Bring the Boards Back Home!
There Should be an Indoor Velodrome in the East Bay/Northern California

American Studies 190
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Senior Thesis
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INTRODUCTION

Gas is two and a quarter dollars a gallon and rising. It's expected to be three dollars a gallon by summer. You are hot, tired, unfit, overweight and fused to the seat of your car. Traffic is at a stand still from the freeway to your driveway. Commute time is eating away at your life, reducing time for family, friends and exercise. Walking would be a faster, healthier and a more efficient form of transportation but work/school is too far away. We remember learning how to ride our first bicycle with our grandparent, parent or older-sibling. Our learning how to ride it is often the only thing we remember about a bicycle. Learning to ride a bicycle is so important that it is considered a developmental step by pediatricians and child psychologists/psychiatrists. Bicycles are a major source of transportation and are an institutional sport in many countries. The United States has forgotten them as a transportation vehicle and as a source of excitement and fun, a smile on your face, sun on your back as you pass grid locked traffic. Cyclists are healthy and fit and exercise consistently to maintain their endurance. Cycling is also a professional sport that provides millions worldwide with entertainment, i.e., Tour de France and Olympic Cycling.

Bicycle riding on a track called a velodrome* (*Appendix P35) is a form of endurance exercise as well as a professional and Olympic sport. In the early 1900's velodrome bicycle racing was enormously popular, worldwide. Madison Square Garden was built to house a velodrome for track bicycle racing NOT FOR BASKETBALL. After World War I and the mass production of the automobile, cycling lost it popularity in the United States. Cycling remains popular in the rest of the world as a form of exercise, transportation and sport. For example, Japan approximately the size of California contains 89 velodromes and CALIFORNIA ONLY HAS 4 VELODROMES.

Cycling in the United States is again increasing in popularity with the baby boomers' need for sporting activity that does not exacerbate their injuries acquired participating in American ball sports. Baby boomers are also concerned with the environment, alternative means of transportation, their health and maintaining a youthful, vital image. The return of velodromes in the community would be an appropriate and healthy step. Baby boomers could teach their grandchildren to ride in a safe environment. Elementary

school children through Olympic level athletes could use the same track. School and college cycling teams could compete against one another as well as intramural competition. In bicycle racing the individual is responsible for winning or losing. In all other team sports the individual can have an exceptional performance and the team can still lose. Cycling teaches extraordinary self-discipline and reinforces the best of the work ethic. It strengthens one's ability to pay attention to the smallest details, every day and never loose sight of the one's goal. In cycling the best work harder than the rest.

The United States has only 17 velodromes, whereas Europe has 422 velodromes. The top four medal winning countries of Olympic Games in track cycling are France with 134 velodromes, Italy with 42 velodromes, Germany with 58 velodromes and Great Britain with 53 velodromes. The United States is at the low end of the medal count in track cycling and could be much stronger with support, i.e., appropriate and accessible track cycling venues. Northern California, specifically the East Bay, is a perfect location for building velodromes. California is a trend setting state and could begin a grass roots movement throughout the country re-establishing track cycling in the United States.

SERENDIPITY

Track cycling has been a passion of mine since the age of 17. I have benefited physically, emotionally and cognitively from participation in this grand sport. I have played every sport that American kids are encouraged to play and I was good. I have been called a natural athlete. My parents told me I did pushups on the delivery table and ran at 10 months. I was on elite teams starting at about age 9. Played soccer from 6 to 16, swam competitively from 9 to 16, played baseball from 11 to 14, was a tri-athlete from 14 to 16, played football from 17 to 19 and became a competitive cyclist at 17. I've participated successfully in every team sport that American kids grow up with and that American parents/society expect athletic males to play with the exception of basketball. However I did play schoolyard hoop/garage ball with my buddies. Grade school through high school I dreamt of being a pro football player. I watched TV games and went to high school games of older friends, my heroes. At the age of 19 after two plus years of playing football and competitive racing I realized my love for cycling was paramount. The only sport I continue with seriously at this time is cycling.

I have had various bicycles from the age of 6 but my first important bicycle was a ten-speed, white Schwinn's Le Tour acquired at age 14. I greatly admired the assistant coach of my swim team who rode a bicycle to and from work. He encouraged me to get a ten-speed to build my endurance because swimming was becoming boring for me even though I was a placing competitor at Junior Nationals. Swimming laps back and forth in the same lane, the same water temperature, the same chlorine level, the same lane partners and at the same time every day. The only novelty was the actual completion at pools other than the training pool, especially if it was a 25 or 50-meter pool, a big change from the usual 25-yard pool. However, the water was always the same. The assistant coach introduced me to recreational endurance bicycling. Loops of the East Bay area, city, hills, and countryside. Every ride was an adventure. Every ride was different even when repeating the same loop. Every variable changed - time of departure, length of ride, weather conditions, traffic conditions, companions, other riders, sights, sounds and smells, etc.

My second serious bicycle was a red Specialized Sirius an upgrade from the LeTour. It was my transportation to and from school and an entry to competitive cycling. I rode with a clique of friends who were also bored swimmers. We tackled triathlons first. It was an education learning how to compete successfully against good friends. I still remember coming out of the Grizzly Peak Triathlon. I was in the top ten after the swim and in the top 15-20 after the bike ride and I puked two thirds into the run and finished in the triple digits. At that time I had no idea what conditioning or training was I was just looking for athletic companionship and challenging my body like most young men my age. I had been successful with many sports and putting three together didn't seem like a big deal. However, it was a big deal and I had no real knowledge of my body's needs or capabilities. I thought I could just point and shoot. I only lasted a year to 18 months competing in triathlons, dropping them for cycling only.

While training for triathlons, at the swim club, I met the Eisentraut triplets and their father, Albert who were serious competitive cyclists. Through my association with them I started to learn about training and conditioning. I learned that the body is an engine and the legs are its pistons. You train the body to strengthening the engine and what you eat powers the engine. Anyone can ride from one to fifteen miles, from point A to point B, without much problem. The distance of a bicycle race may not be much farther than a recreational ride, however, speed, endurance and tactics are much more important and require a significant amount of conditioning and training. I learned a great deal through competition about conditioning and training. My first race I finished without placing. My second race showed improvement and all races following were better because of my conditioning and training. I started placing in races my junior year of high school and started winning races my senior year of high school.

I was unable to play football until my junior year of high school when I transferred to a larger school that had a football team. I was so enthusiastic about playing football that I rode my bicycle to and from practice so I could go early and stay late, as well as work on my conditioning. Since I had no experience playing football I was on the junior varsity team. My senior year I played varsity as a starting wide receiver/slot back. My senior season was good even though the head coach's strategy was for a running game. When the coach did choose a pass play it was usually to me and I performed well enough to be selected for the

county all-star team. I was told again and again that if I had had a coach with a passing game I would have had a full college scholarship. Even without a scholarship I was encouraged by Head Coach Snyder to join UCB's team as a walk on and was offered room and board for the summer 1990 football camp in Santa Rosa.

The fulfillment of my football fantasies did not lessen my love or commitment to cycling. Cycling gave me something that football could never give me mentally and physically, that feeling of accomplishment of pushing myself to the edge and succeeding through conscious systematic effort as a team mate and as an individual. As a cyclist on the road I did not have a coach and play book. I learned through the experience of kilometers ridden and the wisdom of European bicycling magazines.

Returning home from an August pre-football camp ride I arrived at my parent's home and opened the door to the shadowed swollen face of my mother who asked me to sit down. My mind was racing. What did I do; what was I being busted for; what did she finally learn? My fears were unfounded and superficial. The truth was not accepted for weeks/months. My first love had been killed driving home from my house that morning. Thoughts of life and death, feelings of anguish and confusion and the shock of this incident took my thoughts away from the glory of football. My focus was the loss of life and love. I was working on instinct and at that moment in time I learned about the "what ifs" in life. If I had gone to football camp I wouldn't have been able to help with or attend her funeral. My grieving would have been interrupted. By not going to camp, the eyes of those who needed to see play me did not. They were not able to evaluate me as an individual or in light of my individual situation. I was just a kid who did not or could not show up for camp.

After the funeral my freshman year began. I did what I was asked to do and I walked on the field and I practiced for three weeks. I continued to bike to practices and attended my classes. The only time Head Coach Bruce Snyder talked to me was to question me as to why I rode my bike to practice. I told him it was a form of transportation that kept me in shape. Without comment he walked away from me with a smirk on his face. I was raw with loss and I knew at that moment football and the football team would be unable to

provide the support my body, mind, and heart needed. I left the Astroturf, mounted my bike and headed toward the library.

Two years passed without incident. I continued with school and riding for UCB's cycling team as well as starting my own team, the Oaktown Wheelman. The summer of my sophomore year I rode extremely well; at the end of the summer my times were only a second or two off of that of the winning times at Nationals. I learned from experience that to do as well as I wanted to in the next season I needed to start training earlier in the year. Winter Break of my Junior year I decided that I wanted to train for Collegiate Track Nationals and USA Cycling-Track Nationals. I rode strong and frequently building the base kilometers of my training pyramid.

It was a brisk sunny Saturday, January 16, 1993, two days before the start of Spring Semester. I left home and met up with seven of the Oaktown Wheelman for a distance-training ride. As our team passed through Alamo on Danville Boulevard a mentally ill woman driver saw our Dutch orange and black jerseys and through the filter of her distorted thoughts and perceptions we became "devils on bicycles". In her psychotic agitation she assaulted us from behind with her vehicle by down shifting to increase power and speed and then swerved driving through the first two riders of our pack of eight at 2:41 p.m. I was hit first, the front of her Ford Tempo passed through the rear wheel and triangle of the frame of my bicycle causing me to spin clockwise catching my right foot in the front wheel well of the passenger side of the car. As my body hit the roof panel above the windshield the car hit the rider in front of me and killed Vladimir Quinn instantly. Both of our bodies were launched a good 30 feet in front of what was left of our bicycles. The four riders to our right as well as the two riders behind us were able to swerve abruptly to their right into a three-foot deep by six-foot wide culvert resulting in broken arms and ribs, dislocated shoulders and elbows, extensive road rash and decimated bicycles. Vladimir and I totaled her Tempo with our bodies.

When my twisted body hit the road my Giro helmet split medially from ear to ear in the center of the helmet saving my life. I was in a coma for 7 days. During that time I had two surgeries, one to reattach my lower right extremity and the other to amputate it seven inches below the knee. I had an enclosed head

injury with internal bleeding. To save my leg they would have to thin my blood to increase the blood flow to it, however that would increase the pressure on my brain, increasing the possibility of brain damage. The decision was a "for brainer".

I spent two to three weeks in the Neuroscience Intensive Care Unit at John Muir Hospital and 6 to 8 weeks in the Head Injury Rehabilitation Unit at Kaiser Hospital, Vallejo. I moved back in with my parents in Oakland and attended an outpatient head injury rehab facility in Berkeley for about three months. After that I attended Alameda Community College's head injury program for a quarter. Because I had lost access to my long-term memory I continued at Peralta Colleges retaking classes I had taken at CAL to reactivate my memory. I would attend a class for a couple of weeks and semesters of learning would reappear along with significant portions of my personal history.

My injury was caused by a psychotic assault it was not an accident. I needed to get back on my bike to prove to myself and others that I was not frightened by that heinous incident and I was not disabled by my disability. It is important that one understands that there is a crucial difference between disabled and disability. I was not rendered unable to function (disabled). I had just lost my long-term memory, my word retrieval ability and my lower right leg below the knee (disability). Because of my head injury the doctors would not allow me to ride a bike on the street for six months. They feared that the risk of injury was too great and that I would permanently disable myself. However, I was allowed to ride my rollers as soon as I had a prosthesis and was able to balance. My rollers are composed of 3 alloy cylinders, 4 inches in diameter and 14 inches long. The rider balances the bike on the rollers. Two cylinders entrap the rear wheel of a bike and the third supports the front wheel. The first roller is connected to the second roller by an elastic band, by pedaling the bike the rear wheel spins the rear two cylinders and the elastic band causes the front cylinder to spin. The faster one pedals the easier it is to balance. After three months on rollers and graduating from the head injury program I was allowed back on the road.

On the road I was re-experiencing what my body could do, testing the limits. At the same time I was experimenting with classes and finding out how easy/hard it was going to be to learn new material. I found

that my interests at school had changed from architecture to social sciences, however my physical interests did not change. I still loved the bicycle and found that my passion for track racing (Appendix P37 Track Bike) was still there. I understood what I was going for with my education but I did not know that cycling could be anything more than a recreational sport for me until I learned of the Paralympics. The Paralympics are the Olympic Games of physically challenged elite athletes and are now under the auspices of the International Olympic Committee. The Paralympics follow the Olympics Games by two weeks and use the same venues. The Paralympics are not to be confused with the Special Olympics. The Special Olympic athletes are mentally retarded children and adults.

Few Americans have knowledge of the Paralympics and fortunately for me a good friend alerted me to their existence. I made inquiries about the Paralympics and applied for and was accepted to the 1994 Bicycle Camp at the Olympic Training Center in Colorado Springs. The coaches were impressed by my ability and hoped to have me as a member of the US team for the 1994 World Cycling Championships in Barcelona. However, the bureaucracy moved too slowly and I was not allowed to attend. I was told that I had an excellent chance of being chosen for the Paralympic Team and participate in the 1996 Paralympics in Atlanta, Georgia. This was great news; being seen as an athlete again raised my self-confidence and motivated me to train again in earnest. I was inspired and wanted very much to qualify for the team. I trained smart and extremely hard and by the summer of 1996 I was winning every omnium and most races within each omnium*.(*Appendix P 40) It is important to note that I trained and raced against ONLY able-bodied athletes. Initially I thought that my beating them with just one leg might embarrass them. However, I found that they were very supportive and were amazed by my strength and focus. It pushed them to train harder and smarter, which increased my need to train harder and smarter. Their support and competition increased my motivation and strengthened my resolve. I made the 1996 Paralympic Cycling Team and won the Gold Medal in the Omnium. I came in first place in all three events, setting two World Records in the Kilo and 4 Kilometer Pursuit.

Since Atlanta I have competing consistently and well in National and International Bicycling Championships and also in the Sydney 2000 Paralympic Games. I continue to place/medal in all track

events that I have entered and have moved up to the top level of able-bodied track racing, Pro 1-2 Category*. (*Appendix P 41-42) Given the individual and team aspect of track cycling as well as daily individual achievement I did not have to rely on any given day or race or depend on others to feel successful. Cycling is a sport that when taken seriously requires that the athlete know himself intimately physically and mentally. He needs to understand his body and he needs to see that it is properly rested and trained. Cycling is an individual and team sport that requires each individual team member to be at 100 percent in order for the individual and/or team to be successful winner. "I love racing because you're responsible for winning and losing. In order sports if you do great and the rest of the team doesn't do well, then you still lose. But not in racing. In racing the person who can overcome the pain, is going to win." *(Quote from Mark Legg, Minnesota Newspaper)* Cycling taught me about my "self"- my body, mind and spirit's needs. It accelerated my healing, eased the pain of the past and provided direction for the future. I read a dialogue between a cyclist and a reporter in a long lost magazine article that expressed how I feel about cycling and why I am so motivated and committed to the sport. As best as I can remember a reporter asking a cyclist, why he rode track, the cyclist replied,

> "You do what you are." (Cyclist)
>
> "You mean you are what you do?" (Reporter)
>
> "No, I mean you do what you are. You are born with a gift and if not, you get good at something along the way and what you are good at you don't take for granted, you don't betray it" (Cyclist)
>
> "What if you betray your gift" (Reporter)
>
> "Then you betray yourself, that's a sad thing" (Cyclist)

As I developed as a track cyclist I continued my studies and am now in my last semester at UC Berkeley. My studies at Berkeley have alerted me to the danger and power of the media and it's influence in our society. Marketing/advertising multimedia conglomerates have studied human nature and have learned how to control public opinion and behavior. I have become aware that American society is increasingly sedentary and isolated from one another. We tend to distract ourselves from loneliness and exhaustion with television, computers, films and music. We lack media literacy in our schools, have become more and

more suggestible to the fads/trends of the moment and our health and wellbeing have suffered. America now claims the world's highest rate of obesity and diabetes in the world. Multimedia conglomerates have hypnotized Americans with television and TV Ball Sports, etc. The youth of today are betraying their gifts with mindless inactivity.

TRACK CYCLING IN AMERICA

A century and a pinch ago before the glut of today's technology, i.e., space exploration, satellite dishes, cellular phones, personal computers, Email, etc. bicycles were the fastest transportation on wheels. This time in history was called "Golden" when electric lights and telephones were being introduced and cycling was part of popular American culture. Cycling began as a novelty after the Civil War, became a widespread form of transportation in the 1880's and gained popularity throughout the 1890's. Cycling popularity emerged due to the introduction of the “high-wheeler” bicycle also called "ordinary" or "penny-farthing" in 1873.

The invention of the high-wheeler with its wheels linked together by a broad steel frame enabled an

individual to travel faster than on foot. The high-wheeler was an odd-looking two-wheeled vehicle with an oversized front wheel. The front wheel's radius was the length of the inseam of the rider. The high-wheeler had a considerably smaller rear wheel about the size of a dinner plate. The rider sat around five feet off the ground. The pedals were fitted to cranks attached to the front wheel for its transmission. The front wheel was the bicycle's only gear.

No small part of the success of the bicycle was the American public's fascination with speed. This fascination with speed brought about bicycle racing on an enclosed circuit or track. The first bicycle racing tracks (velodromes) were initially flat and made out of cinder board. The first recorded race in the United States took place in Boston's Beacon Park on May 24, 1878, thirteen years before the invention of basketball. By the end of 1879, another velodrome was built in Chicago.

In 1876, the first international bicycle track race was held on an outdoor crushed-brick surface in Wolverhampton, England. The winners were French, the Terront brothers, Charles and Jules. Two years later in London a flat wooden velodrome was built in the Royal Horticultural Hall. In Victorian England,

no sporting events were held on Sundays. So weeklong races had to be completed in Six-Day, no racing on Sundays. The first successfully recorded six-day race was held in London, England, in 1878. In the early six-day races of 1879 the contestants were individual riders who rode penny-farthings with solid tires. Each day of racing was a grueling 18 hours, covering a distance of 1400 miles with only 6 hours "rest"!

The roadways a century a half ago were made for horse and foot traffic, bicycle were not yet in use. Now our roadways are for motorized vehicles that must share the road with bicycles. The roads in the early days of cycling were composed of dirt with large ruts from water run off. The rain also made the roadways muddy. Some roads were made of cobblestones, civilization first pavement. By 1879, great numbers of men and women of all social classes took to the roads as bicycle touring swept the country. The popularity of cycling brought about a greater demand for sharing information on the network of roads. To promote cycling and share roadway information the League of American Wheelmen (LAW) was formed in the 1880 in Newport, Rhode Island. LAW membership grew to 18,000 by 1890 as the sport soared. By the 1898 LAW's membership swelled to 102,600. That is a remarkable number given that the nation's population then was less than a fifth of what it is today. Cycling lost popularity over time and is now enjoying resurgence. Today's governing body, USA Cycling, reports that it's registered racers topped 28,000 in 1987, after the World Championship were held in Colorado Springs. Today it has 31,244 registered as racing cyclists and only 114 registered professional cyclists.

George M. Hendee, furthest to the left, a descendant of one of the founding families of Vermont was introduced to cycling in 1882. He became America's first national cycling champion, devoting himself to racing and traveling to bicycling events. He was committed to track racing and was the national champion for four years. In 1886, Hendee rode with solid-rubber tires over a dirt half-mile track to set a new world record of 2 minutes 27.4 seconds. Today's kilometer (.6 miles) record is 58.875 seconds and is held by Arnaud Tournant of France. Hendee love of cycling turned

him toward bicycle manufacturing and he became the first manufacturer of American-built motorcycles, the Indian Motorcycle Company in 1900

Arnaud Tournant

Between 1887 and 1893 bicycle racing became a major attraction across the US. There was a national track circuit, the Grand Circuit, with tracks in Toledo, Fort Wayne, Council Bluffs, Peoria, Des Moines, Lincoln, St. Louis, Salt Lake City, Denver, San Jose, San Francisco and Los Angeles. The season started in the northeastern cities in May and migrated west throughout the summer ending in Los Angeles in November. Between circuit races riders would race as the ***main attraction*** in state, county and local fairs competing on dirt or "trotting" tracks. Bill Martin was one of the great draws to circuit and fair competitions having won 26 six-day races on high-wheelers. New York held its six-day non-stop races, 24 hour a day, in Madison Garden starting in 1891. Races started at one minute past midnight on Monday morning and continued until 10 p.m. on Saturday, Sunday being the day of rest and religion.

The early "safety" bicycle, a chain driven bike ridden on equal sized wheels with pneumatic tires was introduced in 1891. It had a considerably longer wheelbase than today's bicycle, and its handlebars fit straight into the head of the frame. This feature put riders in a more upright and backward position than the high-wheeler, helping with acceleration and speed in spinning their gears. Bicycle racing with the high-wheeler remained relatively unchanged after the introduction of the safety bicycle until 1893 when the safety bicycle took over racing.

The safety bicycle took the sport out of the widespread gentleman amateur class to blaze a professional trail and drew spectators to the sport. Spectators world over are drawn to events when bold action is paired with the excitement of competition; athletes engaged in the challenges of their sport. Bicycle track races offered

an abundance of both. Riders resembled fast-moving chess pieces in races that offered the possibility of dramatic crashes, traumatic injuries, utter exhaustion and occasional heroics. On the safety bicycle the victors could cover over 1700 miles on six-day races.

In 1893 cycling became the craze abroad. National governing bodies like LAW had all ready formed through out Europe. By the Spring of 1893 the cycling leaders of most all of Europe came together with the United States to form a world governing body the International Cyclists Association (ICA), predecessor to the present day Union Cycliste International (UCI). The best riders were beginning to be banned from races because of amateur restrictions and there were many concerns and outcries. ICA's formation coincided with that 1893 World Columbian Exposition in Chicago and they held the first World Cycling Championships in Chicago, a natural choice. August Zimmerman was America's best rider at the time and to honor him it was decided to run the events in the month of August. Zimmerman won two World Championship races that year one in the one mile race and the other in the ten mile race becoming America's first World Champion Cyclist. In 1894 the sport of cycling went from amateur to professional. Bicycle racing turned professional because Zimmerman was accused of breaking amateur laws by writing a book and appearing in Raleigh bicycle advertisements.

August Zimmerman's roll in creating professional bicycle track racing was huge. In one of Zimmerman's victories he was awarded a team of two horses with harnesses and a buckboard, valued at $1000. This prize was more than double of what the average worker made in that year. Track racers a century ago won as much or more than today's televised athletes make when you factor in inflation. The *New York Times* stated that Zimmerman had won "twenty-nine bicycles, several horses and carriages, half a dozen pianos, a house and a lot, household furniture of all descriptions, and enough silver plates, medals and jewelry to stock a jewelry store."

Ironically bicycle racing was inundated with under the table sponsorships from bicycle manufacturers and city hosts of LAW events. Top athletes from around the world were paid, under the table, to participate in the circuit because their names drew crowds and revenues from bicycle sales. At that time there were 600

professional cyclists racing in the country, nearly the same count as today's professional baseball players. Cyclists and cycling were so popular that children collected and traded Cycling Cards with the rider's statistics. Zimmerman was so popular that he drew crowds up to 30,000.

In 1895 New York built a tenth of a mile wooden velodrome inside Madison Square Garden. The finely made track was made for better bicycles and fitter and faster riders. Racing became more exciting and spectacular. Madison Square Garden would be packed with 12,000 fans with thousands in overflow outside. The fans watched and cheered on the survivors of frequent collisions and spills; they were awed by the courage and resilience of these inexhaustible muscled machines. The first person to ride 2000 miles was Teddy Hale, an Irish-American, in 1896. He was white as corpse at the finish line. Six-day races took their toll. A former champion Schock collapsed and was resuscitated by a doctor. Black sprinter Marshall "Major" Taylor finished his one and only six-day race and was overcome by exhaustion. He had been tricked, goaded and humiliated by his employer into racing. Articles published over the years about the popularity of cycling around the turn of the century tend to give the impression that it was exclusive to whites, like it is today, but large numbers of blacks athletes were also drawn to the sport. Bicycle racing, however, like society in general, was segregated.

Marshall Taylor is black American athlete that should be a household name. He was the second black

athlete after the Canadian boxer George Dixon to win a World Championship. He was a powerful athlete as well as a powerful person. Marshall Taylor was the first black athlete to be a member of an integrated professional team, the first to have a commercial sponsor, and the first to establish world records. He was the first black athlete to compete regularly in open, integrated competition for an annual American championship. In all of these achievements, Taylor set an example of accomplishment and pride for black Americans. He was also a representative of black America abroad at a time when many people in Europe had never seen a black person.

Marshall Taylor was America's first African-American National Cycling Champion in 1898 and the first black American to be acknowledged as an American Cycling Champion for the year of 1899. In the August 1899 World Championships, Marshall Taylor was the first black athlete to be allowed to compete in New York City's Queens Park. He won two 1899 World Championship events, the one-mile and the two-mile, in front of 18,000 enthusiastic fans. In Taylor's one-mile race judges were delayed in their ruling. However, the crowd knew that Taylor had won and they were relieved and excited to hear the official announcement. Taylor wrote of that moment in his autobiography, *The Fastest Bicycle Rider in the World*, "I never felt so proud to be an American before." He had crossed the color barrier when he crossed the finish line. Marshall Taylor is true pioneer, the first black American to integrate professional sports.

New York feared that a competitor in the grueling six-day race might die. The city passed the Collins Law in 1899, which allowed an individual racer to compete for only 12 hours in a 24-hour period. The organizers of Madison Square Garden's events decided to open their six-day race to teams of two riders. It was the birth of the "Madison".

The Madison, called the American in Europe, is a relay competition of two man teams; generally there are 10-15 teams on the track. One rider races while his teammate slowly circles the top of the track in a resting mode. When it is time for the team to relay, the racing cyclist grabs his partner's hand or a jamming tool on his partner's hip. He slings his partner and slows almost to a stop as he transfers his momentum and his place in the field to his partner. His partner then becomes the racing cyclist and he becomes the resting cyclist. During the Madison each rider of a two-man team races on the track for the requisite 12 hours. The event is most intense at the moment the riders are slinging or relaying each other at speeds in excess of 35 mph. It is a faster and more spectacular race than the previous six-day races because the cyclists are better rested and fueled. In 1899 Miller and Waller won a six-day Madison race by completing 2,733 miles (approximately the distance from Oakland to New York City). The Madison's popularity spread throughout almost all large American cities and to Europe in the 1900's. The following table shows the six-day races held in North America from 1899 to 1980 when North America stopped hosting them.

Six-Day Races in North America

	CITY # of RACES	FIRST HELD	LAST HELD
Atlanta	1	1909	1909
Atlantic City	2	1909	1932
Boston	13	1901	1903
Buffalo	15	1910	1948
Chicago	49	1915	1957
Cleveland	16	1933	1958
Columbus	1	1940	1940
Delhi (Canada)	1	1974	1974
Des Moines	3	1913	1936
Detroit	8	1927	1973
Indianapolis	3	1913	1938
Kansas City	4	1908	1937
Los Angeles	7	1932	1973
Louisville	4	1935	1957
Milwaukee	9	1932	1942
Montreal	37	1929	1980
Newark	2	1910	1914
New York City	69	1899	1961
Oakland	3	1935	1937
Ottawa	1	1936	1936
Philadelphia	5	1902	1937
Pittsburgh	8	1908	1940
Portland	1	1931	1931
Quebec City	3	1964	1966
San Francisco	10	1917	1939
St. Louis	4	1913	1937
Toronto	3	1912	1965
Vancouver	3	1932	1934
Washington, D.C.	2	1940	1948
Winnipeg	1	1948	1948
Overall	305	1899	1980

Most six-day events had cyclists competing on the track for 20 hours a day. They competed in a mixture of race: Madisons, sprints, motor-paced races, elimination races, and one-lap record attempts.*

(*Definitions of Track Races are in Appendix P38-40)

Many six-day races were tied. Initially ties were broken with a simple one-mile sprint. The "European Finish" a.k.a. the “Berlin Point System,” prototype of today’s Points Race, was adopted in 1914 by US six-day races. Tied teams in the final hour of racing had sprints challenges every 15-laps until the end of the race. The point system was wide spread by 1917 and there were daily sprints, five in the morning, five in the afternoon and 10 at night. Double points were scored on the final day of racing. These extra

competitions again stretched six-day racers to their outer physical limits, but they were well compensated. The winner of a race earned $50 for first, going down in increments to $5 for fifth place. Each day of a six-day had two to four races. The best riders earned much more money than the typical workers of the day, i.e., assembly line worker earned less than $2.50 for a full eight-hour day. This was during the time of the 1919 World Series Chicago Black Sox scandal when baseball players were routinely underpaid or not at all. At this time, professional football was a little known sport and basketball was decades away from league play.

As time passed American track cycling flourished. MacFarland became the prime minister of cycling promoters in America. Alf Goullet, an Australian, and a eight time winner, between 1913 and 1923, of New York City's six-day races was quoted in the *Saturday Evening Post* after his first six-day race in New York, "my knees were sore, I was suffering from stomach trouble, my hands were so numb I couldn't open them wide enough to button my collar for a month, and my eyes were so irritated I couldn't, for a long time, stand smoke in a room." Six-day races did not become easier with time. Thirty years later, Russell Mockridge, another Aussie, wrote in his autobiography after his first six-day race in Ghent, Belgium, "I prayed I would break a leg, an arm, or even just a collarbone I wanted some excuse to retire from this hell of a race." Goullet stayed with six day racing in spite of its abuses because of his love of cycling and the money he made through MacFarland. MacFarland paid Goullet $3,000 in appearance fees alone, another $5,000 in prizes and a bonus of $3,500 if he won the six-day race at Madison Square Garden's in November. Alf Goullet's grand total for the 1914 season was $11,500. In the 1920's National Football League teams sold for $100 each, making the total NFL of eleven teams worth $1100 and the average competing six day racer made almost that much; Goullet made over 10 times as much.

Crowds at the six-day races at Madison Square Garden were so large that two bands were needed, one for the fans on the front stretch and one for the fans on the backstretch. In 1925 the New York Giants football team was sold for $500. The new promoter of Madison Square Garden's signed a track cyclist from Holland, Pete Moeskops, for twenty-five times that amount. Also in 1925, the New York Life Insurance Company that owed Madison Square Garden's wanted to destroy the Garden and replace it with a forty-

story office building. A promoter, Tex Rickard, wanted to keep track racing intact and started talking with some Wall Street wallets and came up with $6 million to assemble a new "palace of play." Keeping with tradition he named the new “palace of play” Madison Square Garden’s. The old Garden closed its doors May 5, 1925. The new Garden opened its doors in November with a six-day race and on the final night of the six-day it set an attendance record of 15,475 while fans cheered the winners Gerard Debaets and Alphonse Goosens from Belgium. In 1926 Rickard’s doubled his purses to reach $75,000 and attendance records climbed as well. Along with the money came the political and Hollywood celebrities. Theodore Roosevelt and others paid out premes* (*Appendix P 40) of $200 each for one-mile sprints and even paid for the privilege of being photographed with winning racers. A *New York Times* sportswriter John Kieran observed the phenomenon of track racing in his March 10, 1927, "Sports of the Times” column. “Once one is bitten by the ‘bike-bug,’ the fans takes up a leaning position on a rail in the Garden and for a period of six day their alternatives is either a coma or of mass hysteria.” Money makes the wheel go round. Not counting the insignificant matter of being skinned alive and breaking bones, bicycle racing was a profitable profession in this time period.

By 1928 the radio was beginning to change the face of American culture. Thousands could now hear the broadcasts of six-day races from the comforts of their own homes; the six-day race at Madison Square Garden was broadcast on WMSG. That year an automobile census indicated that there were 17.7 million cars in the United States and 3.6 million cars were estimated in the rest of the world. Americans began to lose interest in the bicycle. They could purchase a car for only $600 and learn to drive it quickly and easily. When compared to the $100 price tag of a racing bicycle and the enormous amount of time it took to train for bicycle racing many chose the car. Six-day race promoters contributed to the decline of cycling in America spending money on appearance fees for foreign talent rather than on developing new young riders here in America. American cycling continues suffers from the lack of a “farm system” for training young athletes. (This is a major reason why we need a velodrome in the East Bay; it would be a fertile field for farming new cyclists. Ball sports farm in youth leagues, high schools and colleges, not so cycling. Young athletes are exposed to ball sports on radio and television broadcasts as well as newspapers and history books. Cycling gets minimal coverage now. This needs to change.) Madison Square Garden held its last

international six-day race in December 1939 and stopped being a cycling venue. It was a sad day for American and International cycling.

In the 1930's Bill Honeman was the only American racing in Europe for five seasons running. French promoters felt that Honeman should wear a national jersey in 1934 to identify him as "The American." The first American national jersey was designed by the Parisian sporting goods store, Unis. The jersey with its blue background, white stars on the chest, upper back and shoulders and red and white vertical stripes on the belly and lower back quickly became popular and was adopted as the official US Championship Jersey. This writer has proudly worn a US Championship Jersey since 1995.

By 1947 cycling's focus had shifted to Europe. After World War II, cycling in the United States fell on lean times; races were held in remote areas and rarely drew spectators. Competitive US cyclists were individuals who often work against overwhelming odds to bring home medals and honor for their country. They had to be determined and self motivated. American cycling was being held together by Scotch Tape. In Europe track racing amateurs were paid moderate amounts of cash and they had full-time coaches, trainers, mechanics and masseurs for all races. The standard amateur contract was around $30 a program/day, which is about four races. The two top America racers at the 1948 Amsterdam World Cycling Championships were Jack Heid and Al Stiller. They got there with no help at all. Only after they proved themselves did they get help, but not from the United States. Europeans were impressed with their effort and awarded them an all expenses paid trip to race on the outdoor Ordrupp Velodrome in Copenhagen. Europeans track cyclists that survived World War II were rewarded money rather than the simple trophies that the United States awarded. The US continues to keep the majority of their track stars under rewarded and in poverty. Heid and his new partner Don Sheldon survived the 1949 season in Europe by selling their winnings, i.e., merchandise certificates for discounted cash. Heid also became an underground entrepreneur, watch smuggler, to help support himself. Heid stated, "I was willing to risk a fine or jailing, or whatever it was they would have done if they had caught me, just to stay in Europe to race." (Hearts of Lions, Nye) Heid became the first American to win a medal abroad, a Bronze, at the 1949

World Championships in Copenhagen since Bobby Walthour, Iver Lawson and Marcus Hurley brought home medals from the London 1904 World Championships.

Professional six-day races in America after World War II were nothing like what they had been prior to World War II; their popularity was not even close to similar races in Europe. Promoters such as Jimmy (the Whale) Proscia continued to feature European cycling stars and held races in the winter at the New York City's 168th Street Armory, and in Chicago, Cleveland, Buffalo, Minneapolis, Montreal and Toronto. Charlie Bergna and Cecil Yates were the last American team to win a six-day race at the Cleveland track in January 1949. There was very little professional racing in American outside that of winter six-day races. American cyclists would go to Canada to race for Belgian promoter Albert Schelstraete. Schelstraete used a portable velodrome, sixteen laps to the mile that he took to towns in Ontario like Simcoe, Delhi, and Shawinigan Falls. He was a marvel at attracting audiences, especially Belgian tobacco farm workers. He would race cyclists against horses knowing that Belgians would bet on anything.

US amateur track cyclists experienced hard times in 1949. After winning the National Championships in San Diego, Jim Lauf was offered two bicycles from Schwinn's vice-president if would come to Chicago. The deal fell through because American Bicycle League (ABL) officials said that they would give Lauf professional status, loosing his amateur status, if he took the bicycles. Luckily for Lauf, Schelstraete created a European system for amateur cyclists to earn prize money that was kept in Canadian bank accounts. ABL officials told Lauf if he were to spend his winning in the United States that they he would considered him a professional. At the end of the 1949 season Lauf withdrew his money and flew to Antwerp to begin serious racing. In Antwerp Lauf was offered contracts to ride in track events as the incumbent US National Champion for $20 to $30 an event. Lauf's winnings per event would support him for a week or two at a time.

The Korean War brought the European migration of American cyclists to an abrupt halt in the summer of 1950. American track cyclists like Heid, still in Europe, turned to professional road racing because the road race paid them down to thirtieth place. However, when the weather turned bad he would return to the

indoor tracks in Belgium, Holland, France, Switzerland and Germany. Heid found that his sprinting ability was better on smaller, steeper banked tracks. Most riders would rest in the turns and only accelerate in the short straights. Heid used this to his advantage and would accelerate through the turns. He avoided the use of drugs like steroids and amphetamines. Heid became aware other riders drug use in 1951 after he adapted to the road racing. During long road races of 178 km, midway through the race, he observed other cyclists become revved up and race harder and faster after drinking a super fuel. Heid's clean racing during European road races and six-day races failed to spark a revival in America. Under ABL rules, Heid had to wait five years to be reinstated as an amateur in America. Jack Heid was a fabulous cyclist, however he was born thirty-five years too late.

Finally in 1953 the ABL began trying to help its athletes. Art Longsjo, a national speed skater, took up track cycling in the San Francisco Bay Area, after failing his draft physical due to a heart murmur. Longsjo won all three events in his first competition, the 1953 Massachusetts State Championships. His state championship victories qualified him for the National ABL Championships in St. Louis and he was given a stipend from the ABL. They were only able to grant Longsjo $60 which could not cover transportation, food, and hotel costs. Longsjo had to find $137 more to finance his efforts at the Nationals. Longsjo was an inexperienced racer when he took ninth places overall at Nationals. Three weeks later, only his third cycling competition, at New England's track championship in Lonsdale, Rhode Island, Longsjo won all four events. Longsjo went on to win his third Massachusetts State Title in 1955 that qualified him again for Nationals at Flushing Meadows, New York at the half-mile cement oval track in Shea Stadium. His cycling improved and he continued with his speed skating. Longsjo made both the Olympic Speed Skating Team and the Olympic Cycling Team, which made him a cult hero in both sports; he made the 1956 Summer Olympics in Melbourne, Australia and the 1956 Winter Olympics in Cortina d'Ampezzo, Italy. Longsjo's great athletic ability was fully acknowledged in 1956 because the media was focused on heavyweight champion Rocky Marciano's retirement from world boxing and Game 5 of the 1956 World Series when the New York Yankees pitched the only "no hitter" against the Brooklyn Dodgers. Twenty-eight years later media conglomerates forgot about Longsjo's accomplishments and credited Dave Gilman

as being the first American athlete to make both the winter and summer Olympic games 1984, Big Mistake!

Eisenhower and Nixon were sworn into office for their second term in January 1957 and the first new International six-day race opened in Cleveland to a crowd of 5,000. Nine nations with twelve teams competing raced daily from 8 am to 4 am. Riders spent an incredible amount of energy in their six-day of racing. They spent as much muscular energy in each race as Jack Dempsey exerted in his entire professional career, as much energy as a major league pitcher does after completing forty games; and as much energy as a basketball player burns in three-quarters of a season. Six-day racers were reported to eat as much as two steaks, three chickens and four lamb chops in a typical afternoon of a race day; in between meals they are known to eat baskets of grapes and a dozen oranges. The promoters and the NCA fought over gate fees during the Cleveland six-day races resulting in bad publicity and poor attendance. United States has only put on three professional international races since 1957: 1961 New York City, 1973 Detroit, and 1973 Los Angles. America track cycling turned to amateur racing and became more of an underground sport because of problems between the promoters and the NCA.

In August 1957, sixteen-year-old Perry Metzler won the Junior National Track Cycling title at Kenosha, Wisconsin; he was the second black athlete to take a National Track Cycling Championship. The ABL did not award Metzler any expense money to go to the Junior National Championships and he could not afford to attend. A New York police sergeant and an ABL district representative noticed that Metzler was still in The City a few days before the Junior Nationals and gave him a ride and the rest is history. Metzler's victory was the first time that a black cyclist was awarded the Junior National Title Trophy as well as a National Jersey. Metzler displayed his Grenda-Heit Memorial Junior Trophy at his high school, Boy's High in Brooklyn. Metzler was so proud of winning his National Jersey that when he returned home he wore it proudly while hanging out on his neighborhood street corner.

Our country's first black Olympian match-sprint cyclist was Herb Francis of Harlem who competed in the 1960 Olympic Games in Rome, Italy; the second black Olympic cyclist was Nelson Beasley Vails in the

1984 Olympic Games in Los Angles, California. In 1960 the US Olympic Committee (USCO) was worried about the future of competitive track cycling in the United States. Olympic US Track Cycling had been reduced to a minority status in America, ranking twenty-fourth to twenty-fifth out of the twenty-seven sports that were funded. Cycling was huge other parts of the world, particularly the Eastern Block countries: Russian, Czechoslovakia, Poland, and East Germany. US Cycling did so poorly in 1960 that is was a political embarrassment and the US Olympic Committee decided to minimally fund the cycling program. The 1964 Olympic Games in Tokyo, Japan demonstrated that the US Track Cycling Team continued to be under funded. US cyclists were eliminated early in the match-sprint rounds. Oliver Martin of Manhattan, New York was hooked and eliminated early but was not discourage and went to race in Europe. In doing so he became the first black American cyclist since Major Taylor to race in Europe.

The 1968 Mexico City Olympic Games demonstrated that the American Olympic cycling team had improved. Al Toefield, chairman of US Olympic Cycling Committee and president of ABL found funding through the Pentagon and formed the first fully supported army cycling program. This was during the Vietnam War and the army enjoyed the public relations benefits. In 1971 the army cycling team was sent to the Sixth Pan American Games in Cali, Colombia giving a boost to US Cycling; their team won a bronze medal in the team pursuit. The USOC began to look with interest again at cycling. Jack Simes III took silver, in the one-kilometer time trial, at world track championships in Montevideo, Uruguay. A *New York Times* story headline, "US Wins Cycling Break-through" got the USOC's attention. Simes went to Europe to race as a professional and was the first American to do so since Jack Heid.

American cycling bloomed with the fitness explosion. Health-conscious baby boomers bought bicycles in droves. In 1971, 8.5 million bicycles were sold compared to 3.7 million in the 1960. In 1971 the ABL board of directors did two things to improve the sport. The first was to allow sponsorships for cyclists and the second was that the USOC started to grant Olympic development funds enabling the ABL to introduce racing programs to prepare competitive cyclist for Olympic and other International competitions. However, only the top cyclists received financial support. There was no money granted for grass-roots program or farm systems for novice cyclists.

In 1973 the ABL received its first private sponsor Raleigh Bicycles to support the national team. At this time the ABL instituted a category system based on cyclist's race performance. The four-category system was created to reduce the size of the racing packs. The categories are men, women, open and junior, 18 or under. In 1976 the American Bicycle League (ABL) changed its name to US Cycling Federation (USCF) because of long-standing friction from a Latin American cycling organization with a similar acronym. The next boost to cycling and sports in general was the Amateur Act of 1978. The Amateur Sports Act included giving each sport a national governing body, and made corporate funding available for development and training grants, a key to relieving the athletes of the intense pressure to support themselves while training all day. Hopefully the next bill will be in support of Paralympic athletes.

There was an eight-year lull in cycling until eighteen year-old Greg LeMond won Silver in the 3,000-meter Individual Pursuit at the 1979 at Junior World Track Championships in Buenos Aires, Argentina. The US Cycling Team was prepared to take the 1980 Moscow Summer Olympics by storm, however the Soviet invasion of Afghanistan resulted in a US boycott demonstrating again that sport is more than competition, its also international politics. The Soviet Block was insulted and boycotted the 1984 Summer Olympic in Los Angles, California in turn. The lack Soviet Block competition left the field open for US Cycling and they cleaned house on the track. The US Track Cycling Team took Gold (Mark Grian Gorski) and Silver (Nelson Beasley Vails) in men's Match-Sprints; Gold in Individual Pursuit (Stephen Edward Hegg) and Silver in the Team Pursuit (David Mill Grylls, Stephen Edward Hegg, R. Patrick McDonough, Leonard Harvey Nitz). The United States held its first track cycling World Championships since 1912 (Newark, New Jersey) in 1986. The 1986 World Championships were held in Colorado Springs, Colorado. Fifty-five countries competed with more than 700 cyclists; this was the first international event where the United States and Russian competed against one another since 1979. The US did well but not as well as it did in 1984. Leonard Harvey Nitz earned Bronze in the 120km Points-Race and David Lindsey and Kit Kyle on the US B-team of won Silver in the Tandem Match-Sprints.

Nothing happened of note in US track cycling for another seven years. Problems with marketing, insufficient funds and lack of grass-roots programs or farm systems contributed to this let-up. Track cycling's living legend; Marty Nothstein had the good fortune of growing up near Lehigh Velodrome, a few miles from his home in Trexlertown, Pennsylvania. It all started at the 1993 World Championships in Hamar, Norway winning Bronze in the Keirin race. In the 1994 World Championships in Sicily, Italy he won double Gold, one in the Keirin and the other in the Match-Sprint. He is the first US track cyclist to win double Gold in a single World Championship. In 1995, Nothstein along with Erin Hartwell and Bill Clay won the Bronze in the Olympic Sprint at the World Championships in Bogotá, Colombia. Nothstein won Gold in the Keirin again and Silver in the Match-Sprints at the 1996 World Championships in Manchester, England. The 100th anniversary the Olympics Games was held at the 1996 Summer Olympic Games in Atlanta, GA. The US Track Cycling Team won two Silvers, Erin Harwell in the one-kilometer Individual Time Trial and Marty Nothstein in the Match-Sprints. Nothstein won Bronze at the World Championships in the Keirin for the next three years straight; 1997 World Championships in Perth, Australia; the 1998 World Championships in Bordeaux, France, and the 1999 World Championships in Berlin, Germany. At the 2000 Summer Olympics in Sydney, Australia, the US Track Cycling Team won Gold with Marty Nothstein in the Match-Sprints that got the media's attention. This was the first US Track Cycling Gold medal with all countries participating with no political intervention. Nothstein turned to professional six day racing in 2001 and won the 2002 Six day of Moscow Race on the Krilatskoye Velodrome with American partner Ryan Oelkers. This was the first US Six Day international victory since Charlie Bergna and Cecil Yates won in January 1949 in Cleveland. Today's Six-Day races are raced in six consecutive days with a total racing time of at least 24-hours.

BRING THE BOARDS BACK HOME
THERE SHOULD BE AN INDOOR VELODROME IN THE EAST BAY / NORTHERN CALIFORNIA

Where are America's velodromes? The United States only has seventeen ride-able tracks. Why is that so? Visualize the physical size of California . . . now visualize the size of Japan. These two delightful places to live on the Pacific Rim are about the same mass; California is a bit bigger, right? California only has three working velodromes and Japan has eighty-nine, yes eighty-nine! How is that possible? Is it because track cycling is Japan's only sport? No! Japan plays baseball and golf just like American's/Californian's do. Japan boasts thousands of baseball fields as well as numerous driving ranges but few 18-hole golf courses; land is a precious commodity.

Now think about all the "wonderful" things we privileged Americans could do and do with our time other than work and sports. And look at how we as a society raise our children. How we educate, socialize, pacify and hypnotize our children and ourselves. Television, yes I am talking about our television viewing habits. Television is what my generation has grown up with and television is a vehicle for multinational multimedia conglomerates to shape our tastes and behavior. Track cycling has minimal exposure on American television because cycling is a sport of endurance and not a sport that American's identify with easily. Endurance sports/exercise is not consistent with "good" television viewing habits. Track cyclists are usually healthy and fit and have little need for the products that are advertised on television.

The largest multinational multimedia conglomerates are: Disney, Universal, Viacom, News Corporation, AOL Time Warner and Vivendi. The general public is often unaware of how much multinational multimedia conglomerates own and control. Image a typical day in the life of an average American in today's society. How much of that day is controlled by carefully crafted marketing techniques that are pinpointed at their specific demographic groups. Multinational multimedia conglomerates use these marketing techniques to shape American societies beliefs, preferences and behavior. They have a vested interest in shaping us to believe that ball-sports shown on American television are the best and most popular sports for us to engage in or preferably watch. The ball-sports of football, basketball, golf, baseball

and hockey are the most widely broadcast sports on television and their game rules have been shaped to meet the needs of television broadcasting. Television contracts with multinational multimedia conglomerate endorsements produce the majority of income for these revenue based ball sports. Televised ball sports have become factories for multinational multimedia conglomerates. Multimedia marketing campaigns to increase multinational multimedia conglomerate revenues more and more control what we see and hear on TV, radio, print and other forms of entertainment/information. Almost everything that we see and hear purpose is to increase capital. Viewing sports programs on television is one way multinational multimedia conglomerate want Americans to spend their free time. They seek to engage all of our senses in their attempts to influence our tastes and behavior. This in turn influences our culture and society at large. They would like for us to spend all of our emotions on television and other media inputs rather than on our loved ones or friends. They try to engage our senses through our imagination. They attempt to meet all of our sensory needs to increase the probability that we will stay hypnotized. Their intent is to keep us in a receptive state to receive consumer messages that will influence our spending behavior and increase their revenues. If we were doing what multinational multimedia conglomerates would like us to do we would be easier to access for their sophisticated marketing techniques.

Track Cycling could be easily broadcast on television however, multinational multimedia conglomerates in our American capitalistic society do not want to risk the time, i.e., lose or spend the money to promote cycling; ball sports are a sure thing. Track cycling was popular before the television was invented however, track cycling's popularity was low during the advent of television. America is now a television society and television is the stronghold of the multimedia conglomerates. The multimedia conglomerates are basically controlling us through our senses they work hard to make us see what they want us to see, hear what they want us to hear, eat what they want us to eat, smell what they want us to smell, and touch what they want us to touch. First and foremost look at how they use our senses of sight and sound. They grab us with television, the Internet, film, art and the printed word. Multimedia conglomerates own the film industry and its production, distribution, theater operations, video rental and cable systems. They own television and radio and their broadcasting networks and stations worldwide. They own the telecommunications industry, the Internet and their cable systems and they own the music industry that creates what we hear on

the radio, television and in films and concerts. They also own the publishing companies and newspapers. One often reads newspapers and books in search of knowledge and truth. It is frightening to know that knowledge and truth are biased and or shaped according to multimedia conglomerates needs, i.e., money. Look at the power Australian based multimedia conglomerate Rupert Murdoch's News Corporation Limited (RMNCL) has through acquisition. It owns the New York Post, TV Guide and Harper Collins General Book Group to name only a few of their publishing networks. Their broadcasting holdings are all of FOX Broadcasting Company (television and radio) and 50% of the National Geographic cable channel. Their holdings in the film industry are extensive one being Twentieth Century Fox production and distribution companies. They also have partial ownership in a couple Internet companies. And the kicker is that they own the Los Angeles Dodger and Dodger Stadium along with partial ownership of both the New York Knicks, the Los Angeles Lakers and partial ownership of both the Staples Center and Madison Square Garden. News Corp., is another multimedia conglomerate similar to RMNCL between the two of them they have almost total control of information and how, when, where, what and why we have access to it. We as a society cannot escape from multimedia conglomerates influences; they are our culture (Thoman, 1999).

Velodrome racing would need the support of one or more multimedia conglomerates to be a mainstream sport. Rupert Murdoch's News Corporation Limited might be a good choice to support velodrome racing since they have particle ownership of Madison Square Garden, an original US Six Day racing venue and the name sake of the Madison race, conceived in 1899. Why is it that track cycling is not a larger presence in our history books, especially out sports history books? Why is so little information about Marshall 'Mayor' Taylor, the first black American Professional World Champion, even in black history books? To answer these questions one must have some knowledge of media literacy. In order to be media literate one would need to read and write at a competent level and, most importantly as Kubey asserts; an understanding of visual images; the ability to distinguish facts from propaganda, analysis from banter, spot stereotypes and isolate social clichés. "Media literacy empowers people to be both critical thinkers and creative producers of an increasingly wide range of messages using, images, language, and sounds. They impact our understanding of ourselves, our communities, and our diverse culture, making media literacy an

essential life skill for the 21st century."(AMLA 2001) Media literacy is almost unknown to today youth. The US has 31.6 million youth between the ages of 12-19 (Merchants of Cool, 2001) and these teenagers are presented with at least 3,000 advertisements a day. (Merchants of Cool, 2001) We wonder why we are the most overweight nation in the world and have the highest level of diabetes ever. Multimedia conglomerates have hypnotized us; most of us believe that the easiest, best, most fun form of entertainment and socializing is to watch television or surfing the Net. We watch pathetic events such as *Survivor, Fear Factor, Super Bowl* and the *World Series* wishing that we were participating in the event or surf the Net for chat rooms.

Why do we just wish when we could easily turn off the TV, get up, go outside and do something? Physical exercise helps prevent obesity as well as reduce the occurrence of diabetes. Here is a radical idea; let us build velodromes and bring back velodrome racing. Velodrome six day racing was popular before the television was invented, more importantly television was not there to change the sports rules as it has for football, basketball and baseball. One of the rules changed for football was adding the two-minute time out and for basketball it was TV timeouts. Baseball did not have to change too much, just add lights for night games that way more people could watch it on television when they came home from work. Velodrome track cycling would bring back the thrill of exercise and sport.

A velodrome needs a lot of advance planning. Public relations promotions are need before, during and after they are built to support and encourage a true grass roots campaign to recruit young and developing cyclists. A friend and former teammate, Matt Frizinger, a teacher at Berkeley High School introduced the high school sport of Mountain Bike Racing four yeas ago. It has become so popular that Mountain Bike Racing in high school has spread all over the state and nation in only four years. He reported that it has been amazing to see how well the kids do with such little "institutional support." With their dreams of being bike racers validated on the track, they suddenly become athletes instead of marginalized eccentrics. Some stop showing off and performing unsafe stunts that often resulted in broken bones or tooth loss. Others become highly motivated and disciplined, training to obtain specific goals. There Website: (www.norcalhighracing.org.) Recycle-a-Bicycle is a successful youth bike shop program in New York

City. It is starting a youth bicycle track racing program with the intention of providing gear and coaching free of charge. Recycle-a-Bicycle is seen as a way to teach kids about environmental issues by letting children earn bicycles through sweat equity and return discarded bicycles to the streets. And there Website: www.recycleabicycle.org

Elementary, junior high and senior high school sports programs need to be involved in building Track Cycling Teams enlisting help from the cycling community. Multimedia conglomerates recruit TV viewers as young children and work hard to shape their tastes and behavior. They teach children to like/love ball sports early on by having these sports broadcast at accessible times. We all remember our first bike ride and who taught us to ride; we need to build on these memories and introduce youth to track cycling. The sport of track cycling is an excellent form of exercise for body and the mind. Teaching track cycling as an institutional/public supported sport will go a long way in interrupting the multimedia conglomerates hypnotic trance state for many young and not so young cyclists. Many adult cyclists have already escaped the multimedia conglomerates pull toward the television and are riding their bikes on the road and on the scarce tracks. The average age of USA Cycling's racing cyclist is between the ages of 25 and 44. Physical movement through our communities via bicycle helps us be more socially and civically aware. We are more likely to consider the environment we live in and the health and safety of our communities.

A velodrome would offers the possibility of track racing to today's young people and hopefully bring back track racing popularity the American public. Money to support a velodrome can come from setting up and hosting World Championships and World Cup events as well as National Track Racing Series and National Championships. Remember that Hollywood phrase **"If you build it they will come."** Cyclists in North America have very few opportunities to compete on indoor velodromes. If an indoor velodrome is built in the East Bay bicycle track racing's popularity will soar in the surrounding communities. It is my belief that Bicycle Track Racing will grow faster and stronger than Mountain Bicycle Racing. Track racing is as exciting to watch, as it is to participate. Track bicycles are less expensive and easier to take care of than both road bikes and mountain bikes because they do not have brakes or gears. Track bicycles have only a one speed fixed rear gear compared to the 18 to 20-speed mountain and road bike multiple gears. My most

personal reason for knowing that Bicycle Track Racing will succeed in the East Bay is that I will see to the success of the velodrome personally.

Velodrome Multiuse

Multiple use facilities used for bicycle track racing are called velodromes (VELL-o-dromes). Velodromes offers public riding, racing and training, junior and new rider development programs. The facility is also suitable for many non-cycling activities (sports, entertainment). A velodrome in the East Bay would become the hub for cycling for the greater East Bay. A velodrome would provide high-speed, tactical, exciting racing for the public; training of power and handling skills for racers and recreational cyclists; and programs to develop riding and safety skills of novices and children. The facility would provide citizens the opportunity to enjoy the full potential of the bicycle; ride it like it was meant to be ridden. Its presence would attract spectators, riders, and sponsors alike to activities on the cycling path. It would attract citizens, spectators and would lead to bicycle enthusiasts congregating, riding together, exchanging information, training, and racing. These cycling center would not only be a contact point for cyclists to talk to each other, but it would give a face and an address to "cyclists" of the East Bay and the great Bay Are. It would be helpful in relations with the city, the schools (all levels) and the community.

The velodromes are cost-effective, active programmed multiple use facilities. A velodrome is a beautiful, graceful, curved structure with a large, useful infield that would provide architectural uniqueness. Almost all velodromes are used for multiple activities. The bleachers, lights, and the ability to place chairs on the infield make the facility a versatile indoor arena. The indoor velodrome in Berlin, Germany, has 15,000 seats, is perhaps the most extreme example. Events hosted there throughout the year include horse/dog shows, rock and pop concerts, ice hockey, exhibitions, auctions, dancing, karate competitions, boxing, and has hard courts for various sports, like tennis. The concept involves using the velodrome for as many hours per year as possible, including non-cycling uses that do not conflict with cycling activity. The Velodrome can be use for meetings and functions that do not require an arena but are too big for a convention hall, i.e. community functions and church services. A new indoor velodrome plans to attract as many participants as possible with its junior camps and clinics, rental bicycles and helmet, and free open riding.

A velodrome is an oval track with two long sections called "straights," which are linked by two banked U-turns, similar shape in combination with a running track and a NASCAR track, with four turns. The

velodrome is also known as a cycle track, on which track cycling sports may be cared out and viewed. The track allows performances of long distance races to be performed in and around a small area in one location. The size is around the size of a single tennis court with bleachers or a short speed skating track about 1.5-acres. The surface is exceptionally smooth, made of wood planks and plywood, with a metal framing. Velodromes are generally constructed so that an integral number of laps constitute one kilometer; most outdoor velodromes are constructed 333.33 (3 laps per kilometer), and indoor velodrome being 250m (4 laps per kilometer). The smallest velodromes are 167m long and the largest 500m long. Races on velodromes are ridden in a counterclockwise motion. The turns of the velodrome are offend "banked" or constructed at an angle. The banking of some of the shorter tracks have such incredible angles, that it seems impossible for anyone to ride a bike on them. The centrifugal force generated by the speed of the cyclist, glues the rider to the surface, no matter the steepness of the banking.

The "infield" of the track is the area that is encircled by an "apron." The "apron" is the unbanked surface that comes to the edge of the track. This surface is used for warm-up, mounting or dismounting the bicycle or as a run off area in case of accidents and a way to enter the infield. The infield is used as a warm-up area for cyclists and seating for athletes, coaches and officials.

There are several lines on the track that run around the oval, in full. The line at the bottom of the track is "black" and measures distance of the track. Seventy centimeters up the track from the "black line" is a red line, called the "sprinter's line." The place between the two lines is called the "sprinter's lane." Halfway up the track is another line, blue in color, called the "stayer's line." The "stayer's line" is referenced in team races and in motor-paced events.

THE TRACK BIKE

A track bike is one of the simplest and most elegantly designed machines in the world. The track bike is stripped to its basic components, has none of the complicated and always-delicate gear shifting and braking systems found on road or mountain bikes. The track bike is a direct-drive mechanism with a single small gear (cog) on the gear wheel firmly attached to the hub without the usual "freewheel" mechanism found on most bikes that allows the rear gears to spin independently of the wheel. Thus "coasting" is not an option. A track bike is "fixed" or "fixed-geared" bike. A track bike also has a single large gear, or "chainring" attached to the pedal cranks. Simply put, this direct-drive arrangement has neither brakes nor derailleur for shifting gears. When the speed of the track bike is in direct correlation with the pedals and the pedals alone. When the rider pedals forward the bike moves forward, as the rider pedals faster, the bike moves forward faster. To slow track bicycle down, the rider relaxes his force upon the pedals.

The Track bike is designed especially for steeply banked tracks. The frame of the track bike has steeper angles, a shorter wheelbase and a higher bottom bracket. The steep angles and short wheelbase of the frame allows the cyclist to be farther forward and upright. This position gives the rider's legs the ability to spin faster and have tremendous speed. The steeper angle of the frame also gives the cyclist the ability for quick response steering. The higher bottom bracket, along with the shorter crank arm length allows for greater pedal clearance on the steeply banked turns of the velodrome.

Track Racing - Race Definitions

Names in **bold** type and **blue** are UCI World Track Cup and Olympic Races*

Points Race*, Madison*, Scratch Race**, Keirin*,** Point a Lap, Miss and Out, Chariot Race, Unknown Distance, Australian Pursuit, Handicap, **Match Sprints*,** Win and Out, **Olympic Sprints*, Individual Pursuit* Team Pursuit*, Kilometer*, 500 meter Time Trial***

Points Race*

One of the events held at the World Championships and the Olympics. A Points Race is mass start race with points sprints every 3 to 5 laps. In normal sprints the points are5, 3,2,1 for the top 4 places. The sprint at the middle and end of the race are worth double points.

Even though the event is called a points race it is the number of laps completed that is most important in determining the race winner. The points earned in the sprints are used to place riders when two or more riders finish the race with the same number of laps.

Madison*

The Madison is a team race with two riders per team. One rider from each team is at the bottom of the track racing while the other rider is near the top of the track resting and waiting his turn to get back into the race. The teammates change places via an exchange. In most cases the exchange involves a hand sling, were one rider the hand of his partner and throws him into the race. The Madison is like a Points Race with sprints every 8 to 10 laps and the top 4 teams earning points in each sprint. The order of finish is determined just like the Points Race, with the number of laps completed being most important and points breaking ties when two or more teams end up with the same number of laps.

Scratch Race*

Probably the simplest of all track races to understand. All riders start from the same place (usually a rolling start) and the riders are placed according to how they cross the finish line on the last lap. People familiar with road racing might consider a Scratch Race like a short Criterium. Scratch Races can be from 3 to 50+ laps in length.

Keirin*

This form of racing is very popular in Japan. The Keirin is a 6-lap sprint race for up to 9 riders at a time. A person on a motorcycle controls the speeds for the first part of the race. During the open laps, riders jockey for position behind the pace motorcycle. The riders are not allowed to pass the motorcycle until it has pulled off the track. With 2 laps to go the motorcycle pulls off the track and the riders start their final sprint to the finish line. During the opening laps it isn't uncommon to see riders lean on each other as they attempt to get the best locations behind the motor.

Point a Lap

This event is a form of Points Race. In the Point a Lap the lead rider each lap earns 1 point. The final lap is worth 3,2,1 points to the top 3 riders. The winner is the rider with the most points at the end of the race. Riders have to be careful that they don't get lapped or else they lose all their points.

Track Racing - Race Definitions

Names in **bold** type and **blue** are UCI World Track Cup and Olympic Races*

Miss and Out

The Miss and Out (a.k.a Devil Take the Hind Most) is a race where most of the action happens at the back of the pack. The last rider across the finish line each lap is eliminated by the officials. Riders keep getting eliminated until only 3 riders remain. Once down to the final 3, the riders are given one safe lap (where no one is eliminated) and then the final 3 sprint for the top 3 places. This race is always a crowd favorite (its even better when the spectators and officials disagree on who the last rider was).

Chariot Race

A standing start race 1 1/2 laps long. This race favors the rider who can accelerate up to top speed the quickest. It helps if the rider has a big friend who can provide a strong push at the start. The race normally has heats that qualify riders for the final. Blades extending from the wheel axles are not allowed.

Unknown Distance Race

Riders start the event with no idea how long the race will be. Sometimes it will be a very short race and sometimes it is a longer race. To do well, a rider needs to always be near the front of the pack. The bell is rung when the pack has about 1 lap left to race.

Australian Pursuit

In this race individual riders are spaced evenly around the track. All riders start at the starting signal. The riders try to catch the person in front of them. If the person behind them passes a rider, they are eliminated from the race. The race continues until only 1 rider remains on the track.

Handicap Race

In the handicap some riders are given an advantage over other riders. The rider's starting position is determined by the race officials. The goal of the race is to give all riders an equal chance of winning. The stronger riders have to catch and pass those ahead of them in order to win.

Match Sprints*

Match Sprints will be an invitational event featuring 12 riders. In the first round of the sprints there will be 4 heats with 3 riders each. The winners of each heat will advance to the semi-finals. The semi-finals will feature two heats with two riders each. The winners of the semi-final heats will meet in the finals with the other two riders riding again for 3rd and 4th.

Win and Out

In this race the pack will ride a designated number of laps. When the lap cards show 1 lap remaining the bell is rung for the first of three sprints in a row. The winner of the first sprint is the race winner and drops out while all the other riders continue. The winner of the second sprint is awarded second place and drops out of the race. In the third and final sprint the top three riders are awarded 3rd, 4th and 5th places and the race is over.

Track Racing - Race Definitions

Names in **bold** type and **blue** are UCI World Track Cup and Olympic Races*

Olympic Sprint*

This is a form of the Italian Pursuit. The Olympic Sprint features three riders per team. All three-rider start at the same time. Each team member rides one lap at the front of his team and then drops out of the race. After the third (and final) lap the race is over. Generally the Olympic Sprints at the Friday Night Series will be run as time trial where the fastest team wins the event.

Individual Pursuit*

Is a fixed distance were two riders, who start on opposites sides of the track trying to catch the other, inside the fixed distance.

Team Pursuit*

Is a 4KM distance were two teams of four riders, who start on opposites sides of the track trying to catch the other, inside the distance of 4KM

Kilometer and 500 meter Time Trial*

“Kilometer” or “500 meter” is an individual time trial with rider in a standing start

Omnium

An omnium is a collection of points over a selected number of races. Points are given to cyclists for each race that they place in: 5 pts. for 1st, 4 pts. for 2nd, 3 pts. for 3rd, 2 pts. for 4th, and 1 pt. for 5th The cyclist with the most points at the end of the competition is the winner.

Preme

A preme is an award given to the best, top or finest cyclist i.e., the premium cyclist of a specified lap within a longer race.

Track Category Upgrades

An Upgrade Committee of each individual velodrome that the cyclist races on evaluates individual cyclist's requests for upgrade of racing category. Upgrading is based on both objective standards (the accumulation upgrade points) and subjective criteria (observed racing skills & judgment.) An upgrade request must be approved by a majority of the Committee to be granted. The upgrade committee meets to review requests in conjunction with regular monthly meetings of the Velodrome Association. Upgrades take affect the day after they have been approved.

No upgrades are issued within 2 weeks of a pertinent National Championship

Objective Upgrade Standards:

	Minimum Race Days	Minimum upgrade points	Minimum Field Size
Cat 5 to Cat 4	5	n/a	8
Cat 4 to Cat 3	10	15	10
Cat 3 to Cat 2	10	20	13
Cat 2 to Cat 1	10	25	18

Clarification: currently as the majority of racing at velodromes involve A-B-C groups.

Placing in "C" omniums will generate upgrade points from Men's Cat 5 to Men's Cat 4 or Women's from Cat 4 to Cat 3.

Placing in "B" omniums will generate upgrade points from Men's Cat 5 to Men's Cat 4 or Men's Cat 4 to Men's Cat 3 and Women's Cat 4 to Women's Cat 3 or Women's Cat 3 to Women's Cat 2.

Riders can carry over one half of their upgrade points and all of their race days into the following year.

Subjective Criteria for Upgrade:

In addition to meeting the above minimum standards, riders also have to demonstrate appropriate pack riding skills, generally ride in a safe manner, and show they can be competitive at the higher category.

Note: An exceptional rider may be upgraded without meeting the above minimum standards. An exceptional rider is defined as a rider showing handling skills well above the current category and who dominates racing at his/her current level and who gets approval from 3/4 of the upgrade committee.

The upgrade committee reserves the right to issue a probationary upgrade. The probationary upgrade will only cover racing at the specified Velodrome and will be used to observe the rider's conduct in the higher category. Before or after the end of the probationary period a rider may be returned to a lower category on a majority vote of the upgrade committee.

Earning Upgrade Points:

Upgrade points are earned for races meeting minimum field size requirements (see above table) as follows:

World Championships, National Championships, Cat A and B track races
5,3,2,1 points to the top 4 riders in each event

Regional Championships, District Championships
7,5,3,2,1 points to top 5 riders in overall omnium

All other races (Wed PM, Sat PM racing, e.g.)
5,3,2,1 points to top 4 in overall omnium

Cat 4 riders earn 1 point for every 5 race days in addition to omnium-based upgrade points.

Upgrade Committee

The Upgrade Committee is made up of 3 or more people selected by the President of the Velodrome Association. The upgrade committee is made up of a mix of people representing riders, officials, track supervisors and promoters. All members of the upgrade committee are at the track on a regular basis so they can observe the riding skills of a large number of riders.

2002 UCI Track Racing Schedule

January 2002

1	Burnie Athletic Club - Burnie	(Aus) IM
6	International Meeting - Ballerup - Copenhagen	(Den) IM
10-15	Bremen, 6-jours - Bremen	(Ger) 6D
18-23	Stuttgart, 6-jours - Stuttgart	(Ger) 6D
19	Sydney Cup on Wheels - Sydney	(Aus) IM
24-29	Berlin, 6-jours - Berlin	(Ger) 6D

February 2002

1-6	Copenhague, 6-jours - Ballerup - Copenhagen	(Den) 6D
2	Leongatha Cycling Carnival - Victoria	(Aus) IM
9	Forges Wheelrace - Melbourne	(Aus) IM
23	Austral Wheelrace - Melbourne	(Aus) IM
23	Adieu Etienne Dewilde - Gent	(Bel) IM

March 2002

2	Clarence Street Cyclery Cup - Sydney	(Aus) IM
3	Grand Prix of Copenhagen - Ballerup – Copenhagen	(Den) ISGP
5-10	6-jours de Moscow - STAR TRACK - Moscow	(Rus) 6D
14-22	International Keirin Tournament in Japan	(Jpn) IKJPN
16	Australian Madison Championship - Melbourne	(Aus) IM
21	Qantas Cup Track Series - Launceston	(Aus) IM
22	Qantas Cup Track Series - Brisbane (rained off)	(Aus) IM
23	Qantas Cup Track Series - Sydney	(Aus) IM
29	Good Friday Meeting - London	(GBr) ISGP

April 2002

6	Sid Patterson Grand Prix - Melbourne	(Aus) IM
10-13	Copa Cuba - La Habana	(Cub) IM
19-21	Coupe du Monde I - Mexico	(Mex) CDM
29-3/5	Oceania Championships - Noumea - New Caledonia	(NCl) CC
30	Preis der Verbundpartner - Kaarst - BŸttgen	(Ger) ISGP

May 2002

2-12	Asian Cycling Championships Elite - Bangkok	(Tha) CC
2-12	Asian Cycling Championships Junior - Bangkok	(Tha) CC
10-12	Coupe du Monde II - Sydney	(Aus) CDM
17-20	Vier-Bahnen-Tournee Dudenhofen - Dudenhofen	(Ger) IM
21	Dienstagabendrennen #1 - ZŸrich	(Swi) IM
26	Festival Olimpico Mexicano - Mexico City	(Mex) IM
28	Dienstagabendrennen #2 - ZŸrich	(Swi) IM
31	Coupe du Monde III - Moscow	(Rus) CDM

2002 UCI Track Racing Schedule

June 2002

4	Dienstagabendrennen #3 - ZŸrich	(Swi) IM
9	Internationaler Sprinter-Cup Rostock - Rostock	(Ger) ISGP
11	Dienstagabendrennen #4 - ZŸrich	(Swi) IM
13	Grand Prix International de vitesse de Saint Denis	(Fra) ISGP
14	GP von Deutschland im Sprint in Cottbus - Cottbus	(Ger) ISGP
15	Grand Prix de Hannovre - Hannover	(Ger) ISGP
15-16	Coupe de Sofia - Sofia	(Bul) IM
18	Dienstagabendrennen #5 - ZŸrich	(Swi) IM
21-23	Coupe du Monde IV - Cali	(Col) CDM
25	Dienstagabendrennen #6 - ZŸrich	(Swi) IM
29-30	Grand Prix de Edinburgh - Edinburgh	(GBr) ISGP
30-7/7	Campeonatos Panamericanos Juvenil - Santo Domingo	(Dom) CC

July 2002

2-7	6-Giorni Del Canavese - San Francesco al Campo	(Ita) 6D
2	Dienstagabendrennen #7 - ZŸrich	(Swi) IM
6-7	International Grand Prix of Cardiff - Cardiff	(GBr) ISGP
9	Dienstagabendrennen #8 - ZŸrich	(Swi) IM
9-14	6 Giorni delle Rose - Fiorenzuola	(Ita) 6D
12	Die Freitag Nacht #1 - K‰ln	(Ger) IM
12-13	GP Vaslo - Budapest	(Hun) IM
16	Dienstagabendrennen #9 - ZŸrich	(Swi) IM
17-19	3 Giorni Internazionale Citta di Pordenone - Pordenone	(Ita) IM
17-21	U23 European Championship - BŸttgen	(Ger) CC
17-21	Junior European Championships - BŸttgen	(Ger) CC
19	Die Nacht von Augsburg - Augsburg	(Ger) IM
20	Bahnmarathon 1001 Runde - …schelbronn	(Ger) ISGP
20-21	GP Vaslo - Budapest	(Hun) IM
20-22	Grand Prix de Toula - Toula	(Rus) ISGP
23	Dienstagabendrennen #10 - ZŸrich	(Swi) IM
24	Lubomir Hargas - GP Sprint - Brno	(Cze) ISGP
24-1/8	Campeonatos Panamericanos Mayores - Esperanza, Santa FÎ	(Arg) CC
25	Grand Prix Sprint - Framar - Framar	(Cze) ISGP
28-2/8	Commonwealth Games - Manchester	(GBr) JR
30	Dienstagabendrennen #11 - ZŸrich	(Swi) IM

August 2002

6	Dienstagabendrennen #12 - ZŸrich	(Swi) IM
9-11	Coupe du Monde V - Kunming	(Chn) CDM
13	Dienstagabendrennen #13 - ZŸrich	(Swi) IM
16	10. Internationaler Burgenfahrt Cup der Steher in Erfurt	(Ger) IM
20	Dienstagabendrennen #14 - ZŸrich	(Swi) IM
21-25	World Championship - Juniors -	(Aus) CM
24	9. Sprint Grand Prix Dudenhofen - Dudenhofen	(Ger) ISGP
27	Dienstagabendrennen #15 - ZŸrich	(Swi) IM

2002 UCI Track Racing Schedule

September 2002

3	Dienstagabendrennen #16 - ZŸrich	(Swi) IM
6	Die Freitag Nacht #2 - K‰ln	(Ger) IM
10	Dienstagabendrennen #17 - ZŸrich	(Swi) IM
16-22	World Masters Championships - Manchester	(GBr) CMM
18-19	Grand Prix Vienna - Vienna	(Aut) IM
25-29	World Championships - Ballerup - Copenhagen	(Den) CM

October 2002

1-2	Hong Kong Open - Hong Kong	(Hkg) IM
3	Grand Prix Jan Derksen - Amsterdam	(Ned) 6D
4	Championnats d'Europe AmÎricaine U23 – Amsterdam	(Ned) CC
4	Championnat d'Europe Derny Elite - Amsterdam	(Ned) CC
5	Championnat d'Europe AmÎricaine Elite – Amsterdam	(Ned) CC
5	Grand Prix Jan Derksen Omnium Under 23 – Amsterdam	(Ned) IM
12	II Berliner Radsport-Gala - Berlin	(Ger) IM
21-26	Amsterdam, 6-jours - Amsterdam	(Ned) 6D
22-27	Aguascalientes, 6-jours - Aguascalientes	(Mex) 6D
24-26	Future 3-Days Juniors - Amsterdam	(Ned) IM
26	Grand Prix de l'HumanitÎ - Bordeaux - Bordeaux	(Fra) ISGP
30	Sixdaynight - Kaarst	(Ger) IM
31-5/11	Grenoble, 6-jours - Grenoble	(Fra) 6D
31-5/11	Dortmund, 6-jours - Dortmund	(Ger) 6D

November 2002

1	Ouverture - Gent	(Bel) IM
7-12	MŸnchner, 6-jours - MŸnchen	(Ger) 6D
11	MÎmorial No‘l Fore - Gent	(Bel) IM
15-17	Open des Nations - Bordeaux - Bordeaux	(Fra) IM
19-24	Gent, 6-jours - Gent	(Bel) 6D
28-3/12	ZŸrich, 6 -jours - ZŸrich	(Swi) 6D

December 2002

1-6	6-jours de la Province Sud / La Poste - NoumÎa	(Fra) 6D
26-27	Latrobe Christmas Carnival - Latrobe	(Aus) IM
27	International Omnium - Ballerup - Copenhagen	(Den) IM
28	Launceston Cycling Carnival - Launceston	(Aus) I

UCI Abbreviations

CDM = World Cup
CM = World Championships
CMM = World Masters Championships
6D = Six Day Race
ISGP = International Sprint Grand Prix
IKJPN = International Keirin Meeting, Japan
IM = Individual Track Meeting

* If you have not noticed there is no events in the United States*

2002 National Track Racing Calendar

When	What	Where	Money
April 12-13	Memorial Hermann Jr. Cycling Classic	Houston, Texas	$2000
May 4	Adrenaline Festival of Speed	Atlanta, GA.	$3000
17-19	American Velodrome Challenge	Frisco, Texas	$3000
31	Opening Night featuring Bicycle Racing League	Trexlertown, PA.	$2000
June 7	Festival of Speed	Trexlertown, PA.	$8000
14	All-American Cycling Showdown	Trexlertown, PA.	$8000
21	East Point Grand Prix	Atlanta, GA.	$2000
28-30	American Velodrome Challenge	Indianapolis, IN.	$3000
July 4-6	American Velodrome Challenge	Colorado Springs, CO,	$3000
12	Fastest Man on Wheels	Trexlertown, PA.	$8000
12-14	American Velodrome Challenge	Seattle, WA.	$3000
19-21	American Velodrome Challenge	Portland, OR.	$3000
20	East Point Grand Prix	Atlanta, GA.	$2000
24-27	Junior National Track Cycling Championships	Indianapolis, IN.	
29-8/3	Alpenrose 6-Day	Portland, OR.	$5000
August 1	Roger DeLanghe Trophy Race	Northbrook, ILL.	$2000
6-10	Master Nationals Track Cycling Championships	Frisco, Texas	
9	American Team Cycling Championships	Trexlertown, PA.	$8000
16-18	NAS-Track League Finals	Rochester, Mich.	$10,000
23	Friday Night Finale	Trexlertown, PA.	$3000
27-31	USCF Elite National Track Cycling Championships	Trexlertown, PA.	$10,000
Sept. 7	East Point Grand Prix Finale	Atlanta, GA.	$6000
TBD	Far West Championships	Encino, CA.	$5000
13-14	AVC Finals	Houston, Texas	$3000
20-22	NCCA National Track Cycling Championships	Ft.Lauderdale, FL.	
27-29	NAS-Track's Super Bowl	Rochester, Mich.	$10,000

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  - http://members.aol.com/Velodromes/Vandedrome/index.htm
- Velodrome.com - design of cycle tracks
  - http://www.velodromes.com/
- Velodromes by Ken Hart
  - http://members.aol.com/velodromes/index.htm

AMERICA'S VELODROMES

California:

- Olympic Velodrome (Los Angles)
  - http://www.velodromes.org/
- Encino Velodrome (Encino)
  - http://www.encinovelodrome.org/
- Hellyer Velodrome (San Jose)
  - http://www.stanford.edu/~roadman/Bike_Racing/NCVA/
- San Diego Velodrome (San Diego)
  - http://www.velodromes.org/

Colorado:

- Colorado Velodrome Association (Colorado Springs)
  - http://www.colorado-velodrome.org/

Florida:

- Brian Piccolo Park Velodrome (Fort Lauderdale)
  - http://www.businesscycles.com/velofax.htm

Georgia

- Dick Lane Velodrome (East Point)
  - http://www.dicklanevelodrome.com/

Illinois:

- Northbrook Velodrome (Northbrook)
  - http://www.northbrookvelodrome.com/

Indiana

- Major Taylor Velodrome (Indianapolis)
  - http://www.geocities.com/majortaylorvelodrome/

Louisiana:

- Baton Rouge Velodrome (Baton Rouge)
  - http://home.att.net/~jander3/Racing/Track.htm

Michigan:

- Mike Walden Velodrome (Rochester Hills)
  - http://www.lmb.org/velo/

Minnesota:

- National Sports Center Velodrome (Blaine)
  - http://www.nscsports.com/velo/

New York:

- Kissena Velodrome (Brooklyn)
  - http://www.kissena.org/velodrom.htm

Oregon:

- Alpenrose Velodrome (Portland)
  - http://www.obra.org/track/

Pennsylvania:

- Lehigh Valley Velodrome (Trexlertown)
  - http://www.lvvelo.org/

Texas:

- Superdrome (Frisco)
  - http://www.superdrome.com/
- Alkek Velodrome (Houston)
  - http://www.ci.houston.tx.us/departme/parks/alkekvelodrome/

Washington:

- Marymoor Velodrome Association (Redmond)
  - http://marymoor.velodrome.org/

Wisconsin:

- Washington Park Velodrome (Kenosha)
  - http://www.333m.com