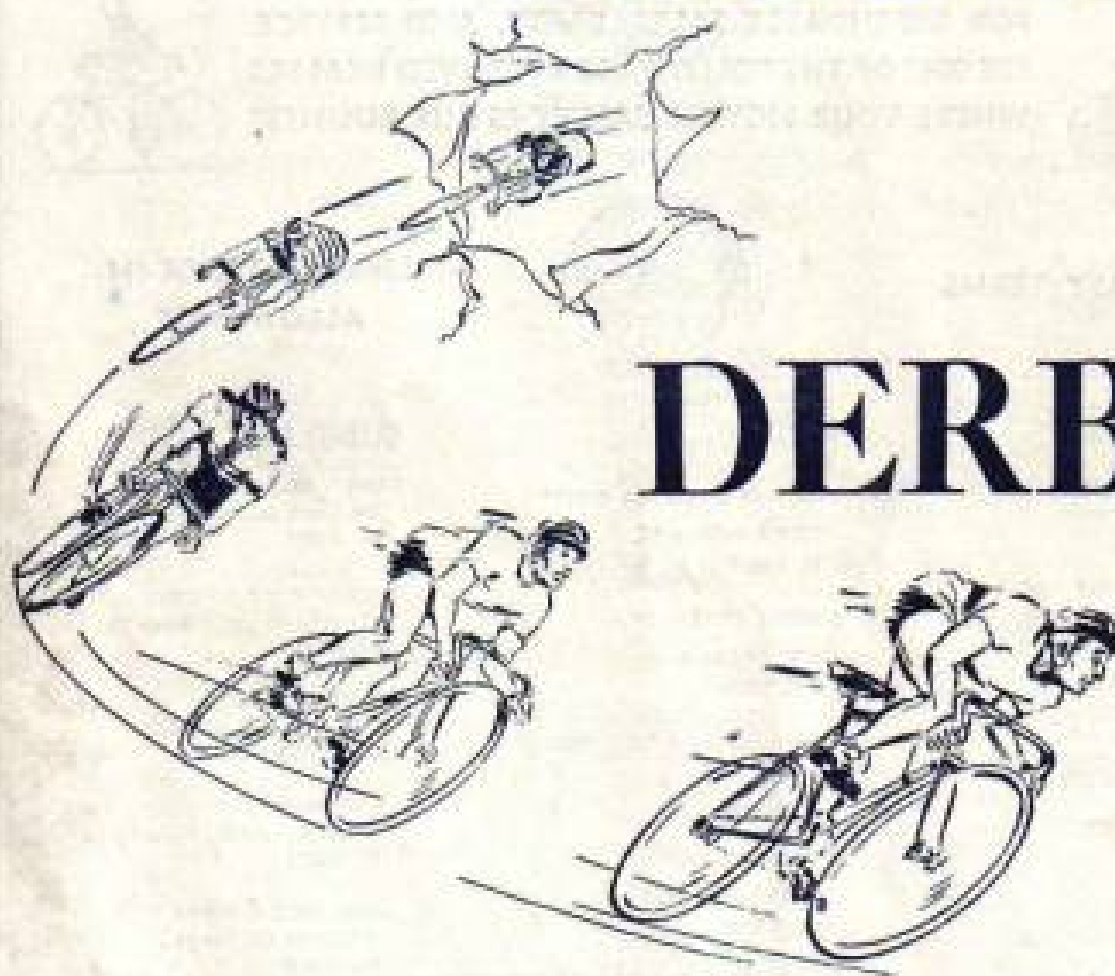


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RULES GOVERNING BICYCLE DERBY

1. TEAMS—CYCLING DERBY: There will be three men to each of the teams. Before a team can represent a Country in name that team must have at least two men from such country on their team at the start of the race. If a team loses one of its men, however, this team may be regrouped from other teams who have been broken up through spills or retirement; a penalty, however, can be charged to a team for regrouping, if that team is leading the bike race, or any other team depending on the ability of the team's new rider. No such penalty is to consist of more than one lap.

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 2 laps to get back into the field, but must get in before the 2 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 teammate who dropped out.

2. NUMBERING OF CONTESTANTS:—Each team will be numbered 1 to 3; the team captain will have No. 1 and the next two riders on his team No. 2 and No. 3. 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.

3. 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.

4. 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. 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.

5. 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 teammate. The damaged wheel must be shown at once to the acting referee or his representative. 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.

6. 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 two or more teams, 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.

7. 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. A group or groups of riders shall not follow any rider's wheel before they are in the race and relief has been made in proper manner as prescribed above. In relieving, the members of a team must not interfere with other contestants and must not use the handpail.

8. 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. "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 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.

9. RULES FOR SCORING POINTS:—THERE WILL BE 2 SPRINTS 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.

With the exception in the last sprint each day, only one rider of each team will be allowed in any sprint for points, there will be no relieving with 10 laps to go. Points scored except on the last sprint each night from Friday to Sunday night will count: 7 to the winner, 5 to the second, 3 to the third and 1 to fourth. In the last sprint each night points will count double, 14 to first, 10 to second, 6 to third, 2 to fourth. Riders in the last sprint can relieve at any time. For the first eight days of the cycling Derby a team will be given one lap for every 100 points he has scored. For example, if a team has won 100 points his points will be wiped out, and given 1 lap. This is done so that any team who is ahead is not able to sleigh ride in the race, or ride a complete defensive race. In this manner any team who may be a good margin ahead of all other teams on laps, will still have to fight it out with his rivals during this sprint for points.

ON THE LAST DAY OF THE RACE POINTS SCORED will be the same 7, 5, 3, 1, with no relieving EXCEPT IN THE LAST HALF HOUR OF THE BIKE RACE when there will be a sprint for points every 10 laps and riders can relieve right through to the end. POINTS SCORED IN THIS LAST HALF HOUR OF THE RACE WILL BE 100 points to the winners of each sprint, 5 to second, 3 to third and 1 to fourth.

Note: In the event of any team gaining a lap on the field during any part of the race including the last half 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 in actual sprints, irrespective of the fact that the team may be one or more laps 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 sprints.

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 to 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.

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 nine days of riding every ounce of energy counts.

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 onto 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.

LITTLE SPORT



By Rousor

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WHO'S WHO AT THE BIKE RACES



HERBERT WEINRICH: Winner of last year's 6-Day Bike Race in Cleveland, as pro cycling was revived at the Arena. The handsome, blonde-haired boy from West Berlin is a great favorite with fans throughout Europe, competing with the world's finest in top events. Herb's father owns a fleet of busy omnibuses in Berlin, as well as five vacation resort lodges. Some day young Weinrich will probably help his dotting father run his extensive business, but not until he has satisfied his thirst for the thrills of bike racing. It must be a flaming love for racing with Herb Weinrich—certainly he doesn't need the money!

Autograph

TED ERNST: Home town, Chicago, Ill. Ted, 25 years old and son of a great bike rider, has competed in some 400 races in the USA, South America and Europe. Participated in 1951 world's championships in Italy. Holds American 12-hour long distance record, and won the 1952 San Francisco amateur six-day bike race. Made his first pro start in the Cleveland race last year. In the bicycle business with his father in Chicago, Ted, of German ancestry, speaks German and Spanish fluently.

Autograph

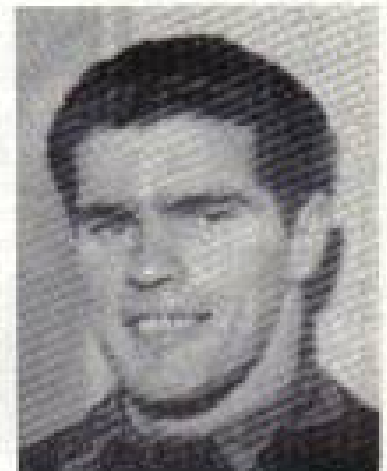


ERWIN PESEK: Slovak from Chicago. Veteran of many six-day grinds, including last year's "revival" whirl in Cleveland. Known as the new "Iron Man" of bike racing. Has won countless admirers through his raw courage. His daring style has caused him to suffer numerous serious injuries through spills, but he refuses to change his "all or nothing" tactics. Has shown rare grit by finishing races after painful pileups, including last year's Arena race. A tireless jammer and good sprinter.

Autograph

JOHN TRESSIDER: Sydney, Australia. In one year, this young and powerful wheelman from Down Under has vaulted among the world's top professional performers. Nicknamed "The Rock and Roll Kid" in last year's Arena race for his colorful style. A tremendous sprinter, possessed of blazing speed, Tressider recently won a new automobile for topping the recent week-long sprints in the Ghent races. Who can forget Johnny's heart-stopping attempt to overtake the German team in the final laps of last year's Cleveland race?

Autograph





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TEAMS

Colors	Riders
& STRIPES	1. Erwin PESEK 2. Ted ERNST 3. Swede STRANGBERG
E Color Bands	1. John TRESSIDER 2. Ward Van De VELDE 3. Steve HRONJAK
Blue Sleeves	1. Marcel BARETH 2. Bernard BOUYARD 3. Fulvio DEBONNA
W w, Red Sleeves	1. Herbert WEINRICH 2. Raymond GUERINI 3. Heinz WELTROUWSKI
GE Blue Sleeves	1. Harm SMITS 2. Jan PLANTAZ 3. Walter WILLAERT

t filling
 e light refreshment

NK IT HERE!

STEVE HROMIAK: Cleveland's lone hope in this 1958 Bike Derby. Won the Senior amateur championship at New Brunswick, N. J., in 1952. Was a member of the U. S. Olympic team that competed in Helsinki that same year. The 27-year-old Cleveland native, who resides at 4614 Woburn Ave., competed in numerous six-day and road races before turning pro a few days prior to the 1957 Arena bike race revival. Has trained faithfully for this race, the last three weeks of his conditioning done in Florida.

Autograph



FULVIO DE BONA: From Montreal, Canada. Winner of Canadian 75 and 100 mile distance races. Has scored victories over U. S. Olympic star Dick Courtright and Canadian Olympic ace, Pat Murphy. Has also defeated Canadian sprint champion, T. Markus. Of Italian ancestry, De Bona twice won the Tour of the Island of New Orleans in addition to other grueling distance grinds over hill and dale. A dedicated cyclist, he made his first professional start last year in Cleveland.

Autograph

RAYMOND GUERINI: Only native Italian entered in this race. One of the most handsome riders in the bike sport. Guerini has won wide acclaim through his speed and skill. Won 6-day races at Munich and St. Etienne and the 24-hour race in Berlin, Germany. Was born March 29, 1902, at Cabrana, Corsica.

Autograph

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ANDRE BOHER: This resident of Paris, France, was born at Rie in the Pyrenees. Won the 8-day race at Barcelona, Spain, in 1952 and the 6-day Madrid race in 1953. Also won the Barcelona Grand Prix, a 100-kilometer event open to all European champions.

Autograph



SWIDE STRANGBURG: Native of Kenosha, Wisconsin. Former Wisconsin State champion and winner of many amateur sprint and team races. Teamed with former national amateur champion Bobby Platt to become one of the country's leading circum-pure teams. Is turning professional in this race and is anxious to make a real showing for the American team.

Autograph

EMIL REINICKE: 23 years old, from Hamburg, Germany. Emil is a strong, steady rider who has competed in the top road-type events in Europe. He is making his first appearance in the U.S.A. and hopes to adapt himself to the steep indoor track.

Autograph

HEINZ WELTROWWSKI: From Nuremberg, Germany. Heinz now lives in Chicago, and has been hailed as one of the most promising bike-riders to appear on the American scene in years. He was the junior champion of Germany in 1954. His style should make him a perfect partner in this new speeded-up race.

Autograph

PETER HAAN: Peter is 27 years old and a clothing salesman when not competing in international races. He won the Tour of Holland in 1955, but also excels in sprint events. In 1957 he finished in the money in the famous Tour de France.

Autograph

JAN PLANTAZ: At 27 years of age, Jan is one of Europe's finest pursuit racers. He finished second two weeks ago in the 100 kilometer track race in Basel, Switzerland. Team racing is a specialty as victories in this event at Paris, Copenhagen and Dortmund this past year will attest.

Autograph

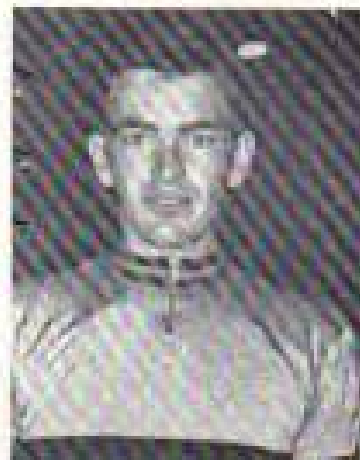
CLAUDE COTE: The French-Canadian boy from Montreal was born December 1st, 1932. Two years ago finished second in grueling Quebec City-Montreal road race. Has ridden in numerous six-eight races so popular in Montreal. Rated a real corner who is fast learning the tricks of the wild whirl of the wheels sport.

Autograph



WALTER WILLAERT: This rider from Belgium now resides in London, Ontario, Canada. He has competed in several six-day and outdoor road races in Europe before crossing the Atlantic. He has scored impressively in several Canadian events and is anxious to prove that he has lost none of his skill, speed, and stamina in this race.

Autograph



GEORGE HELAQUET: Started racing in France, but is now a resident of Montreal, Canada. In the three times the top Canadian distance event—Tour of St. Lawrence (approximately 80 miles)—has been held, Helaquet has won it twice. Very strong and durable. Making first pro start.

Autograph

ARSEEN RYCKAERT: From Ghent. A consistent "in the money" finisher in numerous bike classics in Europe. In 1956 finished second in 6-day races in Paris, Antwerp, Brussels and Ghent. Hopes to move up a notch for a first place finish in this, his first American race.

Autograph

WARD VAN DE VELDE: A resident of Ghent, is rated one of the Great European riders of present day racing. Recently won the feature 80-kilometer Ghent feature, in one hour, 40 minutes, 22 seconds. Making his first United States start in this race.

Autograph

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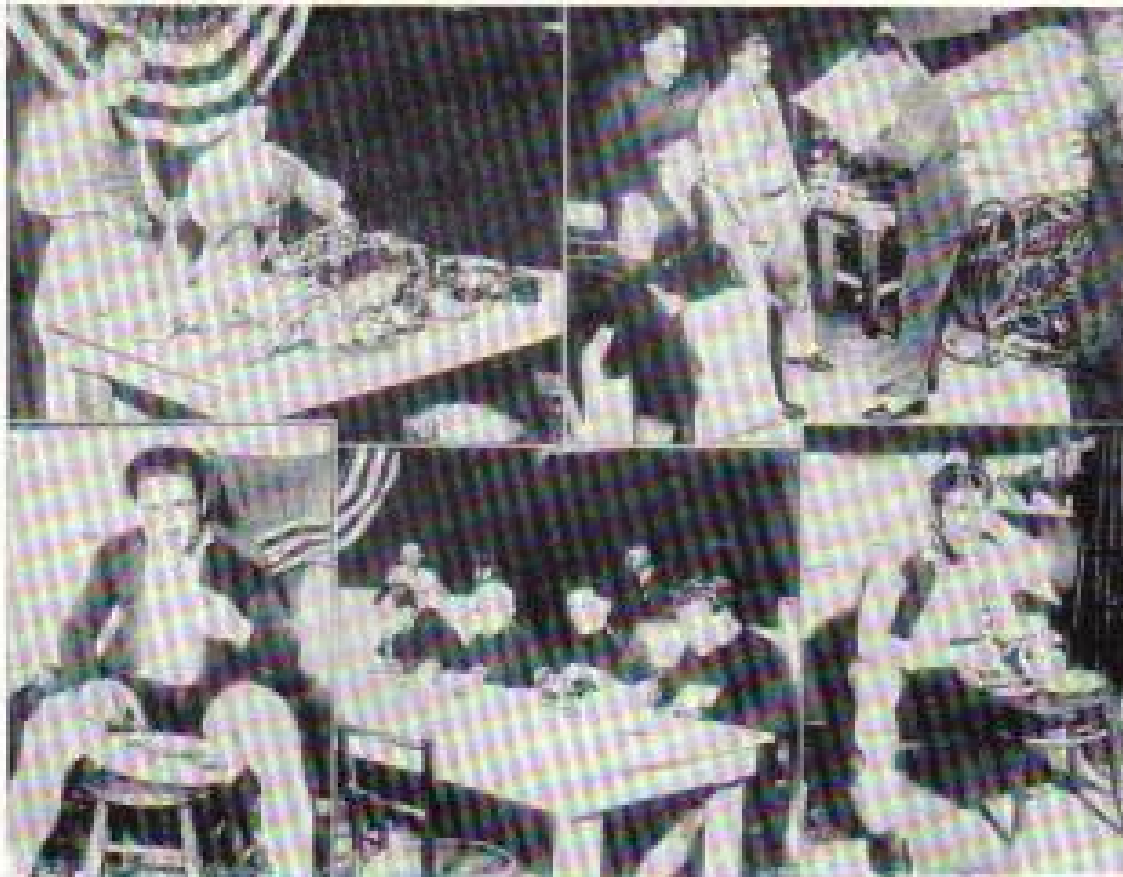
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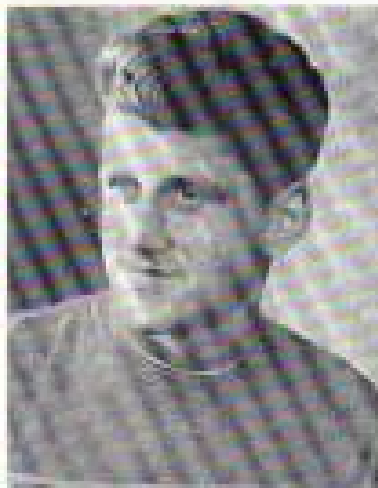
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BEHIND THE SCENES AT THE INTERNATIONAL CYCLING DERBY



Upper photos: Kitchen general prepares huge masses of chow for the voracious crowd in the world—the international bike riders (left). (Right)—liking sleeping best next to eating the cyclists receive pillows and other camp equipment for their resting bunks. Lower photos: They eat while they race and they eat while they rest. They just eat and eat and eat.



HARM SMITS: Native of Amsterdam, Holland. Son of a former bike racer. A strong, steady rider, Harm has made excellent showing in top European races since 1953. Demonstrated his powers of stamina in Tour of Germany race in 1953 and Tour of Holland race that same year. Smits, like many continental racers, has made switch from outdoor road races to indoor tracks in fine style.

Autograph

MARCEL BARETHE: Paris, France. Finished third in last year's Cleveland 9-day race, just one lap behind the winners. Barethe made his American bow in 1956, finishing fifth in a New York grind despite painful injuries suffered in a spill during the third day of the race. That same year he was the first Frenchman to cross the finish line in Paris race and took first place in the Grand Prix at Copenhagen. Three years ago he set a 10-kilometer indoor record in Paris. Also holds team race record for 40 minutes at Paris Velodrome d'Hiver.

Autograph



DAILY STANDING OF TEAMS

January 21st Name	Laps Behind	Points
1st _____		
2nd _____		
3rd _____		
4th _____		
5th _____		

January 25th Name	Laps Behind	Points
1st _____		
2nd _____		
3rd _____		
4th _____		
5th _____		

January 22nd Name	Laps Behind	Points
1st _____		
2nd _____		
3rd _____		
4th _____		
5th _____		

January 26th Name	Laps Behind	Points
1st _____		
2nd _____		
3rd _____		
4th _____		
5th _____		

January 23rd Name	Laps Behind	Points
1st _____		
2nd _____		
3rd _____		
4th _____		
5th _____		

January 27th Name	Laps Behind	Points
1st _____		
2nd _____		
3rd _____		
4th _____		
5th _____		

January 24th Name	Laps Behind	Points
1st _____		
2nd _____		
3rd _____		
4th _____		
5th _____		

January 28th Name	Laps Behind	Points
1st _____		
2nd _____		
3rd _____		
4th _____		
5th _____		

FINAL STANDING

January 29th Name	Laps Behind	Points
1st _____		
2nd _____		

3rd _____		
4th _____		
5th _____		

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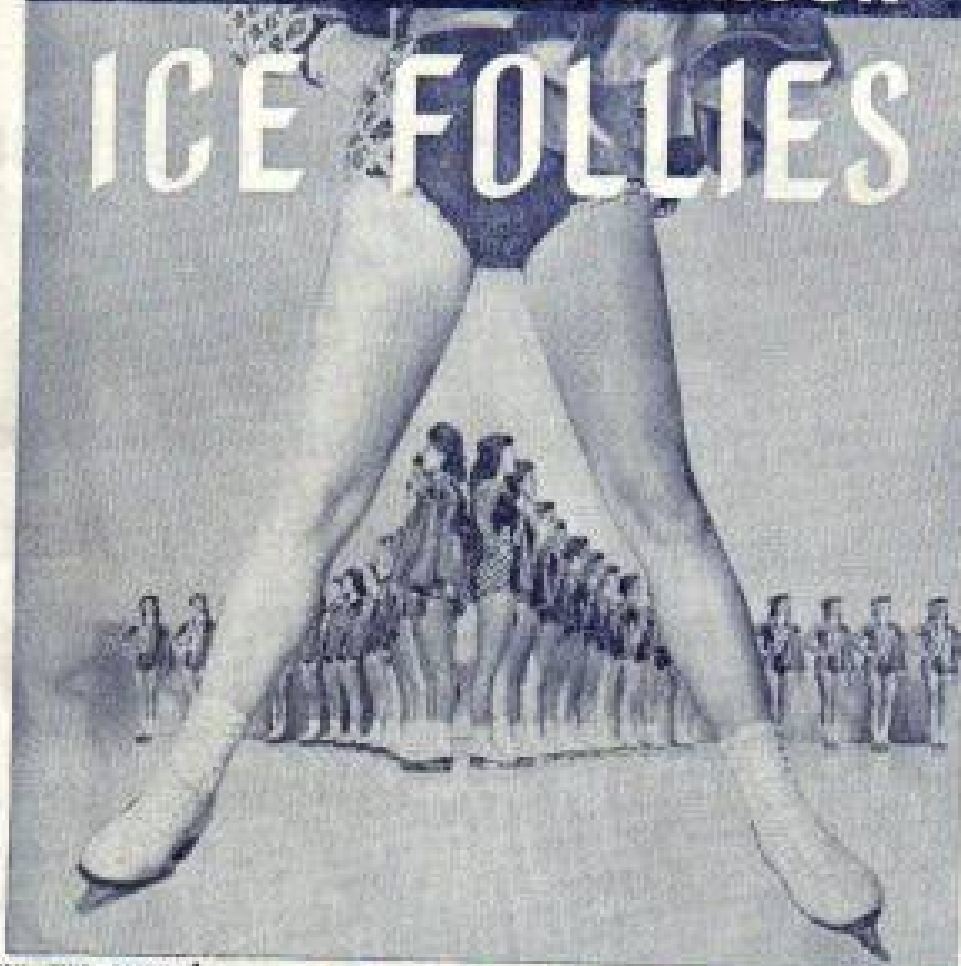
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STAMPED ENVELOPE

TUES. 8:30 MAR. 4	WED. 8:30 MAR. 5	THUR. 8:30 MAR. 6	FRI. 8:30 MAR. 7	SAT. 1:30 MAR. 8	SAT. 5:30 MAR. 8	SAT. 8:30 MAR. 8	SUN. 1:30 MAR. 9	SUN. 5:30 MAR. 9	MON. 1:30 NO SHOW	TUES. 8:30 MAR. 11
WED. 8:30 MAR. 12	THUR. 8:30 MAR. 13	FRI. 8:30 MAR. 14	SAT. 1:30 MAR. 15	SAT. 5:30 MAR. 15	SAT. 8:30 MAR. 15	SUN. 1:30 MAR. 16	SUN. 5:30 MAR. 16	CHECK DATE DESIRED INDICATE SECOND CHOICE HERE		

NO. OF TICKETS _____ PRICE EACH _____ AMOUNT ENCLOSED _____

NAME _____ STREET _____
(Please Print)

CITY _____ ZONE _____ STATE _____ PHONE _____

PRICES INCLUDING TAX

Tuesday thru Thursday Eve's and Saturday 1:30 and 5:30 Shows \$3.00 — \$2.50 — \$2.00
Friday and Saturday Eve's and Double Sunday Matinees \$3.75 — \$3.50 — \$3.00 — \$2.00

DO NOT WRITE IN
THIS SPACE
BOX OFFICE RECORD

NO. _____ LOC. _____ PERF. _____ MAILED _____ BY _____