



OFFICIAL PROGRAMME

BICYCLE DERBY

JULY 7TH TO JULY 15TH

Starting Time:— Week-days, 7.30 p.m.; Sundays, 2 p.m.



DELHI ARENA

10

OFFICIAL PROGRAMME

DELHI

Bicycle Derby

DELHI

Sanctioned By Canadian Wheelmen's Association

Presented By Canadian Cycling Corporation

- - OFFICIALS - -

HONORARY STARTER: Reeve Archie Carter

REFEREE: Wm. Elder

Assistant: Arthur Vuylsteke

CHIEF SCORERS: Constant Verschoore — Miss J. Deruyscher

JUDGES

R. E. Coupland
Stan Truscott

Ray D'Hulster
O. Plancke

Jim McGorriston
R. Vuylsteke

HONORARY JUDGES

Bert Sharpe, J. D. McDonald, T. Watherspoon, M. Heatherington,
F. Quance, T. Phillips, F. Crawford, Torchy Peden, Dr. Wm. White
Dr. W. Tisdale

CLERK OF COURSE: A. Duwyn

TRACK PHYSICIAN
Dr. R. F. McCallum

CHIEF MECHANIC
Rene Cyr

WELCOME TO PATRONS THANKS TO ADVERTISERS

The Canadian Cycling Corporation extends a cordial welcome to its many friends gathered here, during this Bicycle Derby, and in previous races. We feel that these meets have been a great factor in promoting one of the fastest and finest sports on the continent. We realize that only your generous support and bike racing mindedness are making these races possible. In return we take pride in presenting a fine group of clean and fast riding athletes for your entertainment. We hope you like them, so that you may applaud their efforts and go home satisfied.

The Canadian Cycling Corp.



AL SCHELSTRAETE

Rules Governing Bicycle Derby

START OF RACE: Saturday, July 7 to 15th, starting time of race 7.30 week days and 2 p.m. on Sundays.

TEAMS

There will be Five Club teams Competing, and each club will be allowed to sign up 5 riders, of these five only 2 riders of each team will be allowed to compete at one time, each team will have to have three men dressed on track side, but before the reserve rider can go into the race, one of the two riders from the team must come down off the track before the other rider can actually go into the race.

COLOURS

Every team upon entering must select its colours, which must be worn at all times during the race. The management insists that the regulations concerning the wearing of colours by competitors be strictly observed. Riders appearing without their original colours will be subject to disqualification.

RIDERS REMAIN ON TRACK

It is imperative for the success of the race that the field shall be complete at all times, and in the interval between bells announcing the resumption of the race, riders must not stop or dismount from their wheels, or ride on the floor, without the permission of the referee. Any rider dismounting without obtaining the consent of the referee will be subject to a penalty of one lap or more. A second offence will be deemed cause for disbarment from the race. Any rider who, in the judgement of the referee, allows himself to be deliberately lapped during the interval between bells, shall be penalized for the offence.

IN RELIEVING PARTNERS

In relieving his mate, a rider must mount in front of his cot on the stretch in which his camp is located, and start ahead of all other riders, and the relieved one must be positively on an equality with his mate and touch same. All pickups are to be made clean, and the rider making a pickup who does not wait for his partner to get alongside of him, will be penalized one lap. A group or groups of riders shall not follow any rider wheel before they are in the race and relief has been made in proper manner as prescribed above. In relieving, the members of a team must not interfere with other contestants and must not use the handpail. Riders violating this rule will be subject to a penalty.

UNFAIR RIDING, ETC.

Contestants who are guilty of unfair riding, or who are ungentlemanly in dress, language, or conduct, may be disqualified by the referee at any part of the race, and upon such disqualification, he forfeits all rights to any returns as provided for in his contract. "Stalling" in every form shall be considered unfair riding, and any rider who makes a legitimate effort to get to the front from any part of the field must be given a fair share of the track on which to make his effort. Deliberate wide riding on the part of any one or more contestants will be considered sufficient cause for penalties and possible disqualifications. Attention is called to the fact that a rider who is leaving the field, or is in leading position at the time he is relieved by his partner, must leave the pole or inside position, so

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as not to interfere with the field. Any departure from this rule will be considered unfair riding, and the riders shall be subject to penalty and possible disqualification. During a jam or sprint, any rider who is losing a lap cannot be relieved except by the proper method prescribed by the rules. Should said rider's partner come on the track and get into the field of leaders, without making proper relief, the team shall be penalized one lap for each offence.

ACCIDENTS TO A BICYCLE

In case of a puncture or other accident to his wheel, a rider must not be off the track more than 3 laps or else must be relieved by his team mate. The damaged wheel must be shown at once to the acting referee or his representative. One lap will be the penalty for any rider disobeying the above rule. An accident in the form of a puncture or broken bicycle may in the judgment of the referee result in the loss of no laps in the score.

FALLS CAUSED BY ACCIDENTS OR FOUL RIDING

In case of a fall, caused by accident, the Referee or his representatives may decide whether the contestant shall be credited to him on the score sheets any number of laps which may have been lost.

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

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

SPEED AND ENDURANCE DESIRED

The intent of these rules is to insure a race which will

be won solely through the speed, skill and endurance of the successful ones, and as much as possible have the element of luck eliminated and unfair riding absolutely prohibited.

RULES FOR SCORING POINTS

THERE WILL BE A SPRINT AT APPROXIMATELY EVERY 20 MINUTES of the race. That is to say as soon as the officials see that the field of riders are bunched together, they may call a sprint for points. Points scored during the week are used at the end of the week to decide in case of a tie in laps between two or more teams. Laps gained count ahead of all points scored.

Points scored except on the last sprint each night from Saturday to Saturday night will count: 7 to the winner, 5 to the second, 3 to the third.

In the last sprint each night Points will count double, 14 to first, 10 to second, 6 to third. Riders in the last sprint can relieve at any time.

ON THE LAST DAY OF THE RACE POINTS SCORED WILL BE THE SAME, 7, 5, 3, with no relieving EXCEPT IN THE LAST HALF HOUR OF THE RACE when there will be a sprint every 10 laps and riders can relieve right through to the end. Points scored in this last half hour will count 12 to the winner of each sprint, 8 to the second, 4 to the third.

NOTE:— In the event of any team gaining a lap on the field during any part of the race, including the last hour, that team will retain its position as leaders on mileage but, in the scoring of points, such a leading team will be credited only with points it may win the actual sprints irrespective of the fact that the team may be a lap in the lead on mileage. Where two or more teams are tied in mileage at the end of the race their final positions will be determined by the number of points won by them during the week's sprints.

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REG. HARRIS, THE SPORTSMAN OF THE YEAR

Continuation of rules governing Bicycle Derby— as to relieving of partners.

Each team will be allowed to push their third man on the track to relieve one of his team mates, right after every sprint for points, and once at a set time between each sprint for points which will be every 20 minutes, unless one of the riders of their team who is holding down the teams position in the race has a serious spill needing first aid attention, or major mechanical trouble, in which case the damage will have to be shown to the assistant referee or other official for that purpose, and he will decide.

In the last half hour of the bike race on July 15 when there will be a sprint for points, 72 to the winner of each 10 lap sprint, 5 pts. to second and 3 pts. to the third man, with relieving allowed right through to the finish, the riders will be allowed to change with their third man every 10 minutes of the race.

The reason for the continuous sprints every 10 laps of the last half hour, with 72 pts. going to the winning team of each sprint and only 5 to second and 3 to third, is done in order to bring out the strongest team at the end of the nine day bicycle Derby.

World's professional sprint champion Reg Harris, has been elected "The Sportsman of the Year" in the national ballot organized by the "Sporting Record." The total poll was 166,334 votes, of which Harris polled 22,288, his nearest rival being Liverpool footballer, Willie Liddell, who gained 13,259 votes. It will be remembered that in 1947 the Raleigh professional, then world's amateur sprint champion, was placed second in this ballot to Denis Compton, and his victory is indicative of his all-round popularity as well as the increasing interest being taken in cycling affairs by the general public in England.

DID YOU KNOW WHO WON THE LAST WORLD CHAMPIONSHIPS IN CYCLING

Professional Sprint — Reg. Harris, England

Professional Pursuit — A. Bevilacqua, Italy

Road, A. Sobotta, Belgium

Amateur Sprint — A. Verdun, France

Amateur Pursuit — Sid. Paterson, Australia

Road — J. Hoobin, Australia

Sid Paterson of Australia was 1949 World Sprint Champion and 1950 World Pursuit Champion—something no other rider has ever been able to accomplish before him.

Future Bike Races At The Arena

Sunday, July 22: All Star Program & Jr. Championships

Sunday, July 29: 100-mile team race

July 29th. will be the last race of the summer season—
until the fall season starts.

Sunday, Sept. 23: Final race for Club Championships

Sunday, Sept. 30: Individual Championships
and winner of A. Rotasert & Son Trophy.

Sunday, Oct. 7: 40-mile team race — with teams that
will take part in the coming Six-Nite Race.

Six-Nite Bike Race Oct. 9 to 14th. This will be the last race at the Delhi Arena for 1951.

NEW YORK Franco-Belge

Team Colours

**BLACK,
YELLOW,
RED**

TEAM CAPTAIN



NO. 1
Francois Mertens



NO. 2
Andy Werth

RESERVE



NO. 3
Arthur Gomez

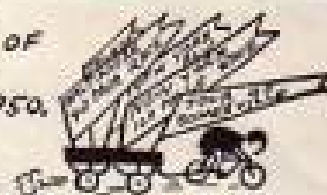


NO. 4
Karl Wettberg



NO. 5
Clair Young

WINNER OF
FIVE TOP
RACES 1950.



FRANCOIS WAS
NEW YORK STATE
CHAMPION 1950



HE COMPETED
IN MANY EURO-
PEAN RACES IN
1950.

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CHICAGO Americans

Team Colours

TEAM CAPTAIN

**STARS
AND
STRIPES**



NO. 1
AL Stiller

RESERVE

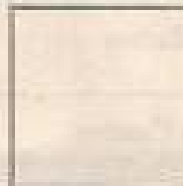


NO. 2
Swede Stranberg

RESERVE



NO. 3
Ray Hennick



NO. 4
Bob Pfarr



NO. 5
Bob Farbin



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Carter's Ladies Wear

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TEAM CAPTAIN



NO. 1
Joe DeMeyer

DELHI CANADIANS

Team Colours

WHITE with BLUE BANDS



NO. 2
Pat Murphy



NO. 3
J. Lauf



RESERVE
NO. 4
G. DeDobbeleere



RESERVE
NO. 5
O. Mortier

Delhi - - Tobacco and Bike Racing Centre

Located in the geographical centre of Norfolk County's flue-cured tobacco belt, Delhi has been well named "The Tobacco Capital of Canada". Within a radius of twelve miles of Delhi and concentrated in its immediate vicinity over half of the annual 40 to 50 million-dollar tobacco

crop is harvested. A large portion of this passes through the huge processing plant of the Imperial Leaf Tobacco Company of Canada, Limited.

With a colourful history dating back over 100 years the village known as Fredericksburg, and now Delhi, was

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TEAM CAPTAIN



NO. 1
Arnold Digby

TORONTO MAPLE LEAFS

Team Colours

WHITE with MAPLE LEAF across Back



NO. 2
Art Johnson



NO. 3
Bill Whitaker



RESERVE
NO. 4
Johnny Gath



RESERVE
NO. 5
Ronald Thorne

established by Frederick Sovereen for whom it was originally named. It eventually gained fame as the centre of a lucrative canning industry, but experimentation in the growing of tobacco in 1923 resulted in a gradual shift in the agricultural activity until the highly remunerative tobacco industry came into being.

With the advent of tobacco growing the well-to-do village of 700 population began a steady expansion which today finds its population over 2,000. During the past ten years the population increased by 28% and definite prospects exist for further expansion.

GREETINGS AND BEST WISHES

To The Canadian Cycling Corp. which has done so much to foster bicycle racing in Southwestern Ontario.

Read The News-Record

For Latest Reports on Bike Racing
and All Sports

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BUFFALO Bisons

Team Colours

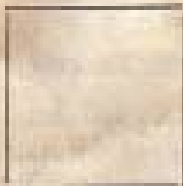
GREEN
and
YELLOW

TEAM CAPTAIN

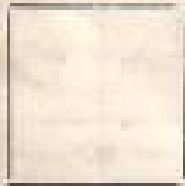


NO. 1
Spencer Busch

RESERVE



NO. 3
Harold Hughes

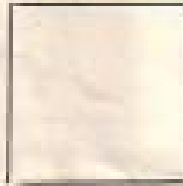


NO. 4
Tom Montemage



NO. 2
Boy Fisher

RESERVE



NO. 5
Dave Sutter



LUCKY NO. DRAW

In order to collect prize, Holder with Program will have to be present, and present program within 5 minutes of first draw. If not called for in that time a second draw will be made.

Prizes will be drawn for On
Sunday, July 8th.

Wednesday, July 11th.

Saturday, July 14th.

KEEP YOUR PROGRAM
IT IS GOOD FOR ALL DRAWS

Nº 168

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Best Wishes and Good Luck to all riders in the 40-mile Road Race on July 11

Due to much talk, Canadian Cycling Corp. wish to make clear the rules governing this Derby, as to any rider who is contracted to ride the Derby participating in the 40-mile road race this Wednesday, July 11.

We wish to make it clear that all riders who wish to take part in this race are welcome to do so, with the exception of the three riders who have to compete for their team on the same night, the reason for this is that a rider who has to ride a hard 40-mile road race in the afternoon, will be a tired out man to ride on his team in the Derby that same evening, this would not be fair to the Public who pay to see a good bike race, or would not be fair to this rider's team mates. There is also the possibility of a spill as was the case with Tom Montemage last year when Canadian Cycling Corp. gave him permission to take part in another race just before the start of the last July Six-

Night race. Montemage broke his shoulder, with the result that it broke up one of the strongest teams in the race, namely Montemage-Rhomjak.

The Bicycle Derby was not just an overnight dream. Plans for this race were first made in December of 1958, and many pains were taken to bring to you fans better racing as time goes on. Therefore, it is also our duty to protect this race for our public, so that they may see the competitors at their best at all times.

To further clarify this situation, we wish to mention that any of the riders in the Derby who are on the reserves in their team, and they are not needed to compete for their team on the night of July 11, they will gladly be given permission to ride the road race.

Canadian Cycling Corp.

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DAILY STANDING OF TEAMS

July 7th.

Name Laps Behind Points

1st.
 2nd.
 3rd.
 4th.
 5th.

July 11th.

Name Laps Behind Points

1st.
 2nd.
 3rd.
 4th.
 5th.

July 8th.

Name Laps Behind Points

1st.
 2nd.
 3rd.
 4th.
 5th.

July 12th.

Name Laps Behind Points

1st.
 2nd.
 3rd.
 4th.
 5th.

July 9th.

Name Laps Behind Points

1st.
 2nd.
 3rd.
 4th.
 5th.

July 13th.

Name Laps Behind Points

1st.
 2nd.
 3rd.
 4th.
 5th.

July 10th.

Name Laps Behind Points

1st.
 2nd.
 3rd.
 4th.
 5th.

July 14th.

Name Laps Behind Points

1st.
 2nd.
 3rd.
 4th.
 5th.

July 15th. FINAL STANDING

Name Laps Behind Points 2nd.

1st. 4th.

2nd. 5th.

It's Very Simple When You Get The Hang !

It's VERY EASY, when you get the hang of it, to dope out the TEAM RACE Style which is used in REGULAR TEAM RACE, SIX-DAY RACE and the BICYCLE DERBY.

To the newcomer, however, at first the whirl may seem hard to follow and score.

Rules for point scoring, time of sprints, etc., will be found on another page of this program.

The purpose of this article is to simplify matters for the newcomer and make the bike races easy to grasp and enjoy. It is a lot of fun and real competition — one of the toughest of all sport events for the competitors.

TEAMS

There are two riders to each team. They have similar colours, jerseys, and flags at their bunks scattered about the track beside the oval, and they have numbers on their backs. It is easy to pick out the two men on each team. For the Bicycle Derby 5 riders are signed up for each club, but only 2 are allowed on the track at one time.

The rules of the race state that one member of each team must be on the track representing his team at all times.

THE "PICKUP"

A change of partners is called the "pickup". This is brought about in the following manner. The rested rider mounts his bike on the flat of the track in front of his bunk. A trainer then shoves him and he pedals away slowly increasing his speed until he falls in with the circling field of riders. There he singles out his partner, rides to his side or about as close as he can get, and he is in the race while his partner is out.

In case of a jam, he will relieve his partner by riding right up to him and pushing him just as hard as he can. This relief will send the fresh rider into top speed with practically no effort of his own and at the same time it will have a tendency to slow the relieved rider. As he slows down he drops back. Finally he comes to rest in the arms of his trainer who disengages him from his bicycle, by opening the straps on his feet, or keeps circling the track until his partner again catches up to him.

Every rider straps his feet to the pedals, for if he didn't he could not keep his feet in them when going at top speed. Racing bikes have no brakes or coasters. The rider's feet are also strapped in so that he may get just as much power out of pulling up on the pedals as he does in pushing down.

PLEASE TURN PAGE

Best Wishes Of

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DELHI

VACUUM HELPS

As the race goes on the riders will be strung out in single file. You will frequently observe the leaders one after another, pull out from the lead and drop back from first to last place. The field will ride in close single file behind the leaders to take advantage of the vacuum he draws in his wake.

Although his vacuum is not an exceptional help at low speed it is nevertheless much easier to follow than to take the lead, for in the days and nights of riding every ounce of energy counts. By mutual consent, each rider takes his turn in going into the lead and doing two or more laps, unless a "jam" starts.

WHAT IS A JAM?

A "jam" is the real thrill the fans get out of the six-day bike-race. The speed then rises to fifty miles an hour and the crowd is usually on its feet in short order. Technically, a jam is the battle that results from the attempt of one or more teams to gain a lap on the entire field.

During a jam there is little rest for the riders. A jam is apt to occur at any time.

With most of the contestants in the race fairly evenly balanced and matched in ability, it is nearly impossible for one rider to go away from another rider, unless the rider behind is in an exhausted condition. Therefore, for a rider to break away from the field to gain a lap he must wait

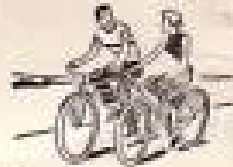
for an opening or an angle to catch his opponents off guard. Maybe the opportunity may come when one of the riders has gone "dead" or become exhausted from his efforts in winning a sprint or from his hard work in chasing several other riders who had been trying to break away from the field.

GETS A BREAK

When a rider does finally get a break on the field and opens up a gap of several yards on the second rider in line, his partner who has been sitting on his bicycle strapped on to the pedals waiting anxiously alongside of his bunk to get into the fight, is pushed out on to the track by his trainer. He gradually works up momentum until he is going approximately the same speed as his partner who will ride into him from the inside, pushing with his right hand using every ounce of strength so that the fresh relief may get going in top speed with as little effort as possible on the pickup.

The perfect order of the field is gone and two riders of each team are on the track, one riding for dear life to hold the lead he already has or to make up the ground he has lost; meantime his partner circles high on the bank waiting to drop into a position to relieve him. It is a stern chase. Before a lap is awarded by the referee the team must ride into the largest group of the field. Riders often tangle up and go down in a pile of steel, wheels and flesh.

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PLEASURE,
DELIVERY.

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