

OFFICIAL PROGRAMME

333

BICYCLE DERBY

July 25th to August 2nd

STARTING TIME 7.30 P. M. WEEKDAYS
2.30 P. M. SUNDAYS



INDOOR TRACK MEET

DELHI ARENA

15c

OFFICIAL LISTING

DELHI

BICYCLE DERBY

DELHI

Sanctioned by Canadian Wheelmen's Association

Presented by

CANADIAN CYCLING CORPORATION

Race Director: Al. Schelstraete

- OFFICIALS -

REFEREE

Art Vuylsteke

RECORDER

Albert Vereecke

CHIEF SCORERS: Constant Verschoore, Albert Duwyn

JUDGES

M. Devos

J. Degrieck

J. Van Kerkvoorde

R. Van Elslander

R. D'Hulster

MILEAGE MARKER: O. Plancke

SCORE MARKER: Romain Catry

TRACK PHYSICIANS

Dr. R. F. McCallum

Dr. R. W. Tisdale

PUBLICITY

Ted Crandon

Jack Horne

J. Demeyer

RULES GOVERNING BICYCLE DERBY

(1.) **TEAMS—CYCLING DERBY:** There will be three men to each of the teams plus one reserve rider, who may be used in case of serious injuries to one of the three original riders who start the race, however the reserve rider of any team may only come into the race starting on the following afternoon or evening after any team has lost their third man, and the two remaining riders will have to hold down the team's position without receiving any neutralization of the rules, with the exception of time out through spills.

Only two riders of each team will be allowed on the track at one time, that one rider who is holding down his team's position, and one rider circling the track slow waiting to relieve his partner. Before the third man can come into the race one of the two riders on the track must first come down.

If one of the two riders on the track have a punctured tire, mechanical trouble, or a spill, the remaining rider on the track has up to 3 laps to get back into the field, but must get in before the 3 laps are up if at all possible, in this case the third rider may come up on the track, and take over the place of his team mate who dropped out.

NUMBERING OF CONTESTANTS— Each team will be numbered 1 to 4, the team captain will have No. 1 and the next two riders on his team No. 2 and No. 3 with the reserve rider No. 4. The Captain will have full charge of his team, and will plan the race for his partners, if for any reason the Captain of a team has to withdraw from the race, the No. 2 rider will take over, and have charge of the team.

(2.) **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.

(3.) **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 offense 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 offense.

(4.) **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 three 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 spill, or broken bicycle or puncture, may in the judgement of the referee result in the loss of no laps in the score.

(5.) **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.

In case of an accident to more than one rider of each team, **THE BELL AT THE JUDGES STAND WILL BE STRUCK FIVE TIMES**, meaning the race has been neutralized, for the time being, **THREE STROKES OF THE BELL** will announce the resumption of the race.

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.

(6.) **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 handpull. Riders violating this rule will be subject to a penalty. 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 when the red light will flash on, unless one of the riders of their team who is holding down the team's 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.

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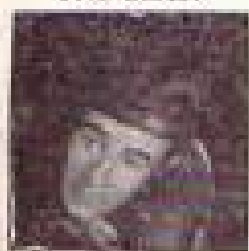
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TEAMS

CAPTAIN



No. 1— Johnson



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No. 3— Allen



Reserve

No. 4

CAPTAIN



No. 1— Murphy



No. 2— Phillips



No. 3— Willaert



Reserve

No. 4

CAPTAIN



No. 1— Sarrin



No. 2— Sosl



No. 3— Glampoli



Reserve

No. 4

CAPTAIN



No. 1— Stranberg



No. 2— O'Rourke



No. 3— Mainland



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No. 4

CAPTAIN



No. 1— Stiller



No. 2— Ernst



No. 3— Uding



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All Lucky Number winners must present program within five minutes after first draw, a second and third draw will be made on Sunday, July 26, Tuesday, Friday and Saturday nights.

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GOOD FOR ALL DRAWS

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The Cycling Derby 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.

DAILY STANDING OF TEAMS

July 25th			July 29th		
Name	Laps Behind	Points	Name	Laps Behind	Points
1st	1st	.....	.....
2nd	2nd	.....	.....
3rd	3rd	.....	.....
4th	4th	.....	.....
5th	5th	.....	.....

July 26th			July 30th		
Name	Laps Behind	Points	Name	Laps Behind	Points
1st	1st	.....	.....
2nd	2nd	.....	.....
3rd	3rd	.....	.....
4th	4th	.....	.....
5th	5th	.....	.....

July 27th			July 31st		
Name	Laps Behind	Points	Name	Laps Behind	Points
1st	1st	.....	.....
2nd	2nd	.....	.....
3rd	3rd	.....	.....
4th	4th	.....	.....
5th	5th	.....	.....

July 28th			Aug. 1st		
Name	Laps Behind	Points	Name	Laps Behind	Points
1st	1st	.....	.....
2nd	2nd	.....	.....
3rd	3rd	.....	.....
4th	4th	.....	.....
5th	5th	.....	.....

Aug. 2nd			FINAL STANDING		
Name	Laps Behind	Points	3rd	4th	5th
1st
2nd

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. 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.

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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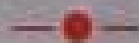
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