rimasto piacevolmente sorpreso quando mi hanno detto che Toronto avrebbe avuto la sua brava Sei Giorni. Non l'avrei mai creduto possibile. Come non avrei mai creduto possibile, tempo fa, che un giorno la citta' avrebbe ottenuto di tenere i cinema aperti alla domenica. Eppure abbiamo avuto l'uno e l'altro.

Per far completo il quadro ci vorrebbe proprio che la Sei Giorni venisse vinta dalla squadra italiana. Questo lo posso dire perche' quest'articolo lo leggiamo soltanto noi, altrimenti mi potrebbero accusare di partigianeria. Ma allora non ci sarebbe proprio nessuna differenza tra il Vigorelli ed il Maple Leaf Gardens.

E perche' ci dovrebbe essere?



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