

# DICK LANE VELODROME

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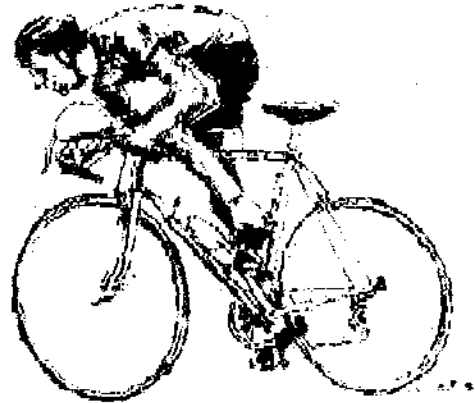
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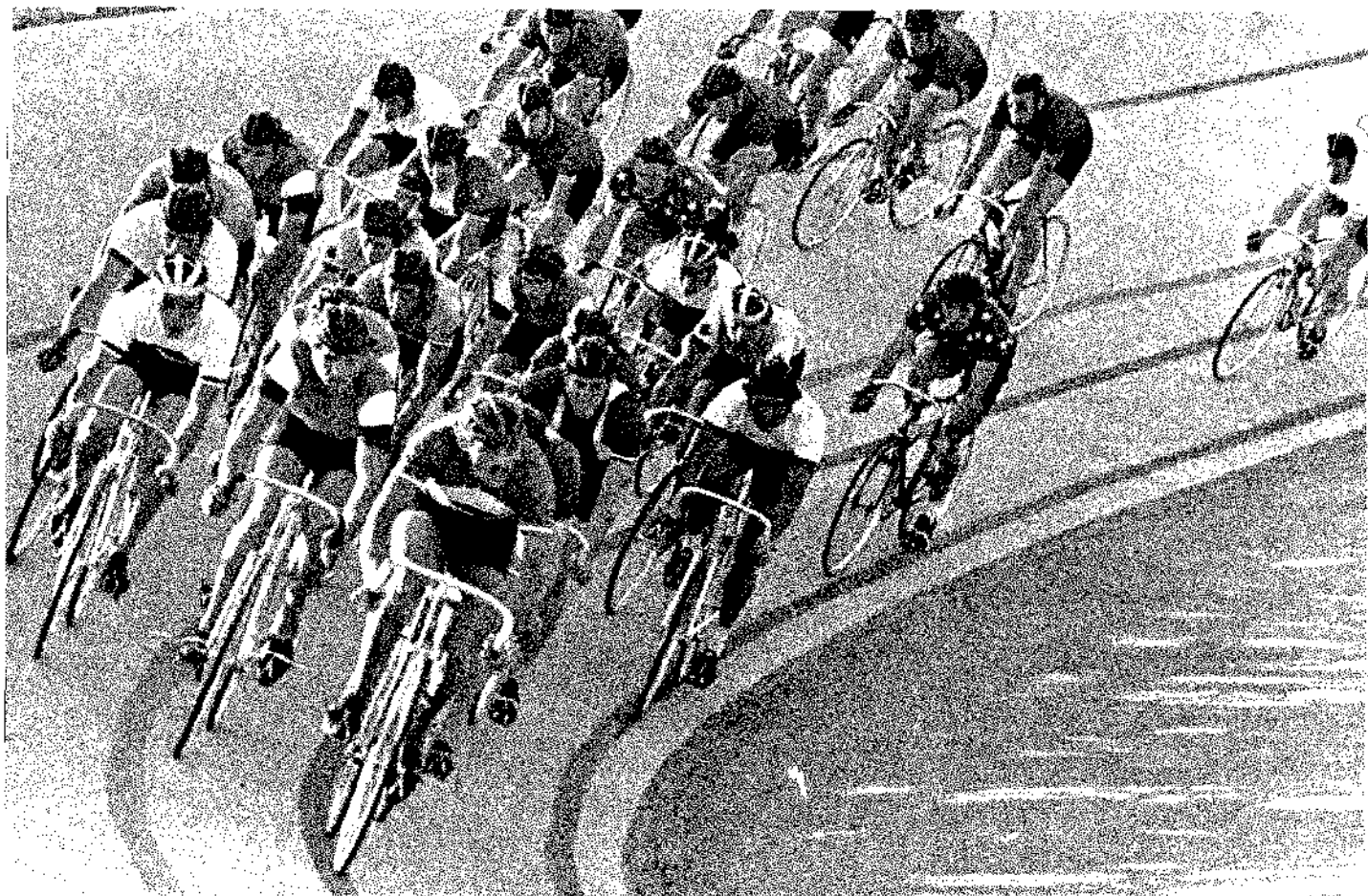


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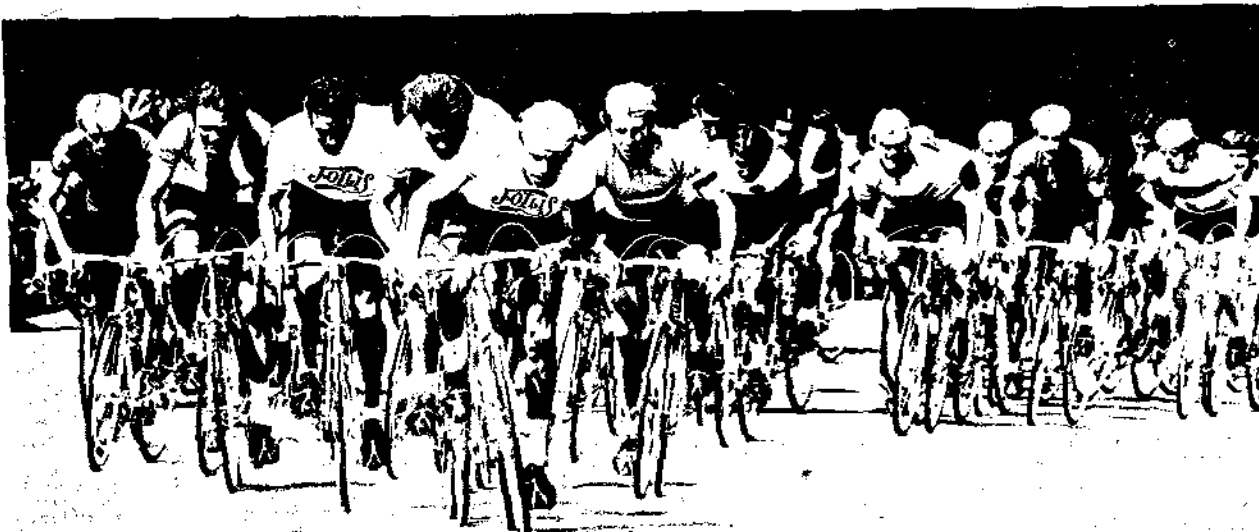


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Text by: David Chauner, James J. Berryhill, and Charles Pranke



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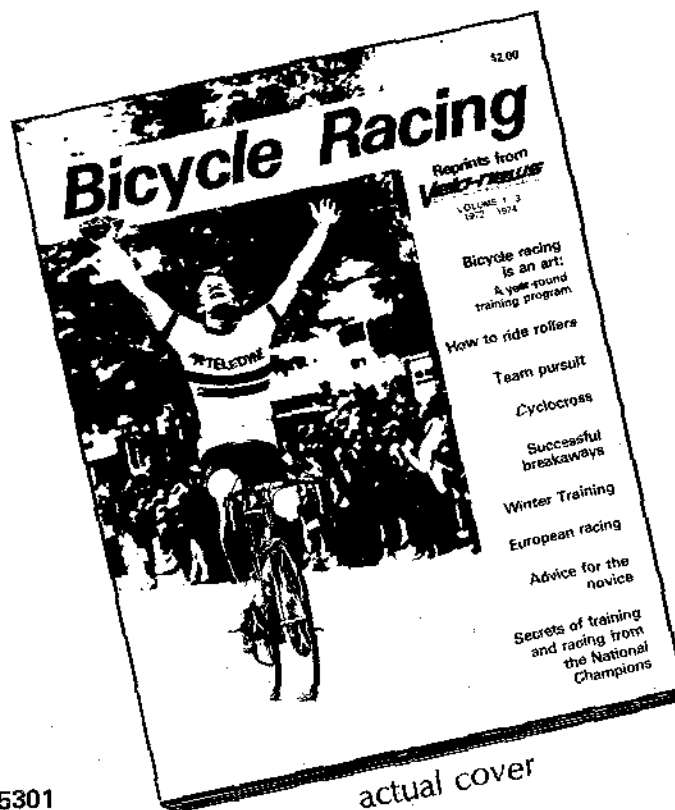
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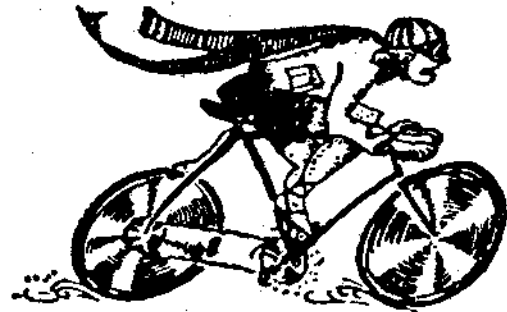
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## THE SOUTH'S FIRST NEW VELODROME

At the turn of the century and as late as the Great Depression in 1929 Bicycle racing was a major sport in the United States and in the southland Atlanta was its capital. Area residents and visitors from neighboring States were treated to frequent racing events at the two Atlanta area velodromes. But with the crash of '29 and the coming of World War II the public interest turned away from the light hearted fun of the bicycle track and the facilities fell into disuse and finally they were destroyed in the name of progress. Across the United States the story was the same, save for a struggling few exceptions.

Today the bicycle has made a comeback that has awakened a new interest in the sport of competitive bicycle racing. A list of licensed Georgia riders that a few years ago included less than a dozen now includes over two hundred names. With this new awareness came a need for supporting facilities, a need which was anticipated by the City of East Point, Georgia and local cycling club members. The result was the design and construction of a new velodrome, the only such structure in the south.

The Dick Lane Velodrome was completed in November, 1974 at a total cost of nearly \$200,000. The one-fifth mile steeply banked track is suitably designed to handle the most demanding types of bicycle sprint racing while at the same time remaining an excellent facility for the casual cyclist who enjoys a workout without the hazards of automobile traffic. There is also a paved jogging track, a covered picnic shelter and a landscaped infield which can be used for group activities. Funds from the Federal Bureau of Outdoor Recreation, the East Point Recreation Department, the State of Georgia, and several local civic groups were used to construct the velodrome. Dick Lane, Director of the East Point Recreation Department and member of the Georgia Legislature, Bill Walker of the Atlanta Bicycle Club, and James Berryhill of the Federal Bureau of Outdoor Recreation and the Southern Bicycle League were among the principals in bringing a ten year dream to ultimate fruition. The track is the first of its kind to be constructed in the south in over 50 years and is one of only two existing on the East Coast. It is the newest of the ten existing tracks in the United States and has been judged as being on a level with the best velodromes in Europe and has the potential for being the finest track in America. Proper development of a racing program will result in the Atlanta area again becoming a focal point of cycling for the East Coast. With the tremendous increase in Southern licensed cyclists in the past two years a need for adequate training and racing facilities for competitors has developed and our potential for producing top national and olympic caliber riders has risen greatly. It is the dream of all area cyclists and fans that the Dick Lane Velodrome will be instrumental in providing area youngsters with the opportunity to participate and perhaps excel in a sport which is fast regaining national prominence.

At the present time, the Southern Bicycle League has formed a steering committee to oversee a comprehensive program of bicycle racing at the Dick Lane Velodrome. It is planned that the 1975 racing season will see the introduction of a "twilight" series to provide area residents with exciting weekly A.B.L. of A. races. The emphasis is on the development of new talent and all area residents are urged to participate. In addition the East Point Recreation Department will be working with the City's youth by providing instruction on proper use of the velodrome and basic racing conditioning. Interested parties should contact Berry Tolbert at the Jefferson Park Recreation Center.

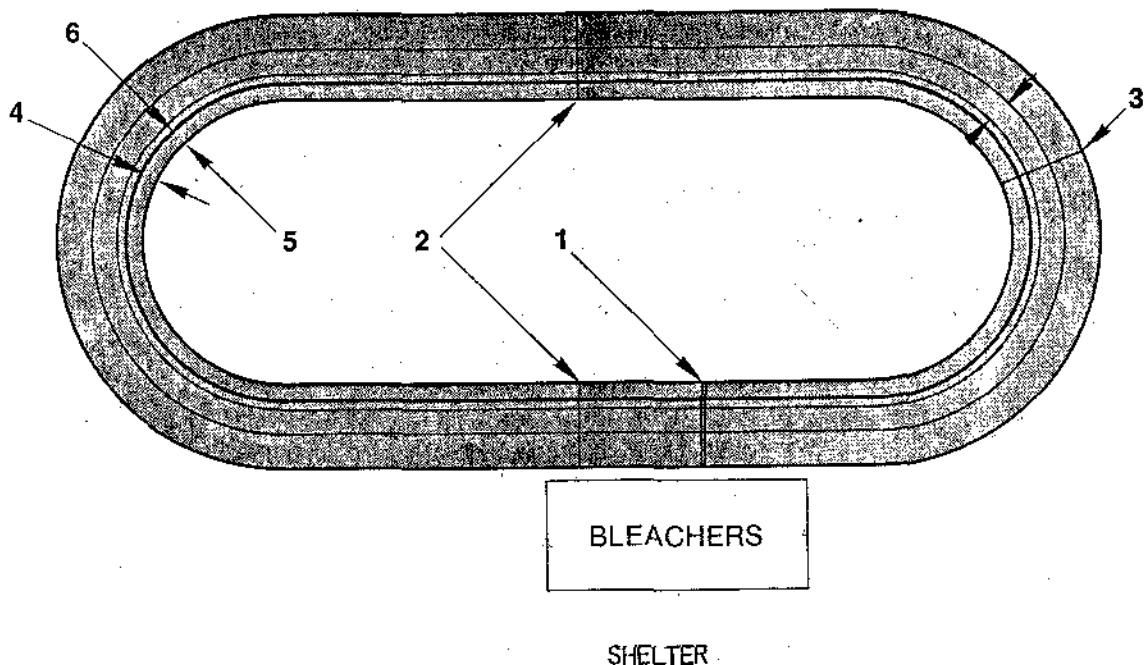
Throughout the 1975 cycling season several major race meetings will be held including the Georgia State Championships, the Alabama State Championships, the Southeastern Track Championships and several others. Watch the newspapers for details or check with the East Point Recreation Department.

## THE DICK LANE VELODROME

The term "velodrome" is a french word meaning literally - "a banked bicycle racing track". The newly completed Dick Lane Velodrome has a concrete surface and the total distance for one lap (on the bottom pole line) is just over 333.33 meters, approximately 1/5 of a mile. The turns are banked 33° and the straight-aways are banked 18°.

Following is a description of the track and the various markings so that you may enjoy the racing more throughly:

1. The start and finish line for all massed start races.
2. The finish line for the 4000 metter individual pursuit, and the 4000 meter team pursuit.
3. The 200 meter line. From this line, counter-clockwise to the start-finish line is 200 meters.
4. The two parallel lines are called the "pole lines" or the "sprinter's lane".
5. The bottom line is the shortest offical distance around the track. In pursuit and kilometer time trials it is illegal to drop below this line.
6. The top line denotes the upper limit of the "pole line" or "sprinter's lane". If the lead rider is within the pole line with 200 meters to go in the bell lap, he may not go above this line on penalty of disqualification.
7. The bell lap = A bell is sounded to signal the beginning of the final lap in any race.





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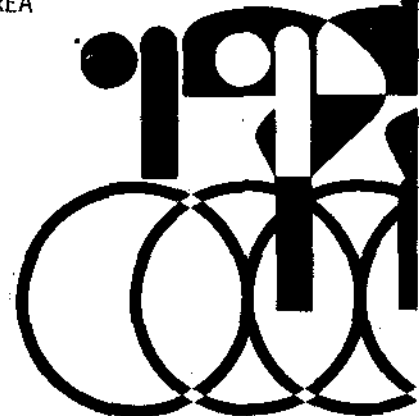


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## ORGANIZED BICYCLE RACING

Competitive cycling is a well-organized and tremendously popular sport throughout the world. In European and Latin American countries top professional and amateur cyclists enjoy the acclaim that we in the United States traditionally reserve for our football and baseball heroes. In these countries, the stars belong to sponsored teams and compete fiercely for the glory of winning races like the grueling three-week, 2100 mile Tour de France or one of the several World Championship titles awarded each year.

Unfortunately, the United States has not been an international cycling power since the days of the six-day races in the nineteen twenties and thirties when U. S. champions were the fastest and richest in the world. Affluence and the automobile played major roles in forcing sport cycling to near extinction following World War II when the bicycle had too much of a utilitarian image for post-Depression America.

Thanks to the current emphasis on physical fitness and non-polluting means of transportation, all aspects of cycling activity are enjoying a tremendous return to popularity. The recent popularity of the lightweight 10-speed bicycle has stimulated public awareness of racing and touring. This new awareness is rapidly attracting thousands of young people into local cycling clubs. Here they are able to participate in a variety of bicycling programs including organized racing which is currently growing at a fantastic rate.

Professional cycling is now beginning a long awaited comeback with 1974 marking the first time in over 30 years that a National Professional Champion was crowned. The spectators here today for the Grand Opening of the Dick Lane Velodrome are indeed fortunate to see some of our top professionals compete against top amateurs in a specially sanctioned Pro-Am event.

The majority of bicycle races in the United States are organized by the Amateur Bicycle League of America, an affiliate of the A.A.U. and the U.S. Olympic Committee. The A.B.L. of A. sanctions local races, conducts State and National Championships each year, and selects teams to be sent to international events like the annual World Championships and the quadrennial Olympic Games. A.B.L. of A. members are issued racing licenses and are placed into classes according to age. The types of races open to A.B.L. of A. members include sprint events on steeply banked bicycle tracks such as the Dick Lane Velodrome, Olympic-style road races of 75 to 125 miles, individual and team time trials against the clock, multi-stage races, and 25 to 60 mile criterium-type races held on blocked-off city streets or parks. For off-season or winter activity the A.B.L. of A. sanctions cyclo-cross racing (a combination of cycling and running over rough terrain) and indoor roller racing done on special treadmills designed for bicycles.

About ninety-five percent of all A.B.L. of A. license holders are members of affiliated local clubs which promote area events and offer a variety of racing, touring and social activities for their members. Many of these clubs are formally or informally sponsored by businesses or companies interested in supporting recreational and youth programs. The nearly five hundred clubs throughout the United States form the backbone of organized cycling and are responsible for determining A.B.L. of A. policy and introducing newcomers to the beneficial and rewarding sport of cycling.

There are many local cycling clubs in the southern part of the United States. Some of these clubs concentrate on racing, others on touring activities and some on both. Information concerning local cycling clubs can be obtained from the Southern Bicycle League, P.O. Box 29474, Atlanta, Georgia 30329.

# # #

THE PEPSI-COLA BOTTLERS OF ATLANTA PRESENT:

DICK LANE VELODROME GRAND OPENING  
MEET OF CHAMPIONS

Today the people of the Atlanta area will witness some of the finest bicycle racing ever seen in the United States. Thanks to the generous support of the Pepsi-Cola Bottlers of Atlanta, twenty of the best cyclists in the country will compete in a number of exciting events.

In order to make a meet of this stature possible, a great deal of behind the scenes work had to be performed by a number of dedicated individuals. Chief among these is Dave Chauner, a 26 year old two-time olympian who has spent the last month in East Point organizing the event. Dave is from Burlington, Vermont, a current member of the U.S. National Road Team and a dedicated promoter of American cycling. It is through his efforts that our top National cyclists are here today and that Pepsi-Cola so enthusiastically provided their support.

Perhaps the hardest behind the scenes worker for today's event is James J. Berryhill of the Federal Bureau of Outdoor Recreation. James' overwhelming interest in all forms of cycling was a strong motivating force in getting the Dick Lane Lane Velodrome built and he has been a tireless worker for the Southern Bicycle League for several years. Virtually all of the typing, program layout, and preparation of supporting documents for the meet of champions was done on his own time for the personal satisfaction of helping promote a worthwhile event.

A list of the behind the scenes motivators for the grand opening would be incomplete without mention of State Representative Dick Lane, the prime mover and tireless worker who saw the dream for a velodrome in East Point become a reality. Dick and his dedicated staff are the ones responsible for preparing the gala grand opening ceremonies.

While dedicated individuals can organize and initiate action to provide a worthwhile event, it takes the support of a public-minded corporation to provide the necessary funds to make the show a success. The Pepsi-Cola Bottlers of Atlanta have long supported athletic events and youth activities in the area and are very enthusiastic about the cycling activity taking place at the new velodrome. We welcome Pepsi-Cola to the growing ranks of cycling supporters and are extremely grateful to Sales Manager Charles King, Marketing Services Manager Bill Stone, and Executive Vice President and General Manager, Lamar Russell for their commitment to southern bicycle racing. It is their type of enthusiasm that is bringing competitive cycling back into the mainstream of American sport.

Thanks also go to the many individuals too numerous to name, who have provided their time and enthusiasm to help make the Meet of Champions a success. Members of the Southern Bicycle League, Atlanta Velo Club and Classic City Wheelmen are providing the necessary local support to carry off an event of this nature.

It is hoped that the Grand Opening Meet of Champions will set the tone for continued success of cycling at the Dick Lane Velodrome.

Southern Bicycle League

*Pepsi-Cola*

BOTTLERS OF ATLANTA

## Schedule of Events

1. Official Dedication of the Dick Lane Velodrome and Opening Ceremonies
2. Miss and Out: Invitational Pro-Am 5 Places
3. Miss and Out: Senior I & II 5 Places
4. Two Mile Point Race: Juniors, 10 laps, sprint for points every 2 laps, 5 Places
5. Race of Champions: Invitational Pro-Am, First Round
6. Exhibition Individual Pursuit: Invitational Pro-Am
7. Exhibition Team Pursuit: Invitational Pro-Am
8. Race of Champions: Invitational Pro-Am, Second Round
9. Three mile point race: Senior I & II, 15 laps, sprint for points every 3 laps, 5 Places
10. Miss and Out: Juniors, 5 Places
11. Three Lap Handicap: Women of all classes, 3 Places
12. Race of Champions: Invitational Pro-Am, Third Round--15 Minute Intermission
13. Grand Finale One Hour Team Race: Invitational Pro-Am

## OFFICIALS

1. Head Referee . . . . . Fred Kuhn, A.B.L. of A., Princeton, N.J.
2. Chief Judge . . . . . Moe Moore, A.B.L. of A., Treasure Island, Fla.
3. Assistant Judge . . . . Wayne Gardner, Georgia A.B.L. of A. State Rep. Savannah, Ga.
4. Clerk of Course . . . . Jay Dusenberry, S.B.L., Atlanta, Ga.
5. Recorder . . . . . Marie Kuhn, Princeton, N.J.
6. Announcer . . . . . John Finch, British Cycling Fed., Great Britain
7. Official Starter . . . . Dick Lane, Director, E. Point Rec. Department

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There are no other warranties or guarantees, expressed or implied, made by NISHIKI BICYCLE COMPANY on this bicycle. The sole and exclusive remedy pursuant to this Guarantee herein made shall be the replacement of the defective part. Transportation and dealer labor charges are not covered by this guarantee.

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# RACING EQUIPMENT

## ROAD BICYCLE

The familiar 10-speed variety with variable gear possibilities. The bicycle is usually equipped with a "free-wheel" to permit coasting, front and rear gear changers, rear handbrakes, tire pump, water bottle and spare tire (which is rolled up and tucked away under the seat in case of a puncture). It is a self-contained unit designed for comfortably riding on the road. The "quick release" hubs permit rapid removal of the wheels when necessary.

## GLOVES

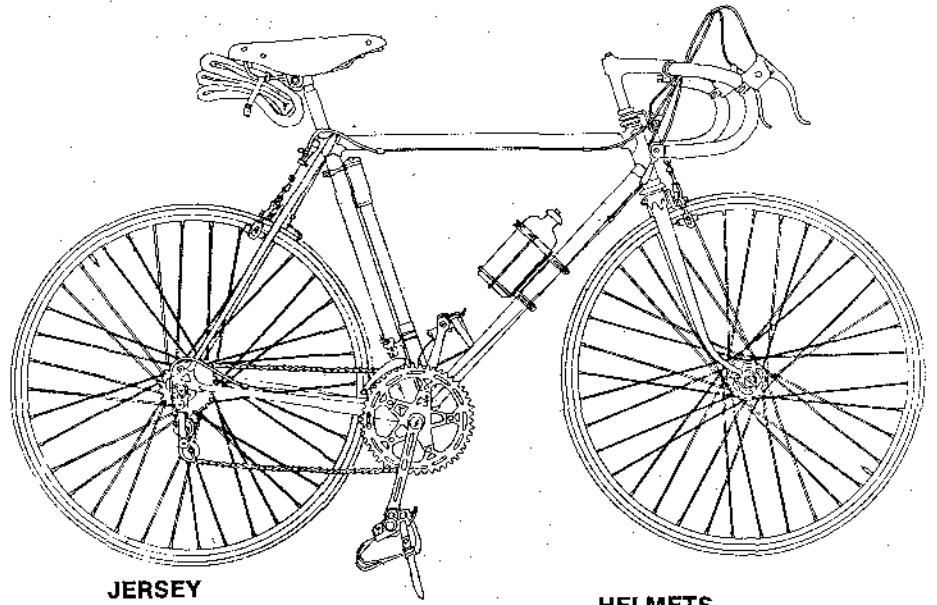
Padded, fingerless gloves are used to provide a slight padding between the riders hand and the handlebars. The gloves can also be used to clean the tires or, by placing the gloved hand on the front wheel, slow the bicycle.

## SHOES

The bicycle shoe is fitted with a cleat on the sole. This cleat fits into a ridge on the pedal and a toe strap is tightened to secure the shoe to the pedal. This permits the rider to pull up as well as push down on the pedals thus enabling him to utilize the powerful flexor muscles of the hip joint.

## SHORTS

The riding shorts are of a strong helanca or wool material and are fitted with a thick chamois to absorb perspiration and prevent chaffing.



## JERSEY

The road jerseys are equipped with front and rear pockets for food and provisions needed during the long hours of a road race.

The track jersey is tight fitting and is made without pockets. It is tucked into the shorts to prevent any flapping at high speeds.

## HELMETS

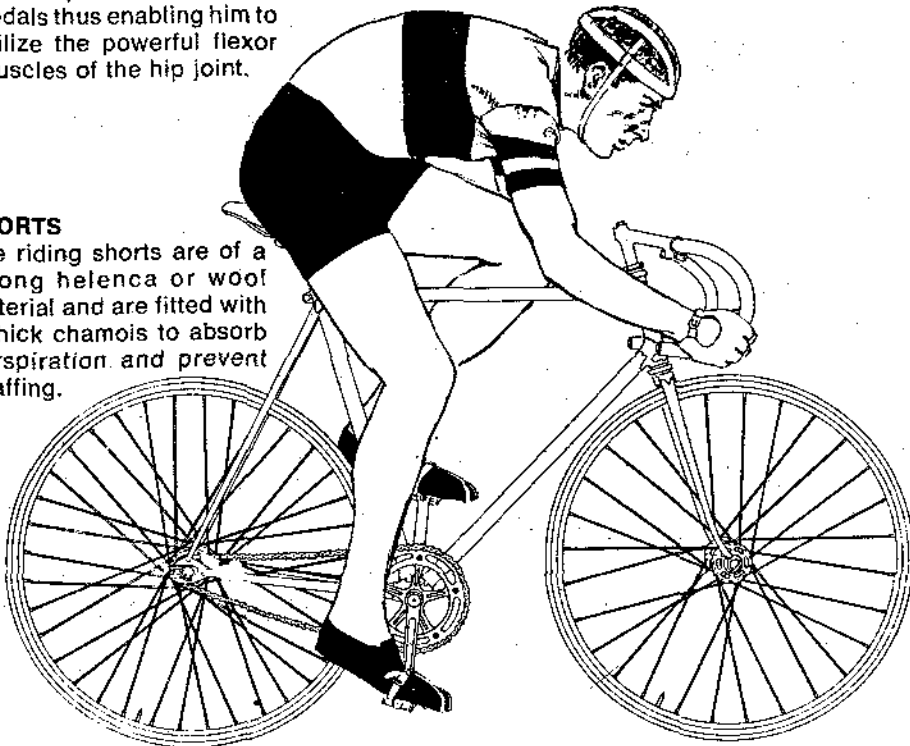
Protective headgear is required in all track racing, this is to prevent serious injury in the case of a high-speed accident.

## TRACK BICYCLE

The "Sprint" bicycle is designed for use on the steeply banked Velodrome. Speeds up to 50 M.P.H. are attained. The compressional forces in a 60° banked turn have been calculated at several "G"s. The track frame has a shorter wheelbase, straighter front forks, steeper angles and a higher bottom bracket than its road counter-part. This provides a very strong, stiff frame which enables the track man to negotiate the steeply banked turns of the Velodrome without touching the surface of the track with the pedal.

There are no handbrakes, for with the lack of a freewheel the athlete is able to respond more quickly to the rapid changes in speed. The bicycle is actually stopped or slowed down by exerting a reverse pressure on the pedals or "back pedalling." The "fixed gear" of the track machine acts much like a child's tricycle which can be pedalled both forward and backward.

The 3 to 8 oz. "sew-up" tires remain on the rim through a combination of glue and extremely high air pressure, which may exceed 150 p.s.i.



# discription of RACING EVENTS

<p><b>SLIPSTREAMING</b></p>	<p><b>IF YOU ARE WATCHING FOR THE FIRST TIME</b></p> <p>In bicycle racing, as in motor car racing, the speeds are great enough to create a pocket of still air behind the rider. Another rider wishing to take advantage of this "Drafting" phenomenon may "tuck in" behind a front rider and realize an energy saving of as much as 15%. It is not uncommon to see riders "changing pace," that is, doing a bit at the front then swinging up allowing the pack to pass, and taking a rest at the back of the group, thus allowing for a greater average speed.</p>
<p><b>SPRINTS</b></p>	<p>Sometimes referred to as a "match race" or "match sprint," a sprint race is a race where two or more contestants are chosen to compete in a specially arranged race—usually covering a distance of 1,000 metres or less.</p> <p>According to the temperament of the riders involved or the direction of the wind, a sprint event sometimes begins like a slow-bicycle race.</p> <p>Unlike 100 and 220 yard athletes who have individual lanes in which to operate, the pedallers are free to use as much of the track as they like in the early stages of an event. Tactics, therefore, play an important role, and it is obviously easier to see what one's opponents are up to if they are in front. It is quite common to see riders actually standing still on their bicycles rather than take the lead. (At the 1955 Professional World Championships in Milan, Antonio Maspes and Jan Derksen were engaged in a war of nerves lasting 32 minutes.)</p> <p>Occasionally an impetuous rider will sprint hard from the start and get away with it, but usually such tactics are doomed to failure, the other riders tucking in behind the leader to get a sheltered ride, then easily coming by in the final straightaway.</p> <p>The total time of a sprint race is unimportant. The first rider across the finish line wins. The time-keepers concentrate on clocking the competitors over the last 200 metres, during which the vital action takes place.</p>
<p><b>MASSED START</b></p>	<p>This type of race is contested by a large number of riders (controlled by the size of the track) and covers a predetermined distance, which may vary from 500 to 20,000 metres.</p> <p>All of the contestants are held up by officials and are allowed to be pushed at the start. The winner is decided in the final sprint.</p>
<p><b>MISS AND OUT</b></p>	<p>The miss and out is also referred to as "the devil take the hindmost" or merely "a devil." It is usually for a large field of riders. Each lap or two laps (depending on the size of the field, the size of the track or the discretion of the race promoter), the last rider to cross the finish line is called out of the race. This continues until there are only three or four riders remaining. These remaining riders then sprint for the finish to determine the final winner.</p>

<p><b>POINT RACE</b></p>	<p>A certain distance is established and a field of riders is started with a push. According to a predetermined schedule, a sprint is required after a certain number of laps are completed. Points are given for places in each sprint—usually on a 7, 5, 3, 2, 1 basis. The number of sprints in a particular race is determined by the distance to be covered and by the race promoter. An example would be a five mile race with a sprint every mile.</p> <p>The winner is the rider having accumulated the greatest number of points.</p>
<p><b>HANDICAP RACE</b></p>	<p>The riders are handicapped according to ability and are placed on marks various predetermined distances ahead of the starting line. The strongest rider begins on the starting line or "scratch position." The idea of handicapping is to make up for the various abilities of the riders by giving the weaker riders a "head start," with the idea in mind that with proper handicapping all of the riders will approach the finish at the same time.</p> <p>The contestants are held by officials and are usually allowed a push at the start.</p> <p>The distance covered is usually short—750 to 1,000 metres.</p>
<p><b>1,000 METRES TIME TRIAL</b></p>	<p>Each rider has the track to himself for his ride "against the clock," which is made from a standing start. He is held up by an official on the starting line, but must not be pushed. It is one of the most gruelling of all track events and very difficult to judge, as often a likely-looking winner "dies" in the last 200 metres after starting too fast.</p>
<p><b>INDIVIDUAL PURSUIT</b></p>	<p>The individual pursuit is contested by two riders who start on opposite sides of the track. As in the 1,000 metre time trial, the race begins from a standing start, with the riders being held (but not pushed) by an official.</p> <p>If one rider catches the other, he is the winner. Usually this does not happen and the race goes the full distance—3,000 metres for women, 4,000 metres for amateurs, and 5,000 metres for professionals.</p> <p>In the event that one rider does not catch the other before the specified distance has been covered, the winner is the contestant that first completes the specified distance.</p>
<p><b>TEAM PURSUIT</b></p>	<p>The rules and distances are the same as the individual pursuit. The only difference being that 4 man teams are started on opposite sides of the track. The riders may be seen to swing up the track and "change the lead" on each lap or half-lap. This affords the riders an opportunity to take a rest behind the slipstream of their team-mates before going to the lead again.</p>
<p><b>ROAD RACE</b></p>	<p>This type of race employs the use of a 10-speed bicycle and is usually conducted over a course with varied terrain. The actual course may be from one point to another or it may take the shape of a large circle. The total distance may vary from 20 miles to 125 miles.</p>
<p><b>CRITERIUM</b></p>	<p>A criterium is a race conducted over several laps of a closed circuit. The distance of a single lap may vary from one-half to 20 miles. It is usually held on the city streets. This type of road race affords the spectators the opportunity to observe the athletes as they complete each lap. The total distance of the race may vary from 25 to 125 miles.</p>

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# Southern Bicycle League

The Atlanta area's local cycling organization with member's throughout the South and the nation. The Southern Bicycle League works actively for the promotion of all forms of cycling through education and example. Membership in the Southern Bicycle League entitles the member to a year's subscription to FREEWHEELIN', including monthly ride & race calendars, a sewn SBL patch and other club benefits.

Check one \_\_\_\_\_ (1-25)  
Last name \_\_\_\_\_ First names \_\_\_\_\_

New \_\_\_\_\_  
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Check one 1 Youth Membership \$3.00 (to age 18)  
2 Individual Membership \$5.00 (76)  
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4 Sustaining Membership \$15.00 minimum

Do you plan to participate in racing? 0 No 1 Yes (77)

Occupation \_\_\_\_\_ (78)

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P.O. Box 29474

Atlanta, Georgia 30329



## ABOUT THE RACERS

The cyclists who have been selected to compete in the Meet of Champions are dedicated athletes who devote a large part of their lives to their chosen sport. Races start early in March and continue through October, providing the top competitor who is willing to travel a chance to race nearly 75 times during a season. Training for such a grueling sport requires two to five hours of pedaling per day with many riders logging as much as 500 miles in a single week. As in other sports, the top cyclists are highly motivated and dedicated individuals who become champions only by hard work and determination. Many of these young men have competed successfully in Europe, the "mecca" of world cycling where racing is frequent and, due to the tremendous amount of competition, incredibly demanding. Because of the great amount of time that is required to race and train, most of our top amateurs work full time or attend school during the off season, leaving their summers free to race and train. The writing you will see on many of the competitor's jerseys denotes the names of companies or merchants who have donated funds to sponsor that particular rider's club. The clubs and various race promoters provide expense money and valuable prizes which enable a top rider to recoup most of his monetary outlay during the season. At this time, plans are underway for development of a strong professional class to bring American cycling up to World Standards. There are currently seven registered American professionals in the United States who must travel to Europe for extensive competition. 1975 marks the first year in which certain races have been designated "Pro-Am" to enable pros and amateurs to race together. The Grand Opening Meet of Champions is the first track event ever in the U.S. to be so designated.

The following is some brief biographical information on several of the top competitors who will be racing today:

Jack Simes, age 32, Closter, N.J. Team: Weyless.

Jack Simes is the reigning United States Professional Sprint Champion and is the best sprint cyclist the United States has recently produced. As an amateur, Simes was a member of three Olympic Teams ('60, '64, '68) and won a silver medal in the 1968 World Champions. In addition to being a National Champion many times over, Simes has competed extensively in Europe as both an amateur and a professional. His most recent accomplishment was the setting of a new world record for number of miles pedaled in 24 hours on a set of stationary rollers. Using a set of competition Weyless rollers Simes logged an incredible 681 miles and rode his way into the Guinness Book of World Records. Simes is currently employed by Weyless who are understandably proud of his achievements.

Steve Woznick, age 25, Ridgefield Park, N.J. Team: Paris Sport, N.J.B.C. Currently National Champion in both the Match Sprints and the 1000 Meter Time Trial, Woznick has dominated American amateur track racing since he went to Munich as a member of the 1972 Olympic Team. An extremely determined competitor, Woznick has been National Champion in the 1000 Meter for the past three years despite the increasing number of challengers. In 1974 he added the Match Sprint Championship to his list of titles by nudging out Roger Young in the finals for one of the most exciting finishes ever witnessed in America.

Roger Young, age 23, Detroit, Michigan Team: Schwinn, Wolverine Wheelmen  
An extremely versatile competitor, Young put his quickness and agility to good use to gain a berth on the 1972 Olympic Team and capture the Match Sprint title in 1973. Hot off a winter of racing the winter sixes in Europe, Young is in top form and will be one of the top performers today. Roger is the brother of speed skating and cycling champion, Sheila Young and is a student of Veterinary Medicine at Michigan State University.

David Chauner, age 26, Burlington, Vt. Team: Raleigh/C.R.C. of A.  
A two time Olympian ('68, '72) and member of numerous National teams, Chauner is currently preparing for the 1975 Tour of Britain stage race, a grueling 1200 mile event this May in England. Currently on the National Road Team, Chauner made a successful switch from track to road racing after the 1972 Olympics. In addition to being a top contender in today's races, Dave has been running a training program at the Dick Lane Velodrome and has done the behind-the-scenes promoting for the Meet of Champions. His efforts on behalf of the sport are typical of a new breed of cyclists who are committed to the improvement of all forms of racing. Dave holds a Bachelor's Degree in Psychology and has been married for 4½ years.

Jim Ochowicz, age 22, Milwaukee, Wisconsin Team: Turin B.C.  
Like Dave Chauner, Ochowicz has made a successful transition from track to road racing in the period of one season. An Olympic Team Pursuit specialist in 1972, Ochowicz was named to the National Team in 1974. A key man in the 100km Team Time Trial Squad at the Montreal World Championships, Ochowicz carried the U.S. Team to its best-ever performance in world competition on the road.

Cris Haley, age 18, San Jose, Calif. Team: San Jose B.C.  
Coming to national prominence last year as a member of the Junior World Championships Team in Poland, Cris has a terrific future as a pursuiter on the track. Already this season he has defeated the top veterans in California and should be a force to reckon with today and in the future.

In addition to the riders mentioned, fourteen other competitors will complete the list of entries in the Pro-Am class. All of these riders have been State and often National Champions during their careers. Our announcer, John Finch, will help you to know the riders.

### **WITCOMB FRAMESETS**

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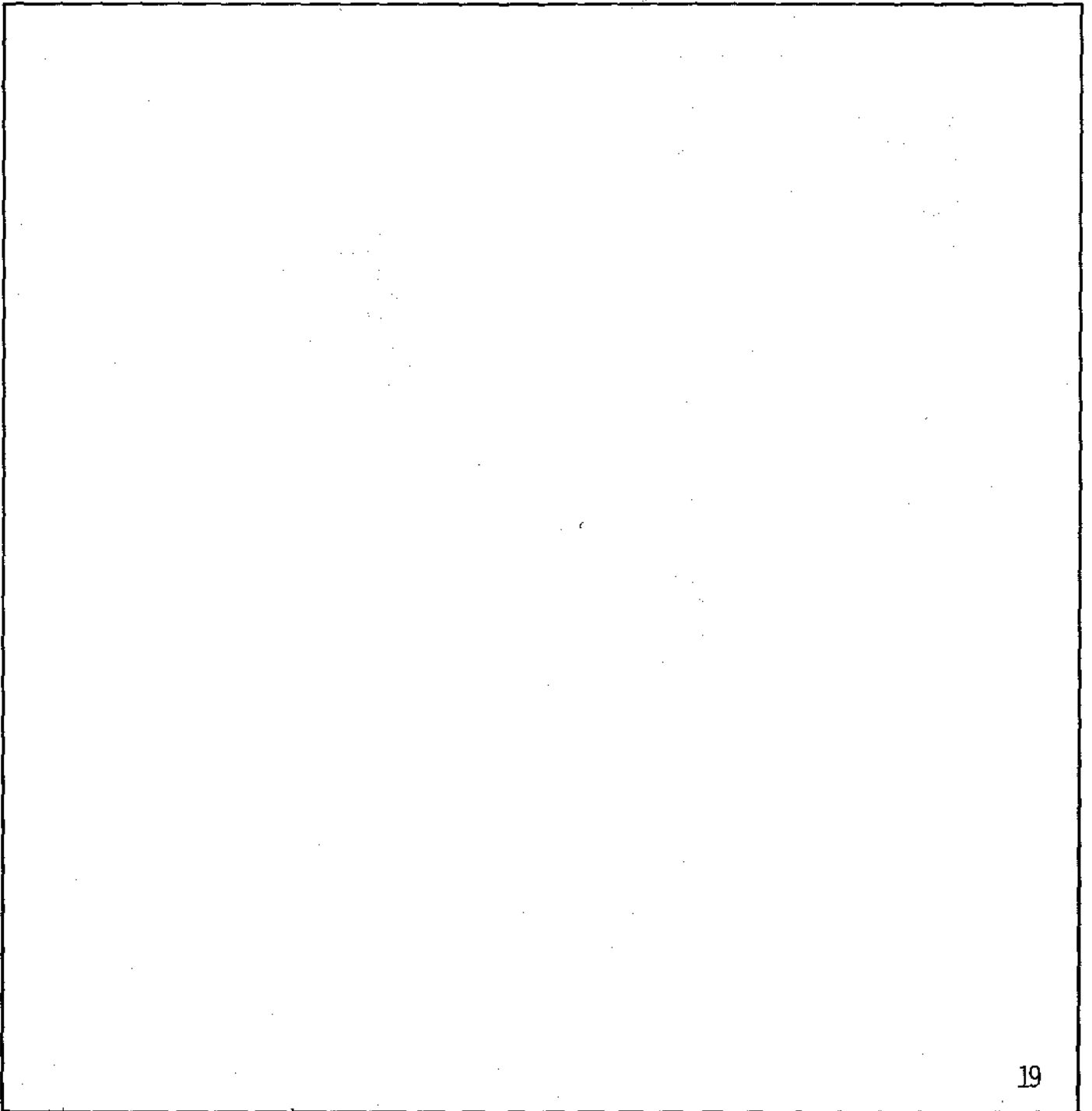
WITCOMB U.S.A. framesets are made entirely in Connecticut from Reynolds 531 butted tubing. We feel that they are the finest frames in the world. In order to achieve this quality our builders (trained in England) to employ a minimum of 20 man hours per frame. We do the entire process from raw tube to final color coating in our own facility. In other words we control quality from beginning to end. Each lug is extensively hand filed and a blend of silver or bronze brazing

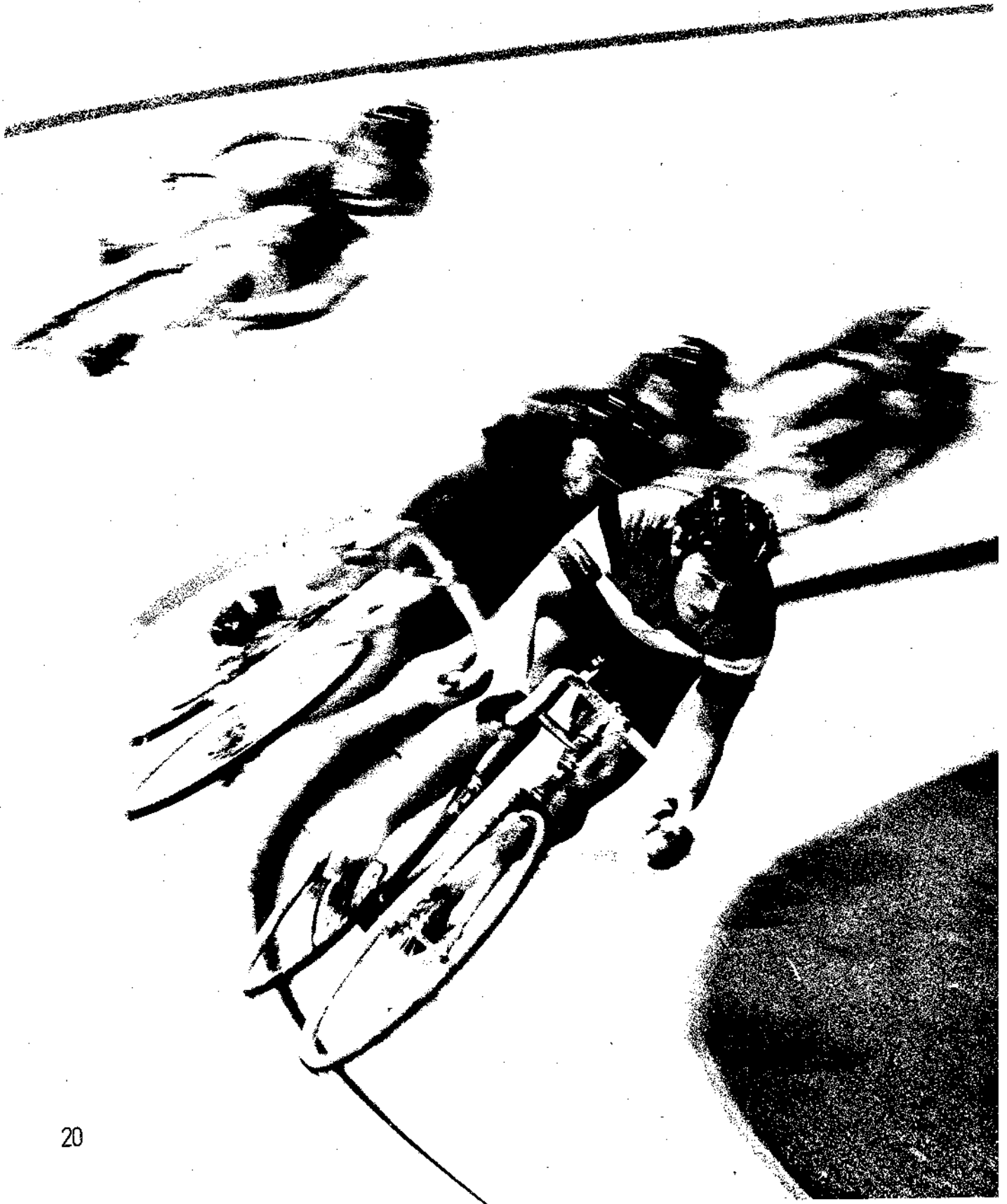
material is used as required. We guarantee that no spaces will be found in our lug or bracket brazes, in fact we x-ray to be sure of a good solid flow of brazing material. We are quite proud of our product and many of our dealers order frames from us coated with clear enamel so the workmanship might be clearly seen.

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# AUTOGRAPHS





# JACK SIMES BREAKS WORLD RECORD ON WEYLESS ROLLERS!



Simes shown with fellow-pro, Doug Downen.

Jack Simes III, three time Olympic Cyclist and U.S. Pro-Champion, set a spectacular, new World Roller Riding Record on WEYLESS ROLLERS! Simes rode 681.6 miles: over 260 miles more than the standing World Record (421 miles in 24 hours) set by Joe Haley in British Columbia on January 17.

This tough endurance test took place at the International Cycle Show in New York City beginning Monday, February 17. At 12 noon, Simes mounted the Weyless Rollers to begin his 24 hour ride. Averaging an amazing 36.7 mph, he broke the World Record at 11:30 Monday night... less than 12



Simes astonished the crowd by sprinting

hours from the time he began. Not satisfied, Simes sought a new World Record.

Maintaining his grueling pace he continued to ride on. As the clock struck noon, Tuesday, February 18,

to an incredible 65 mph, setting a new World Record of 681.6 miles!

Simes chose the Weyless First Class Rollers for this difficult test. He needed the smoothest ride possible. The Weyless Roller surfaces are special gauge steel, precision manufactured to guarantee roundness. With aircraft standard bearings Weyless Rollers can assure a smooth, vibration-free ride.

Simes chose Weyless Rollers because he believed they could withstand the punishment. At the pace Simes maintained throughout the ride, the rollers took a tremendous beating. Yet, not one repair was necessary. Not one adjustment was made.



Our first class roller lived up to the expectations of a first class athlete. Weyless Industries congratulates Jack Simes.

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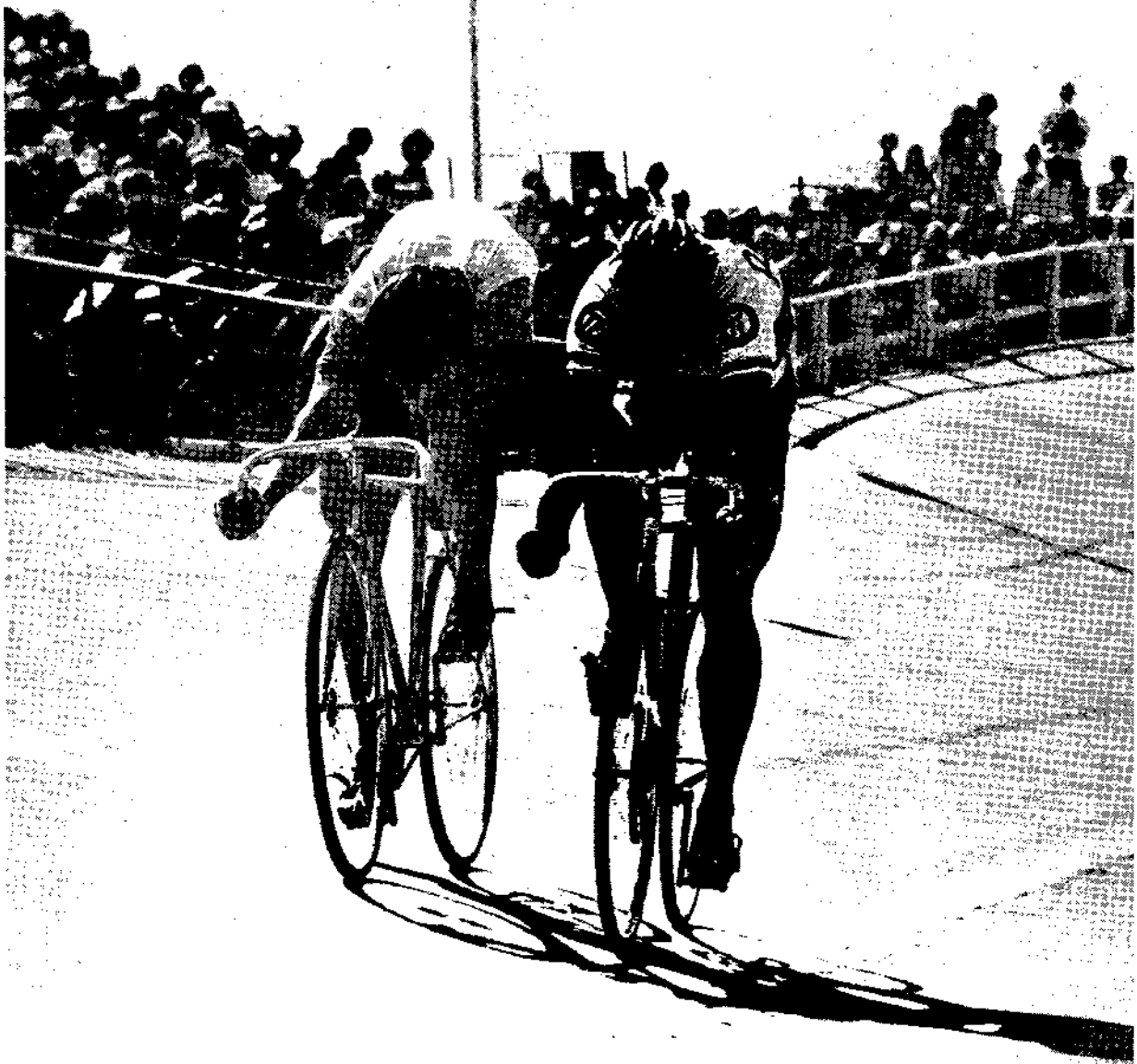
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## Where Do You Go When the Race is Over?

Today the membership of the Southern Bicycle League and the Atlanta public are being treated to a truly outstanding demonstration of bicycle racing at its best, but what happens when the Meet of Champions is over? The racers will collect their hard earned prize money and depart, Dave Chauner must leave soon for other commitments and operation of the track reverts to an "as before" condition.

If Atlanta is to become a major center of bicycle racing, as it once was, then the membership of the League and other interested citizens will have to express their concern in the form of long hard hours of involved work. No event is made up entirely of the racers, judges, scorers, track workers--all are needed. Without this type of willingness to work the excellent Dick Lane Velodrome will only be a very good place to work out, not a major focal point of racing in the south-east. If you enjoyed today's event please consider volunteering to help future events possible through a few hours of your time spent in assisting the League. If you would like to help please call the Velodrome Committee at 404-377-4707.

James J. Berryhill,  
Chairman, Dick Lane  
Velodrome Committee



Riding for the TI Raleigh Racing Team, Leijn Lovesijn, world's sprint champion, 1971.

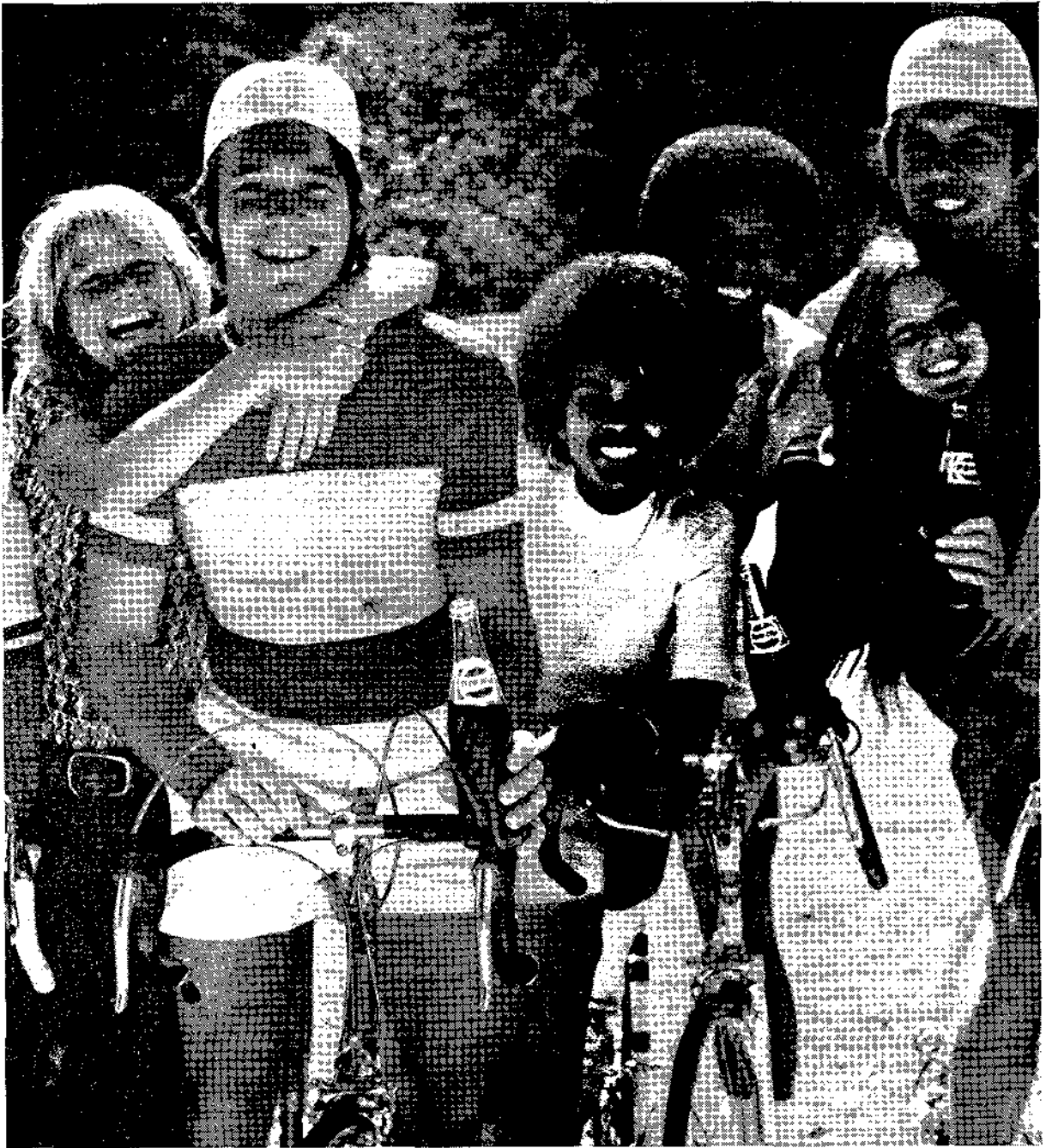
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