

Through the colors of the rainbow



"Cycling board game" with cyclists in carton



Patch for members of the "Union Cycliste Internationale"

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1 THE WORLD OF CYCLING

Artwork n. 1 "not adopted" by the artist Alberto Rinnaudo, author of the stamp dedicated to Fausto Coppi in 1999 by the Italian Post, representing the champion rainbow jersey

3.4 - World Champion

WALLA 800



A.RINNAUDO

1919

1960

FAUSTO COPPI

Rinnaudo
1919/1960

1 - THE STEEL HORSE

1.1 - The initial push

Many of man's inventions passed in history like meteors with very little trace left on humanity Others have reached greater importance, but have not been fully appreciated due to unfavorable events. Certainly the bicycle, among many others, never found its proper place, only because destiny wanted it ultimately completed just before the birth of the combustion engine.



Cycles and vehicles Peugeot

France 1924 - Telegram Form



1901 - Pan - American Exposition - Buffalo, N.Y
"Electric automobile"

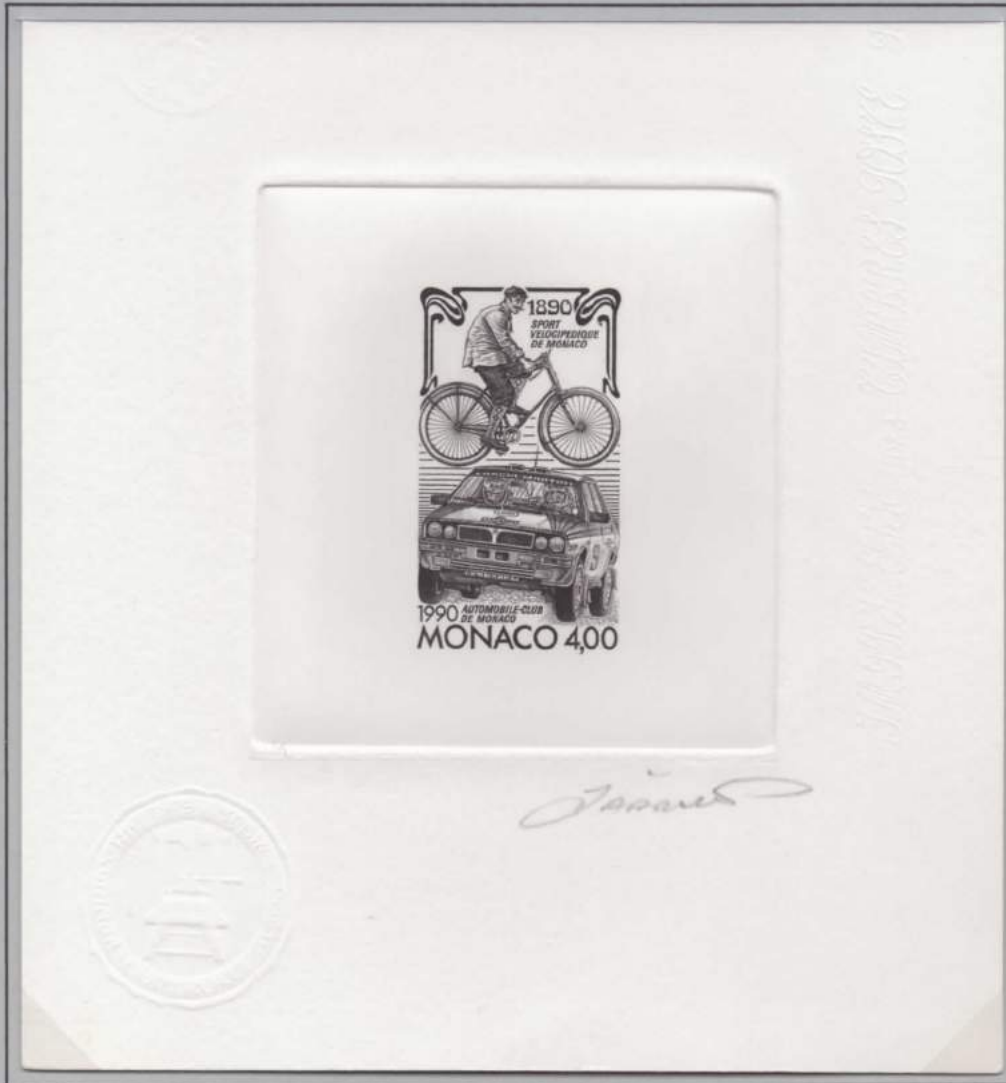


"Wolseley" - VIPER 6 cylinder



1886 / 1936 - 50th anniversary of birth of the car

Lets us imagine wath would the bicycle have represented to humanity had it been ready a couple of centuries earlier The history of cycling could have been the historyof an instrument of work and life. Instead, at birth, the bicycle was alresdy replaced by the automobile and became an instrument of play and sport.



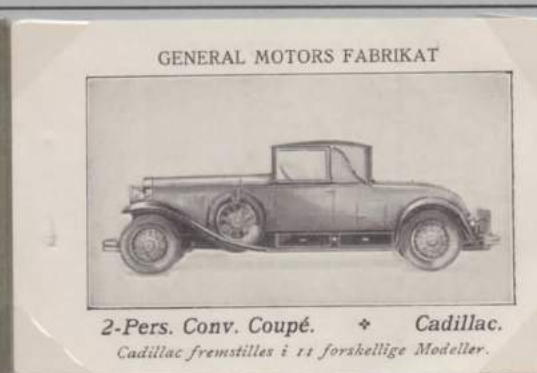
1990 - Centenary of the Automobile Club of Monaco

In 1890 was born at Monaco the "Sport Velocipedique de Monaco", this club in 1925, as the car became more widespread, he changed his name to "Automobile Club of Monaco", the club since 1911 organizes the Monte Carlo Rally and since the 1929 organizes the Monaco Grand Prix F1



Artist proof printed in black (designer and engraver Jacky Larrivière), signed by the artist

1921 - Denmark Stamps Booklet



Advertisement of the General Motors car factory in Denmark



During the restoration of the "Codice Atlantico" of Leonardo da Vinci, hidden on the back of a page, was discovered a sketch from approx 1490, around in which was represented a vehicle extraordinarily similar to the modern bicycle, complete with pedals and chain of transmission.



Milan 1939 - "Exhibition of Leonardo"



Leonardo da Vinci

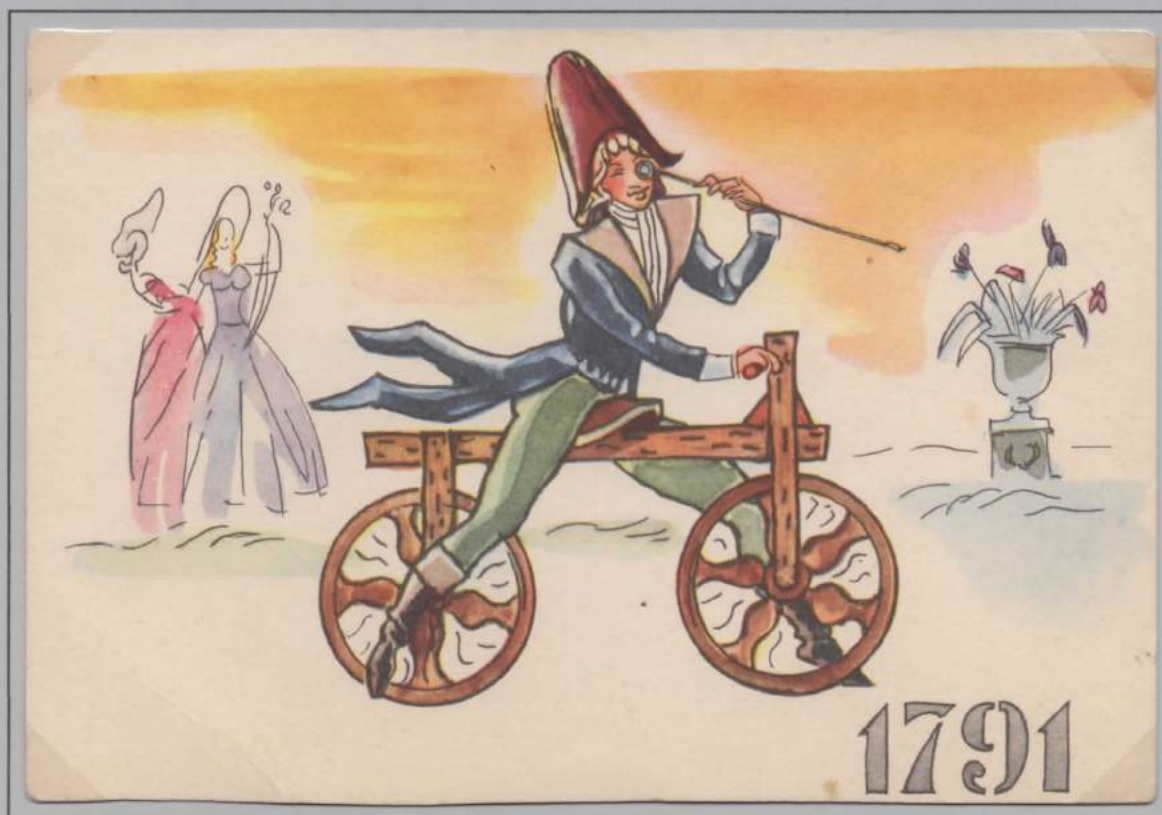


Turin 1975 - Exhibition of drawings by Leonardo da Vinci



The "bicycle" by Leonardo da Vinci

It was not until the end of the 18th century that the true ancestor of the bicycle appeared, when Parisian nobleman Mede de Sivrac began running around the boulevards of Paris straddling a "vehicle" made up of a wooden axis molded with two forks supporting two wooden weels. This heavy vehicle, which had to be ridden and driven solely by leg power allowing for straight motion, was called Celerifere from the Latin celer (swift) and fero (transport).



Humorous "Pirelli" postcard showing Mede de Sivrac on his celerifere aisine

This first means of transportation independently powered by man was subsequently improved by another nobleman, this time it was a German, Baron Karl von Drais de Saurerbronn, who had the idea to make the front wheel mobile and leading by applying to the celerifere a sort of handlebars. This revolutionary vehicle was officially introduced on May 5, 1818 in Paris' Luxembourg Gardens and named "Draisine" (after its inventor).



Specimen

Draisine



1985 - Karlsruhe
200th anniversary of the birth of Baron
Karl von Drais de Saurerbronn



1.2 - Finally there is pedaling

Only in 1840, inventors began to think of an adaptation which would allow movement without setting down one's feet on the ground. The first to attempt this was Scottish blacksmith Mac Millan who devised a vehicle equipped with a sort of pedal crank, which, through two fixed bars propelled by the rider's legs, enabled the vehicle to continue to roll. Unfortunately during its first public test, the blacksmith ran over a child and was sentenced to pay a hefty fine, so much so that he was forced to abandon his invention.



1840 - Velocipede Mac-Millan



1861 - Velocipede Michaux

Then the brothers Pierre and Ernest Michaux come up with the right solution, they applied two footrests to the front wheel axle of the Draisina thus creating the pedals.



Artist proof printed in green, signed by the artist, Jean Delpach

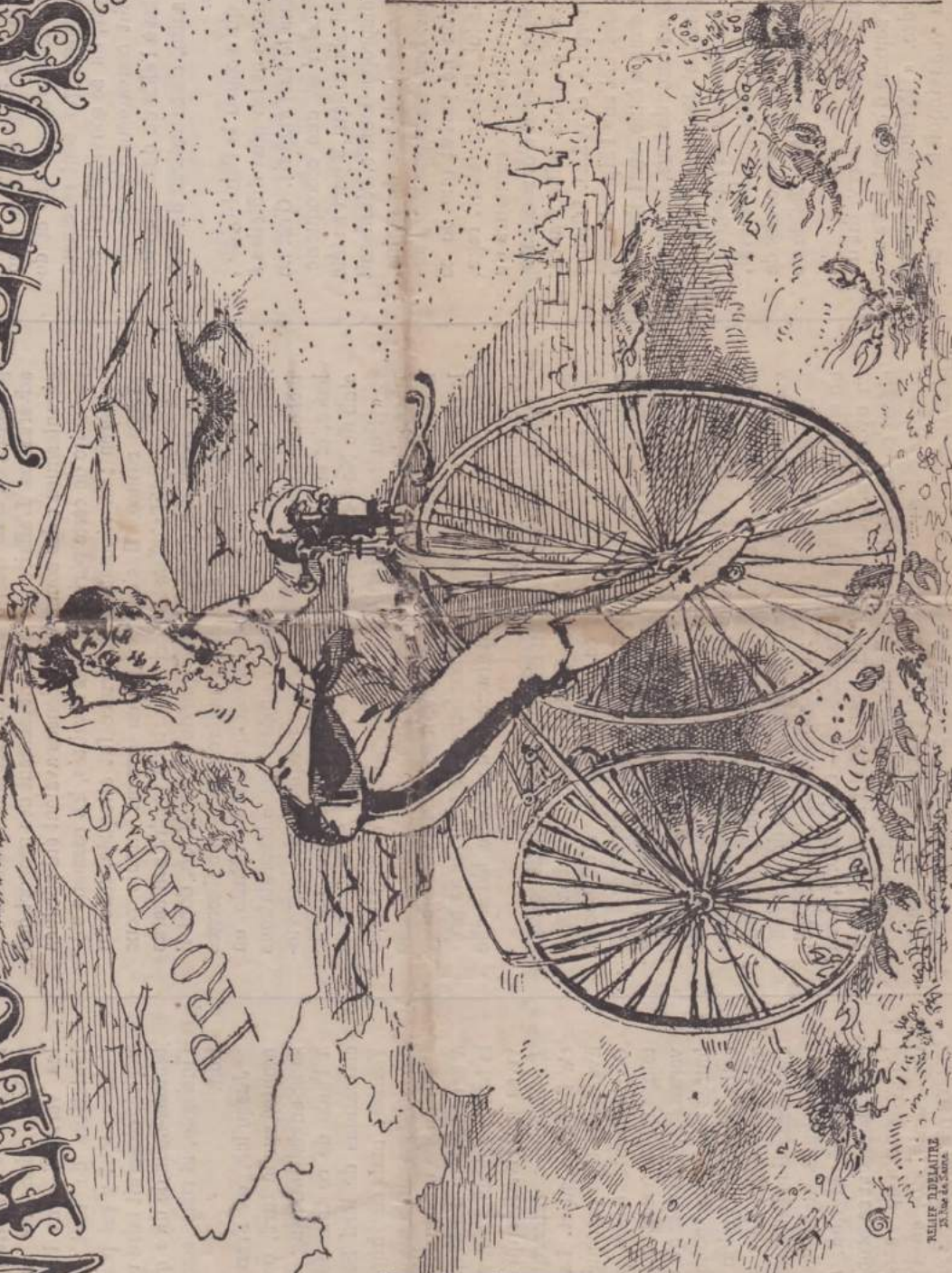
Pierre and Ernest Michaux

2^e ANNÉE. — N° 104.

JEUDI 12 MAI 1870

LE VELOCEPEDE ILLUSTRÉ

PROGRES



LE NUMÉRO : 10 CENTIMES.

Abonnements — France .

Trois mois..... 3 fr.
Six mois..... 5 fr.
Un an..... 10 fr.

Abonnements — Étranger :

Trois mois, .. 5 fr.
Six mois, .. 10 fr.
Un an..... 20 fr.

Changements d'adresse : 0 fr. 30.

Par mandats ou timbres-poste adressés aux

BUREAUX DE VENTE

ET D'ABONNEMENT
19, rue des Martyrs

PARIS

(Affranchir)

LE NUMÉRO : 10 CENTIMES

LE VELOPEDE ILLUSTRÉ

PARAIT

Le Jeudi et le Dimanche

Dépôts chez les principaux Libraires de France et de l'Étranger.

Collection de la 1^{re} année

Avril 1868 à Avril 1870

Pour la France..... 9 fr.
Pour l'Étranger..... 12 fr.
Franco par les messageries.

DIRECTION ET RÉDACTION

LE GRAND JACQUES

19, rue des Martyrs

PARIS

TELETYPE DEBILITE
N° 104 12 MAI 1870

Even the pedal-powered velocipede did not bring fortune to his inventors; in fact, after marketing thousands of velocipedes (But forgetting to file the patent) and accumulating a moderate fortune in Frانس, the Michaux brothers died in extreme poverty.



Velocipede Michaux

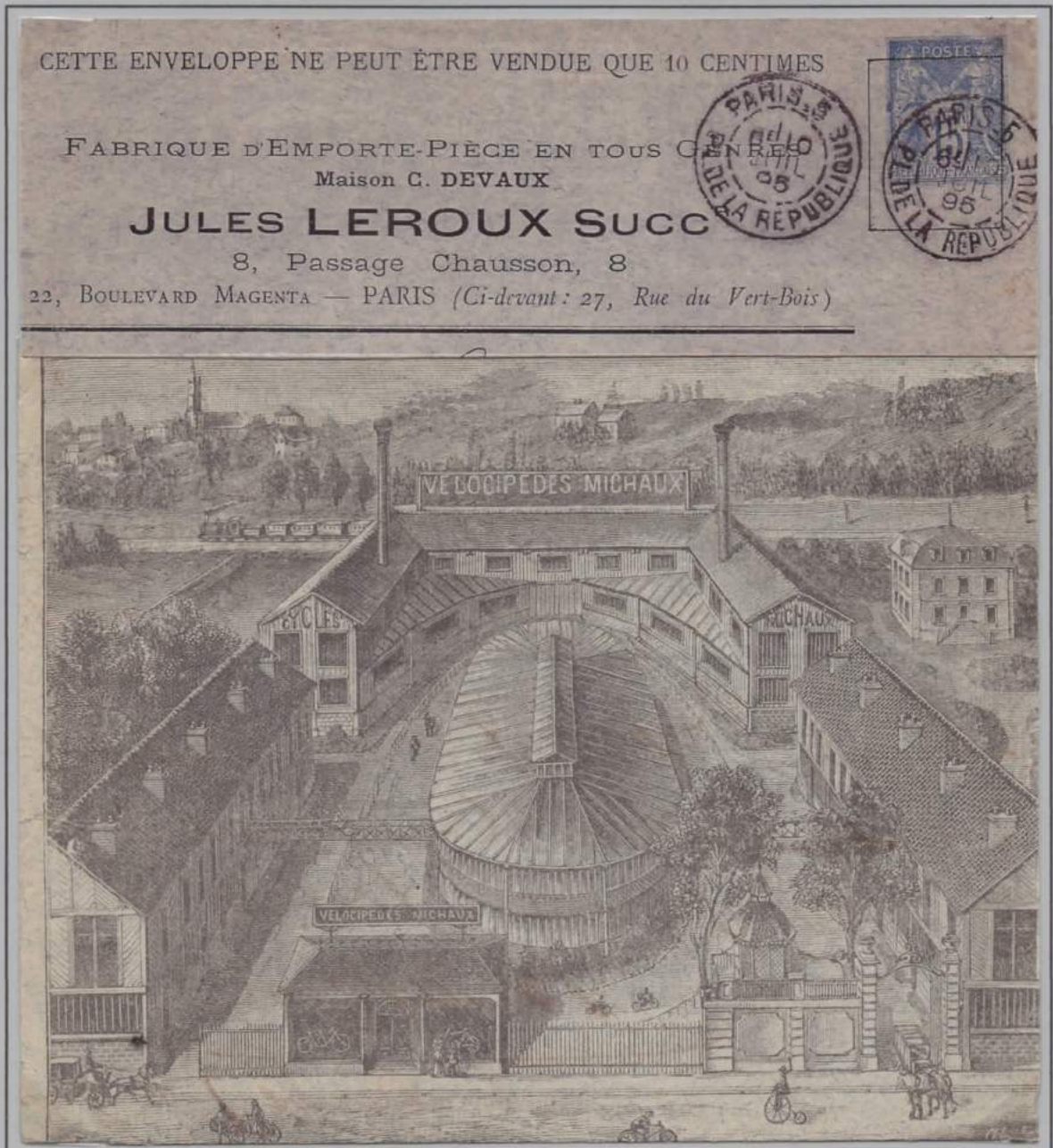


Great Britain Stamps Booklet



(Photocopy address side)

"Michaux Velocipedes" factory with test track and sales office



1895 France - Postal Stationery with advertising "La Commerciale", on sale for 10 c. instead of 15 c.

Later, building on to this idea, the front tire was enlarged, so that a turn of the pedals covered a distance equal to the length of the wheel, thus also increasing speed. This type of velocipede with a front wheel measuring 130 to 150 cm and back wheel measuring only 30 cm, was named "Granbi" in France, "Penny Farthing" in England and "Biciclo" in Italy.



"Granbi"



"Penny Farthing"



"Biciclo" pin

The "Biciclo" was very dangerous and uncomfortable, causing countless falls also involving tragic consequences, so much so that, over the long run, the fact that this device was dangerous caused this romantic ancestor of the bicycle to develop vehicles with wheels of equal diameter.

"Renold chains"

The pedals connected to the back pinion, through a chain, allowed the back wheel to become the driving wheel and to allow for a safer ride. Further more this new element enabled the driver to sit in a more comfortable position.



NO SUCH VALUE EVER OFFERED FOR THE MONEY.

MEACHAM DIAMOND ROADSTER.

STRICTLY HIGH GRADE.
FINISH UNSURPASSED.
THE EQUAL OF ANY \$135.00 SAFETY MADE.
ALL PARTS ADJUSTABLE. FINISHED IN NICKEL AND ENAMEL.

No. 87.— $1\frac{1}{4}$ inch Cushion Tires,
List - - - \$110.00
Discount, 1 Wheel, 40%
Discount, 5 Wheels, 40 & 10%

DIAMOND FRAME
Weldless Steel Tubing
and Drop Forgings.

BALL BEARINGS
TO PEDALS, WHEELS, SPROCKET
WHEEL AND STEERING HEAD.
KIRKPATRICK SADDLE.



E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

SEND FOR CATALOGUE.



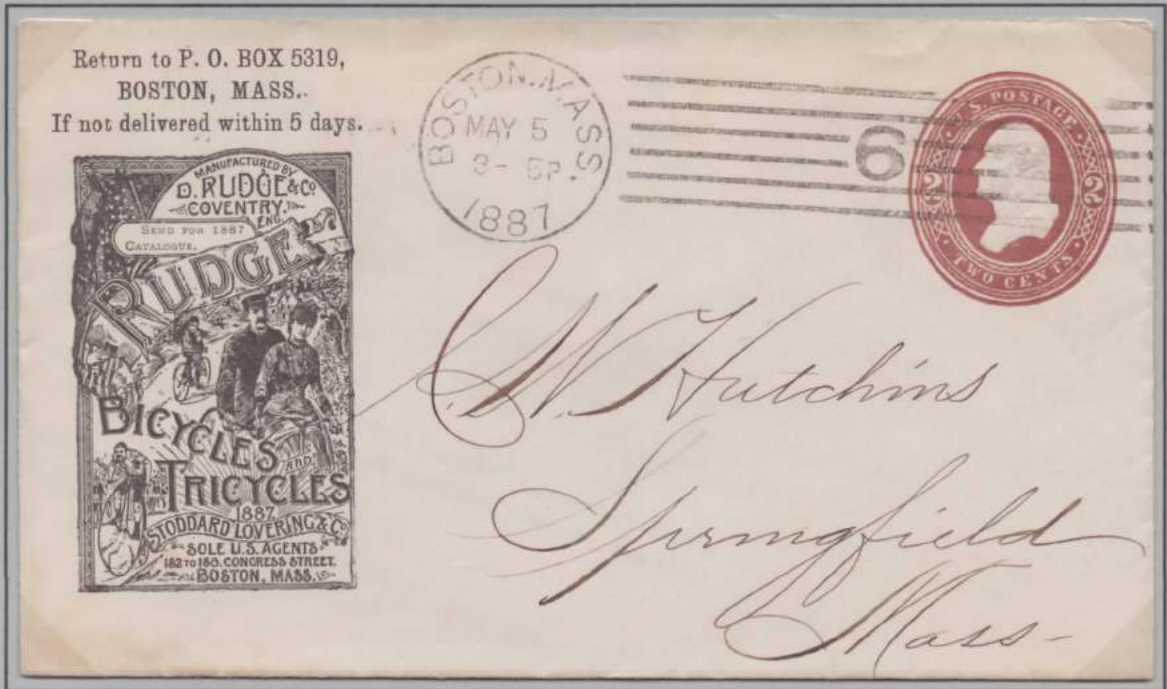
"Starley Rover"

1893 USA
Postal Stationer
privately overprin
with "Meacham
bicycle advertisi

1.3 - The bicycle evolution

Despite all the technical improvements applied to bicycles, last century's cyclists were subject to violent vibrations cause by bad road conditions which the solid tyres attached to the rims of the wheels, transmitted to the bones of those pedaling.

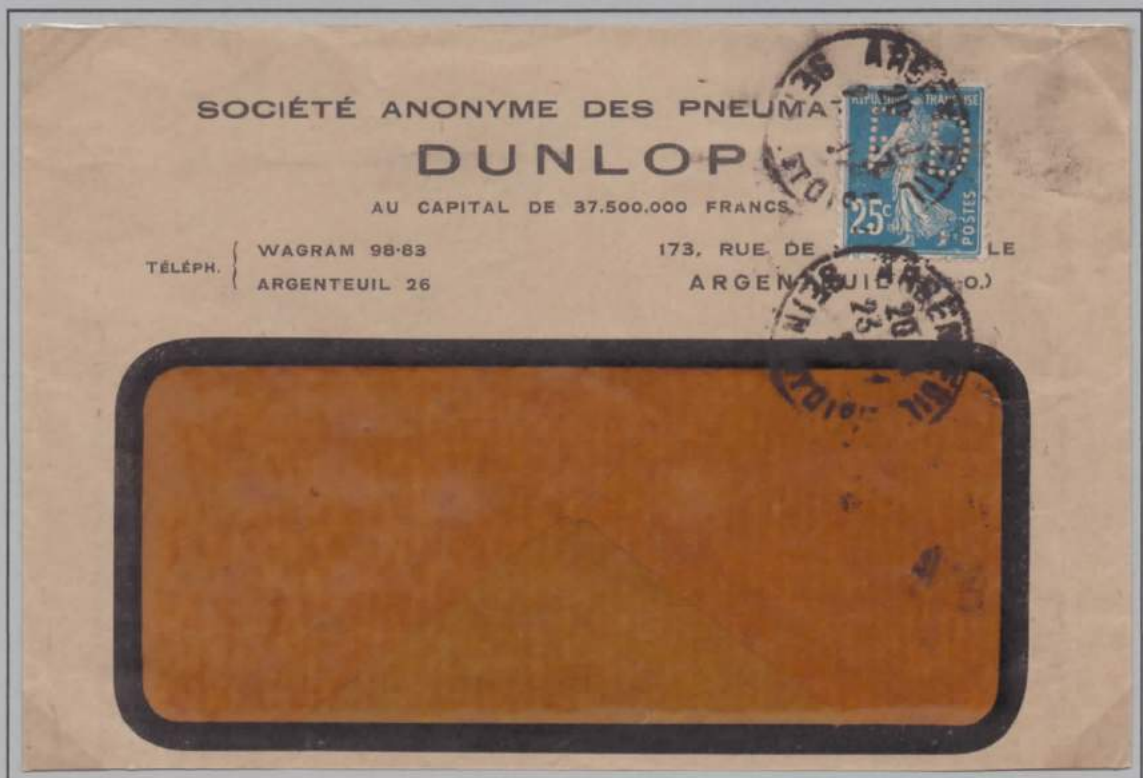
"Rudge"
Bicycles
Tricycles



1887 - USA Postal Stationery overprinted privately by the Stoddard Lovering & C. Company

The solution to this problem was found in 1888 by Scottish veterinary John Boyd Dunlop. Working as a veterinarian, Dunlop was forced to use rubber gloves, which he himself made. Exactly by building a couple of pairs of these gloves that he had the idea to package a special air liner inner tube to be applied to the tyres of his child's tricycle. Encouraged by this initial success, Dunlop quit his job to dedicate himself to improving the tyre, which was finally patented.

John Boyd Dunlop



France - Perforation P.D. - Pneumatic Dunlop

Dunlop's invention was later perfected by Eduard Michelin, who devise detachable rubber tyres. This invention was tested in 1891 during the Paris-Brest-Paris race, won by famous French champion Charles Terront.

1922 "Busta Lettera Postale"



This envelope with stamp overprinted BLP was sold at a discount of 5 c.



Charles Terront, winner of the first Paris-Brest-Paris race 1200km in 72 hours and 22 minutes, equipped with Michelin tyres

Registered envelope with 40 c. (overprint BLP) + 50 c. (rights of registered fee), with Michelin tyre advertising



1919/1923 - Metallic disk with "Pirelli Tyres" advertising, containing a 10 c. stamp, to be used as emergency money



1900 - Perforation P & C. - Pirelli & C.

Although it has always stayed the same, and maybe that's why, bicycles have always been able to find their place all over our daily lives. Their presence has always been of secondary importance, although extraordinary events brought attention to bicycles, sometimes making it indispensable.



1895 - "Coolgardie Cycle Express Company"



1949 - China
Local Post
Yili Republic



USA 1924 - Special Delivery "For Cyclist"



1935/1936 Netherlands "Bicycle tax"

Søknad om sykkel fra:

Efternavn: Løngren
 Fornavn: Alida
 Adresse: Strangstrand Sylling
 Født (år og datum): 1909 - 25 - 12
 (Utfylles av søkeren.)

Bevitnelse av gitte opplysninger.

Riktigheten av de opplysninger som søkeren har gitt på denne søknad om bolig, arbeidssted/skole og reiseavstand i km samt beholdning bevitnes.

Eventuelle opplysninger: Jeg må erklære at bilen for min sykkel i tiden da det er et utvidet bil å gå 10 km. per dag for å komme til og fra arbeidstid.

Sylling den 20/3 1944

Olaf Overn. John S. Rind

Denne bevitnelse må være undertegnet ved søknadens innsendelse av to myndige personer

Til forsyningsnemnda

Lier
Lier st.

1944 Norway - Postal Stationery with a form of applications to use to declare the purchase of cycle (sykkel)

Just like in Mafeking, where the sieged residents, overpowered by the Boeri, entrusted their messages to the future Boy Scouts, who used their bicycles to innocently defy all sorts of danger to accomplish their mission.

1900 - Local mail stamp issued during the siege of Mafeking.



1900 Mafeking - Anglo-Boer War



The cyclist show here is Sergeant Warren Goodyear, commander of the "Cadet Corps" organized by General (Captain at the time) Robert Baden Powell, founder of the Boy Scouts.

With the beginning of World War I, all armies acquired special cyclist departments, whose speed turned out to be their strength. And even after the troops were motorized, battalions of cyclist soldiers continue to make an appearance as they could move without fuel.



1890 - 1990 Belgium "Carabiniers Cyclistes"



1897 - Folding bicycle



1915 Italy - Label for "Volunteers Cyclists"



1916 - Franchise Postcard for Italian Army "Automobilisti", illustrated with armored "Bianchi" and folding bicycle



1940 - Label for the Switzerland Military Post Service "1/5 Company cyclists"

1.4 - The bicycle industry

Thanks to the rapid spread of bicycles throughout the world, some industrial companies transformed part of their factories to accommodate industrial production of bicycles and their components.



(Photocopy address side)

1890 France - Postal Stationery with advertising for Rousseau & C. Velocipedes, sold at reduced price of 5 c.



1946 Netherlands - Postal Money-Order

"My bicycle is Simplex"



Machine for manufacturing steel tubes which make up the bicycle frame



Support for stamps with advertising "Cycles Premier"

Historically, the material used in bicycle construction followed the evolution of those used in the aeronautical industry. The goal has always been to use very strong and light materials. Since 1930 they have been using special steel for the pipes that make up the frame and the fork while since 1970, alloys and aluminum have gradually become more commonly used in components such as the handlebars and pedal crank.



Emblem for the frame of "Stella Veneta" Bicycles



1952 Germany - Hembeck & Windfuhr, factory of screws and components for bicycles



1925 Netherlands - 7½ c. Postal Stationery with advertising "B.S.A. Bicycles and Motorcycles", sold at reduced price of 5 c.



Label with advertising bicycles "Eduardo Bianchi" Milan - Italy

2 - CYCLING: UNIVERSAL SPORT

2.1 - Amateurs and Professional

Soon after pedals were introduced by Michaux, cycling gradually became more and more competitive, a process which began with endurance and balance trails; as the vehicle evolved, competitions involved speed and endurance trials. Through the introduction of the pedals, the first real competitions were held.



"Parc de Saint-Cloud"

The first regularly competition was held in 1868 at Parc de Saint-Cloud in Paris' inner suburbs, with ten participants at the start. English man James Moore won this race, as well as the one held the following year on the road from Paris to Rouen covering 135 kilometres.



In Italy the first competition was held in Padua, at Prato della Valle, on July 25, 1869.



Postcard featuring the finish line of Italy's first velocipede race held in Padua at Prato della Valle.

The need to gain market share pushed these early start-ups to hire the best cyclists, who by being hired became authentic pros, standing apart from the rest who practiced this sport for mere fun.



M. Garin - Winner of the first Tour de France 1903



Perforation S.E.B. "Società Edoardo Bianchi"

This split was very marked and the best gained exclusive access to the Olympics, while inventing trials which the best could compete proved inevitable.

(Photocopy)



Label - "Pneus Pirelli"



Label - Legnano "Bicycle World Champ"

1908 France - 10 c. Envelope, sold at a price reduced by 5 c. with advertising for "Alcyon" bicycles, winners of the Bordeaux-Paris, Paris-Roubaix, and of the Milan-Sanremo

The inception and consolidation of national federations ushered in the debut of the first National Championships from which national teams were selected to participate in Olympics and World Championships.



1881 - Union Vélocipédique de France



1985 - Dutch National Championships Committee for track and road races



"Cyclist without the jersey"



Union Cycliste Suisse

1911 - Germany Postal Stationery printed by private commission

1911 - Francoforte a/M
28th DRB National Meeting



(Photocopy)

1884
Deutschen Radfahrer - Bundes



1887 - Francoforte a/M
Local post
4th DRB National Meeting

Mirroring the spirit of the Olympics, to give all nations, even the smallest, the possibility to stand out and earn some medals, every two or four years, the IOC also participated in hosting Continental or Zone Games, which always include competitive cycling events, proving the widespread popularity of bicycles.



1931 - Bulgaria, Sofia Balkaniad'



1975 - Algiers - Algérie, VII Méditerranéennes



1962 - VII British Empire and Commonwealth Games Perth, W. A., Australia



1975 - Algiers - Algérie VII African Games



2003 - Santo Domingo Pan-American Games Milton Wynants Cycling Gold Medal

The true protagonists however, those who create the stories and legends of cycling, are the professional. And these stories, these legends were written on steep slopes or on the flat, on cobbles and rough tracks, throughout Europe, the scene of the great stage races. Since the beginning of the century they wind through the road of many countries imitating the first, the fabulous Tour de France, invented by Henry Desgrange as early as 1903.



1969 - Italian comic book "The history of cycling," published by the company "Magnesia San Pellegrino"



Advertising "Automoto" Bicycle victorious Tour de France 1923

Stamps Booklet - France



Color essay



Color essay



Color essay

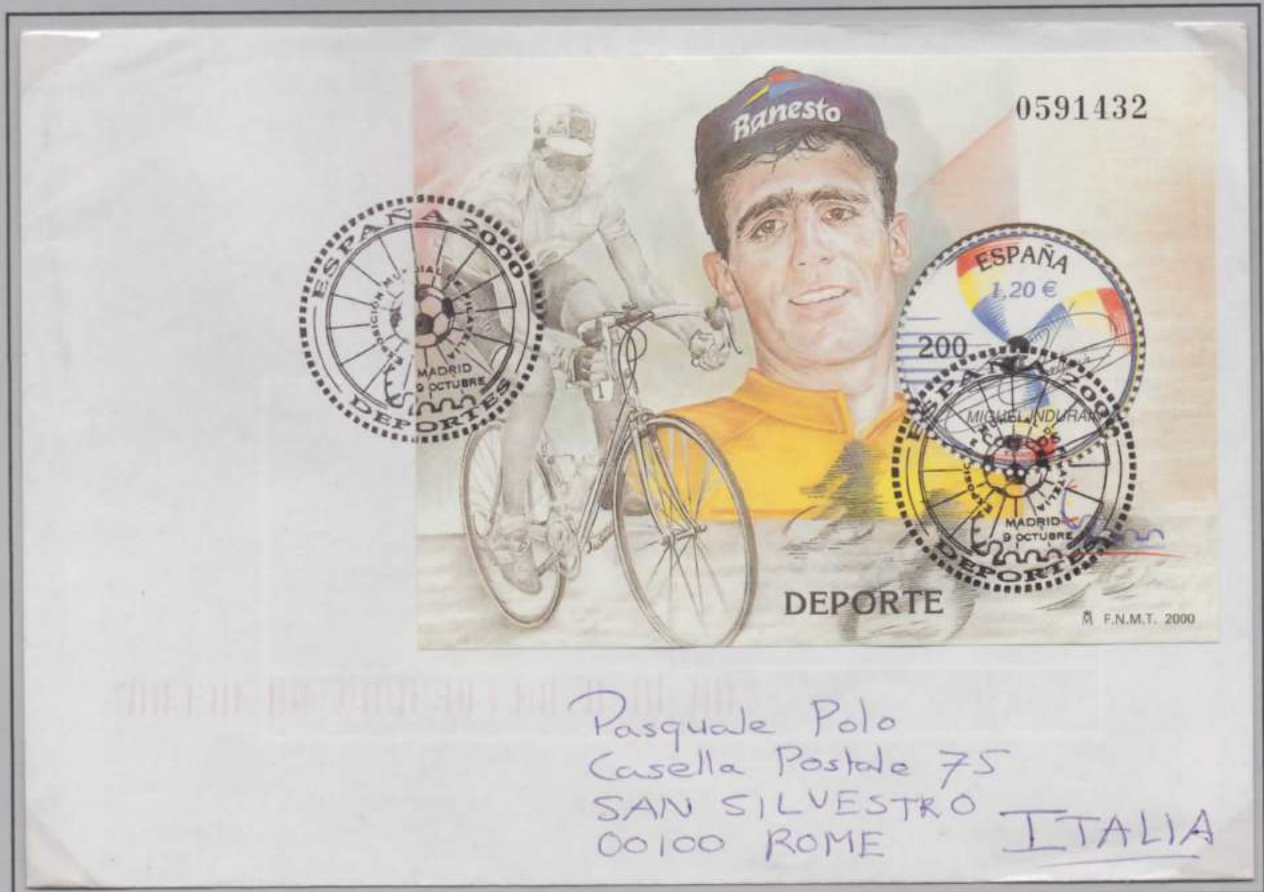
In 1965, complying with IOC directives and to continue to participate in the Olympics, the UCI decided to differentiate amateurs from pros, establishing two independent federations: the Amateur Cycling Federation (FIAC) and the International Professional Cycling Federation (FICP). This distinction between the ranks of amateurs and pros was removed in 1996 when the IOC and the UCI began allowing pro cyclists to participate in the Olympics. Today the UCI manages all the events and categories of competitive cycling.



Union Cycliste Internationale



Patch for members of the "Federation Internationale Amateur de Cyclisme"



Pasquale Polo
 Casella Postale 75
 SAN SILVESTRO
 00100 ROME ITALIA

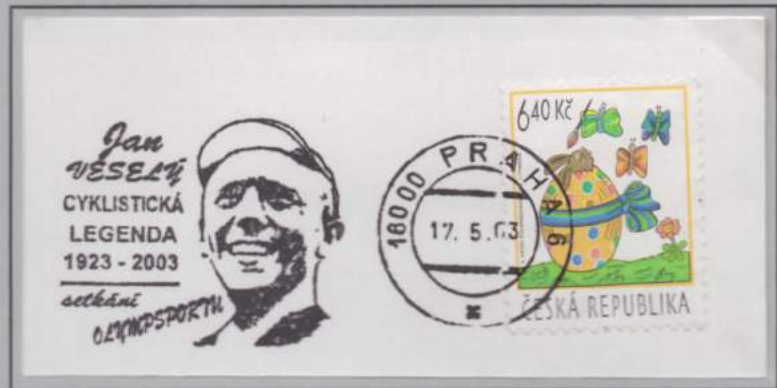
1996 Atlanta - Miguel Indurain, Gold medal in individual time trial

For novice cyclists (currently the Under-23), they host stage races and road races pretty much throughout the world. The importance of these races varies by location. Nevertheless, some races have consolidated traditions and an established following especially in those countries without established pro cycling. The most important among these was undoubtedly the Peace Race.



1948 Warsaw - Prague and Prague - Warsaw

The race hosted by newspapers 'Glos Ludu' of Warsaw (then renamed Trybuna Ludu) and 'Rude Pravo' of Prague, initially ran from Warsaw-Prague and Prague-Warsaw. With the logistical support of newspaper 'Neues Deutschland', in 1952 this race was extended to East Germany and as it connected the capital cities of these three nations, it also became known as the Prague-Warsaw-Berlin.



1949 - Jan Vesely winner of the Prague - Warsaw



1948 - Badge, Peace Race Warsaw-Prague e Prague-Warsaw

Up to the fall of the Eastern Bloc countries, this stage race represented one of the most prestigious events of the amateur season equal to or almost equal to a rainbow race.



1952 - Badge, Peace Race Prague-Berlin-Warsaw

1967 - Warsaw - Berlin - Prague



1967 Czechoslovakia - Artwork for stamp commemorating the XXth edition of the Peace Race, "not adopted"

The highly competitive spirit, the desire to excel and to profit among the professional teams, has pushed some cyclist to use medicinal products to improve the sport performance. At first caffeine, then efedrine, then more specifically anabolic steroids to develop muscles and finally Epo transfusions.



Injection glass vials



Syringe and medications pills drug



Blood transfusion



1999 - Lausanne, the World Conference on "Doping in Sport"

In order to oppose this practice, since 1962 the UCI and the varied Federations National have created antidoping controls with laboratories and specialized techniques.

Laboratories Antidoping



2.2 - International Cyclists Association

One of the primary needs of competitive cycling at the turn of the 19th century was to join national federations into a growing international federation to set the rules and proceed to manage international cycling races.



Sturmeiy-Archer, 3-speed bicycle gear hub

Following a few planning meetings, thanks to English engineer, journalist and sportsman Henry Sturmeiy, who later became famous for having given his name to the speed changer built into the hub of the back tyre, known all over the world as the Sturmeiy-Archer, in London in 1892, during the annual International Cycling Show, a meeting was held with the participation of representatives from the cycling federations of the USA, Belgium, Canada, Denmark, Germany, France (even two federations), Holland and England (Scotland and Ireland sent in their participation although they did not attend). At the end of the meeting, on November 24 1892, the International Cyclists Association was established.



"National Cyclists' Union" (England)

Badge of the "Algemeene Nederlandsche Wielrijdersbond" (Netherlands)



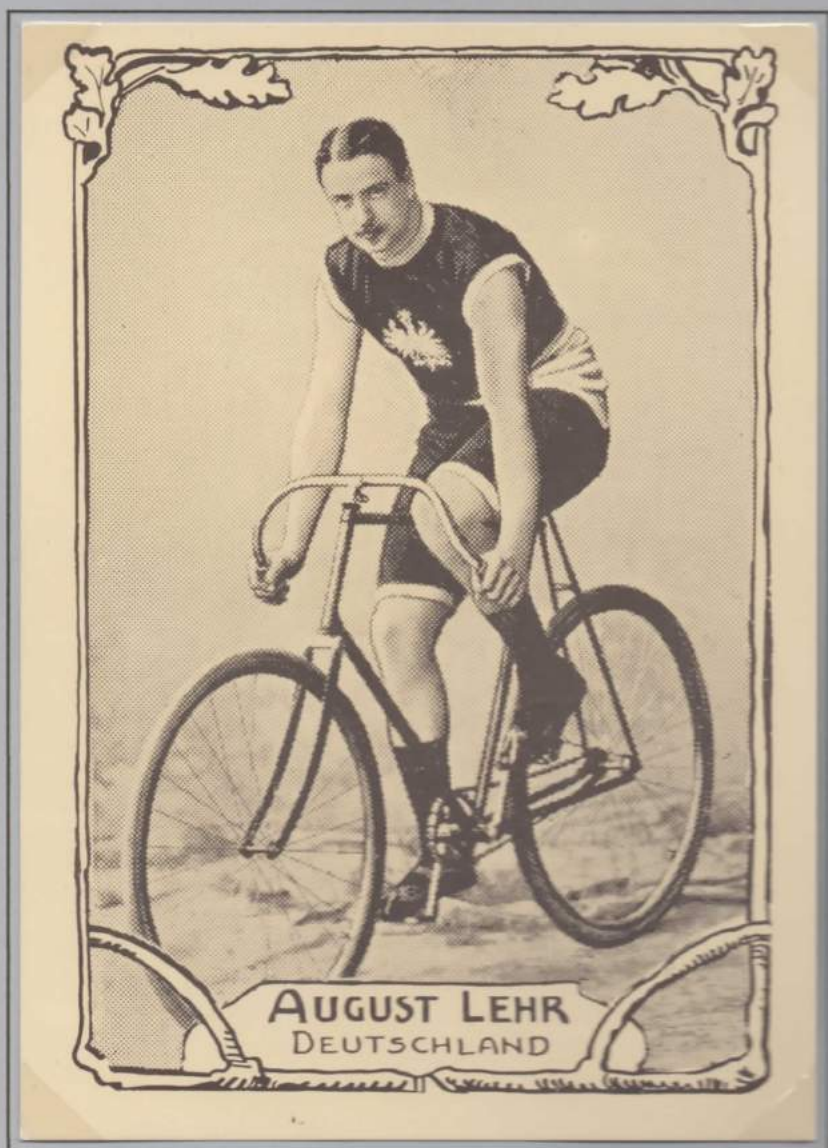
"Bund Deutscher Radfahrer" (Germany)



"Ligue Velocipedique Belge" (Belgium)

The following year in Antwerpen, the International Cyclists Association decided to create, in 1895, the World Championship on track also reserved to pros and the number of events changed to four, sprint for amateurs and pros and the mid-distance with trainers, for amateurs and pros.

1894 - Antwerpen (Belgium)
 W. Herie (Norway)
 World Champion Mid distance
 100 km Amateurs with trainers



1894 - Antwerpen (Belgium)
 A. Lehr (Germany)
 World Champion Sprint Amateurs

Germany 1985
 Postal Stationery
 with privately overprint



Norway 2010 Personalized stamp



1897 Cologne (Germany)
 Cycling World Championship

International Cyclists Association, medal, awarded to English cyclist C.G. Wridgway, who participated in the World Championship Amateurs 100km.

1897 Celtic Park - Glasgow (Scotland)
 Cycling World Championship

International Cyclists Association, medal, awarded to English cyclist H. Brown, who participated in the World Championship - Amateurs Sprint over one mile.



The "Italian Velocipede Association" was not invited to this constitutional meeting of the ICA due to the ever-increasing discord on the role of pros in the Anglo-Saxon sports scene. Precisely due to the exasperated nationalism of the English, and the obstinacy to exclusively support amateur sport, tensions immediately developed with Latin nations that ultimately resulted in open conflict on the issue of amateurism.



"Italian Velocipede Association"

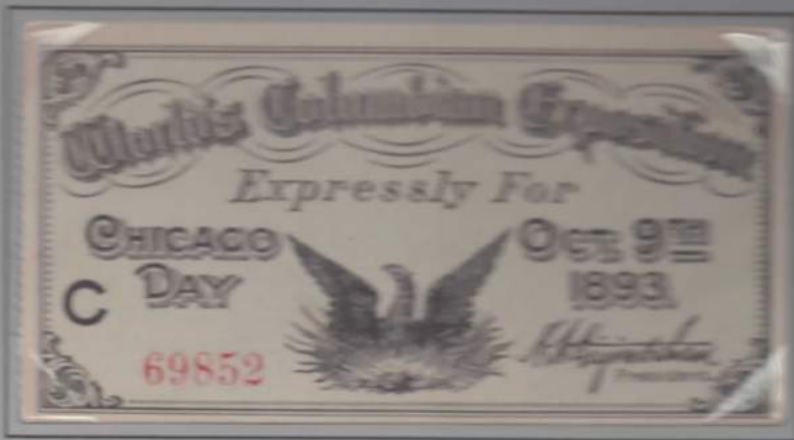


"Italian Cycling Federation"



1885 / 1985 - Commemorative medal of the centenary of the "Italian Cycling Federation"

During the meeting held in London, it was also decided to hold in 1893 in Chicago, as part of the "World's Columbian Exposition" the first Cycling World Championships on track, with 3 events held exclusively for amateurs, covering a distance of one mile, the mid-distance without trainers (10km) and the 100km endurance race with trainers.



9 October 1893 - Ticket for "Chicago Day",
Track Cycling World Championships

Card Panini "Sprint 71"



Badge for visitors of the Chicago
World's Columbian Exposition



Arthur Augustus Zimmerman
winner of the first world
championship in 1893



Chicago 1893 - "World's Fair Station" - Track Cycling World Championships

After that the International Cyclists Association while continuing its function, without forgetting the english origins of its promoters, became increasingly more an Ensemble of Union rather than an Union of Nations.

Sextuplet with trainers for mid-distance races.



Netherlands 2010
Personalized stamp



Trainers in tandem for mid-distance races



Rudolf M. Rohrer, Brinn.

1898 - Vienna (Austria)
Cycling World Championship



In 1899 the championships once again crossed the Atlantic Ocean and this time they were hosted by the Canadian Wheelman's Association which selected the majestic Montreal velodrome as a venue for the competition. One of the major innovations introduced in this edition of the World Championship was the use of the first petrol-driven mechanic trainers for the two 100km mid-distance races.

1899 Montreal (Canada)
Badge for Cycling World Championship

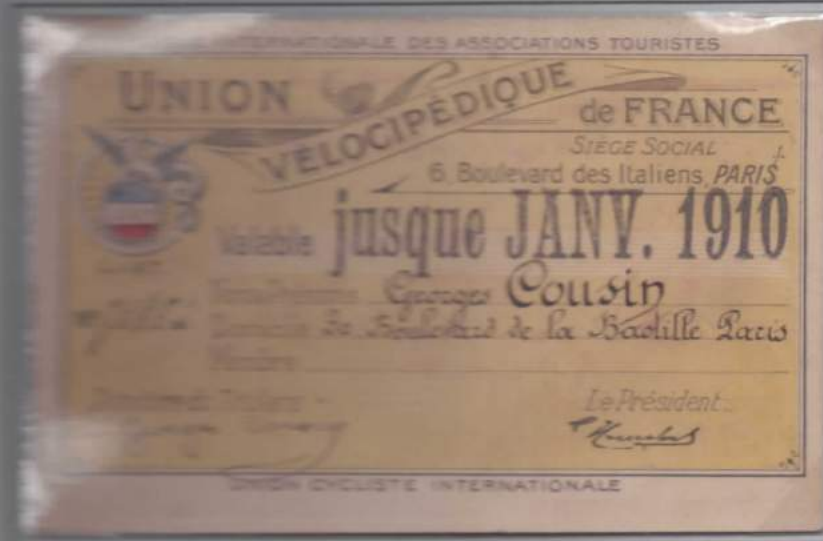


2.3 - Union Cycliste Internationale

In 1888, to oppose Secretary Sturmer and the presence of the Unions from the British Commonwealth which represented an overwhelming majority in all votes and in the direction of the International Cyclists Association, the International Cycling Union was founded in Paris.



Centenary of the "Union Cycliste Internationale"



1910 - license to participate in cycling races, issued by the "Union Velocipedique de France"

The constitutional assembly included participants representing the six most representative federations at the turn of the century: the Belgian Cycling League, the Union of Italian Velocipedes, the Swiss Cycling Union, the National Cycling Association from the USA, the Velocipede Union of France and the Union of French Athletic Sports Clubs.



Also in Paris, during the UCI's constitutional meeting, the representatives set the date for the first World Championship of the new World Federation; the competitive events took place, as part of the Paris Exposition Universelle of 1900, on the track of the Parc des Princes Velodrome.



Commemorative labels of 1900 Paris Exposition Universelle



1900 Paris - Exposition Universelle



Paris - Vélo-drome du Parc des Princes

In 1905, the World Championship was held in Belgium, at Antwerpen wooden track velodrome.



1905 Antwerpen - Cycling World Championship, Badge for Committee

The World Championships, which were held at the "Jonction Velodrome" in Geneva, marked the first World Championship won by an Italian participant. Francesco Verri, who had unconditionally triumphed at the Paris Grand Prix, completed his incredible season by seeing his name inscribed into the hall of fame of the World Championship in the Amateur Sprint.



1906 - Geneva (Switzerland) World Championships



In 1907, the World Championships was hosted by the French Cyclist Federation and once again held in Paris' "Parc des Princes" velodrome.

1907 - Paris (France) Postcard commemorating the World Championships illustrated with the Velodrome of the "Parc des Princes" and the Champions participants

In 1910, the Belgian Velocipede League hosted in the "Karreveld" velodrome during the World Fair, which was being held in Brussels, the first Cycling World Championship.



1910 Brussels - Exposition Universelle and Cycling World Championship

World War I began while the Cycling World Championship were being held in Copenhagen in 1914. On that occasion, only the Mid-distance Amateur event took place, although only four participants lined up at the start line.



1914 - Copenhagen
Badge for Cycling World Championship

The Championships were suspended and the cyclists found themselves fighting against one another in war. The races did not return until 1920, when the World Championships were held in Antwerp, Belgium, which in the same year also hosted the summer Olympics known as the Games Return.

1917 - Postcard for Italian Army "Bersaglieri",
Illustrated with a military cyclist



Volete darmi nuova lena per affrontare le ardue fatiche e i pericoli di questa nostra guerra? Assicuratevi di aver sottoscritto o di aver fatto sottoscrivere al Prestito Nazionale.

Auguri felicissimi per
La Piazza - aff.
Eusebio Giulio Ferrer

The first World Championship hosted on the road, reserved solely for amateurs, was held in Denmark in 1921. The individual timed race took place over a distance of 120 kilometres along the streets of Copenhagen.



1921 Copenhagen (Denmark)
Badge of the World Championship



1922 Liverpool (Great Britain)
Paris (France)
Silver Medal 2nd Class.
Sprint Professionals

After holding a few playoffs, the 1922 World Championship on track, initially held in Liverpool was moved to Paris due to adverse climate conditions and the finals were held on the track of the Parc des Princes velodrome.

It wasn't until 1923 that the World Championship was held on a linear path, along the road from Zurich to Basel and back (150 kilometres).

1923 Zurich (Switzerland)
Badge of the World Championship



In 1926, the World Championship was held in Italy, with road races along the route from Milan to Turin, speed trials on the track of the Sempione Velodrome in Milan, while the Mid-distance pro event following motorists was held at the Turin Motor Velodrome, a more appropriate venue for these demanding and dangerous events.

1926 Milan - Turin, World Championship
Badge for representatives of C.O.N.I.



Turin Motor Velodrome

Card



Avanti Martinetti
World Champion
Sprint Amateurs 1926



Costante Girardengo

Before the World Championship for pros was established, the GP Wolber (French tyre industry), was considered the World Championship for pros; for the race they held in Paris, they invited those racers who, over the course of the year, placed in the top 3 of the international charts, in the major tours and the national champions; that's why its 1922-1926 logbook is full of champions: 2-time champion Henry Suter (Switzerland), Emile Masson (Belgium), Costante Girardengo (Italy) and Francis Pelissier (France).



"Grand Prix Wolber"

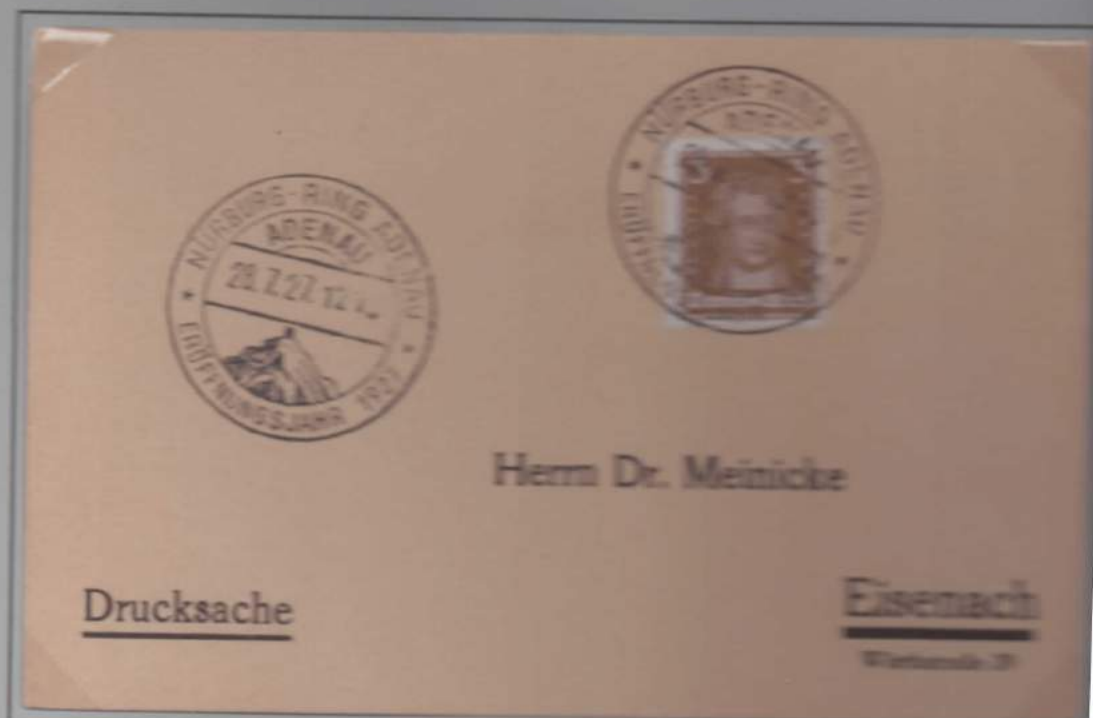
In 1927, in Adenau, on the Nurburgring car track, they held the first World Road Championship, featuring an "Open" formula: open to both amateurs and pros. For that first edition, the UCI decided to grant only one World Championship title to the one who placed first, regardless of division. That race was won by Alfredo Binda, who received the title and World Champion Jersey; Belgian amateur Jean Aerts, who placed 5th in the race and 1st in the amateur division received the title of "UCI Road Champion," and was inscribed "by right" into the hall of fame of the Amateur World Championship. Starting from the following edition held in Budapest in 1928, both divisions, Amateurs and Pros, participated in championships which consisted of two well-defined separate races.



1927 - World Championship "Presse" Badge



Alfredo Binda
3 times World Champion:
Adenau 1927, Liege 1930,





Learco Guerra the "Human locomotive"

When Italy was picked to host the World Championship in 1932, it was the organizers' intentions to prove efficient both in terms of sports and politics. That's why they selected Rome, capital city of the Roman Empire, for the track events built inside the National Stadium, a cycling track, then transferred to Milan to give rise to the legendary Vigorelli. For the road events they selected a track on the Alban Hills along the road from Rome to Rocca di Papa to be completed 4 times. Italian team successfully won both events, with Martano in the Amateurs and Binda in the Pros, the latter winning his 3rd rainbow title in 6 years.

In 1931, the UCI revolutionized the schedule of road events, returning to timed races both for Amateurs and Pros. The rainbow competitions were held in Copenhagen (Denmark) and were won by 'time specialist' Henry Hansen of Denmark, who had also won at the 1928 Olympics in Amsterdam (also timed events) and by Learco Guerra who, precisely due to this timed event victory was nicknamed the 'Human Locomotive' by fans.

1931 Copenhagen
Badge for World Championships

Track and Road World Championships Roma 1932



**CAMPIONATI CICLISTICI
DEL MONDO
SV STRADA E SV PISTA**

ROMA

27 AGOSTO - 4 SETTEMBRE 1932 - A-X

RIDVZIONI FERROVIARIE DEL 50 %

Badge of the Organizing
Committee
World Championships 1932

Giuseppe Martano was twice World Road Amateur Champion 1930/1932

Germany returned to host the Cycling World Championship in 1934, on the circuit of the park Scheibholz, on the outskirts of Leipzig, she won a surprise the Belgian Karel Kaers, that in a kind of race track on a road surface almost highly polished, prevails at the end of a sprint with Learco Guerra not without controversy.



Badge for World Championships 1934 Leipzig (Germany)



Sportplatz Leipzig

1934 - Leipzig (Germany)
World Championships



In 1935, the Cycling World Championships were held in Belgium, as part of the organized sports event for the World Fair Brussels. For this special occasion, the cycling track was installed inside the Heysel Stadium, while the road events were held on the Floreffe circuit. Belgian cyclist Jef Aerts won the Pro road race, who, after briefly wearing 1927 rainbow jersey (for among Amateurs), very proudly wore the 1935 rainbow jersey.



Badge for World Championships 1935 Brussels (Belgium)

Varese 3 September 1939 - World Championship road race



Envelope of the Organizing Committee and special postmark prepared for the road race, but not used for the suspension of the Championships - "only recorded strike of this cancel"

The World Championships of 1939, which were assigned to Italy, began with the track races at the Vigorelli Velodrome in Milan, but in the middle of the agonistic program, when he was only awarded the title of Sprint Amateurs, the World Championships was suspended and postponed until a later date, for the beginning of the War. On September 3, date of the road race, the soldiers of Hitler had already invaded Poland and World Championships would have talked again only six years later.



1939 - Milan (Italy)
World Championships
Badge "Delegate"



At the World Championships in 1936, that were held in Zurich, participated, for the first time, also the Japanese riders unfortunately the banked curves of the velodrome "Oerlikon" represented an insurmountable obstacle for the riders not used to this type of track. The road races took place on the Circuit of Bremgarten (motorsport race track in Bern).



1936 Zurich (Switzerland)
World Championships
Badge "Presse"



Postcard - Hotel Steiner Zurich, headquarters of the
Organizing Committee of the Cycling World Championships



1937 Copenhagen (Denmark)
World Championships
Badge "Presse"



Commemorative Label for the
World Championships 1938
Amsterdam - Valkenburg

In Netherlands, the Track World Championships of 1938 were held at the Olympic Stadium in Amsterdam, while road races took place on the circuit of Valkenburg.



1938 - Badge
for World Championships

2.4 - Olympic cycling

Cycling has been part of the Olympic Program since the 1st Olympic Games of modern era held in Athens in 1896. Until the Barcelona 1992 Olympic Games, Olympic competitions had been reserved only for amateur cyclists, but in 1996, following the abolition of the subdivision between professional and amateur cyclists, two new categories were created: Elite (without age limit) and Under 23 (for cyclists less than 23 years old) and professional cyclists were admitted at the Atlanta Olympic Games. Also the Women category, now open to professionals as well, was named Elite.



27 March 1896
100km track race



30 March 1896
10km, 2km and 1 lap of the track



31 March 1896
Road race



Cards Panini
Collection Olympia

1st April 1896
12 hours track race



Paul Masson (France),
Olympic Champion
of the 10km, 2km
and 1 lap of the track



Athens 1896
Olympic Participation Medal

The competitive program of the 1st Olympic Games included 87km road race, while the track events were held in the Cycle Stadium of Falero, near Athens, with competitions on 2km, 10km, 100km, 12 hours and 1 lap of the track.



Grèce, Jeux Olympiques à Athènes 'Αθήναι, 'Ολυμπιακοὶ Αγῶνες



1894 - International
Olympic Committee label

Olympic Games Athens 1896 - Start of 12 hours track race

Later on, the Olympic Games Paris 1900, St.Louis 1904 and London 1908, all inserted in International Exhibitions, organized only track events and speed races on disparate distances.



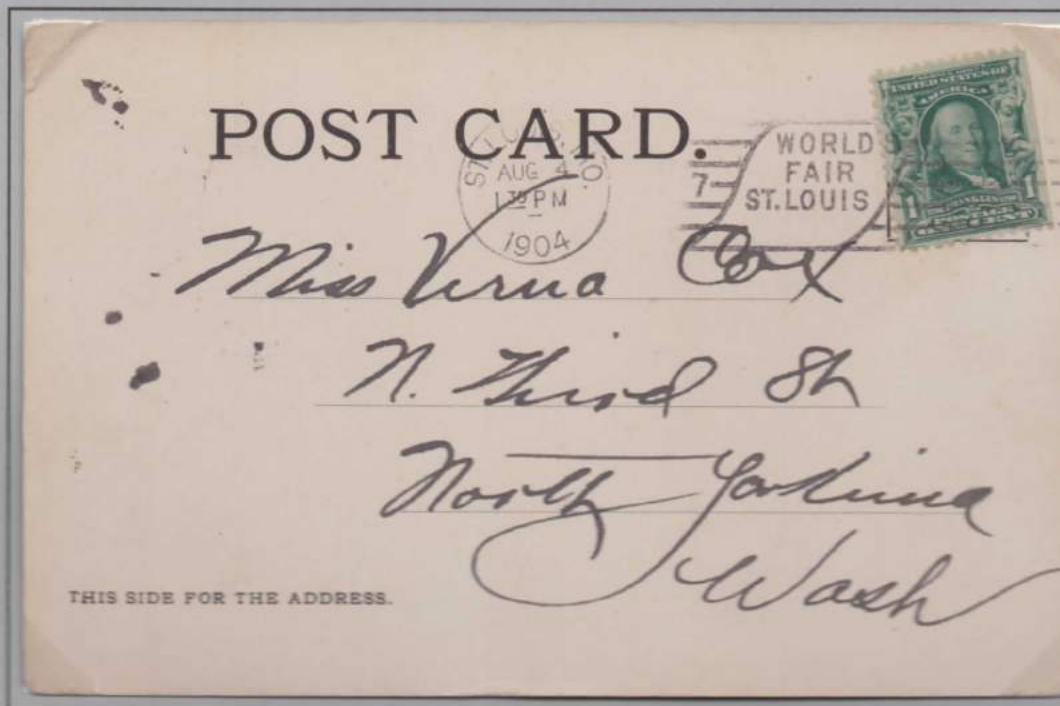
1900 - Exposition label



"Universal Exhibition" Paris 13 September 1900 Final Sprint 2.000m



1904 - St. Louis World's Fair label advertising



"World Fair" St. Louis - 4 August 1904, Sprint 1/3 mile



London 1908 - "Franco/British Exhibition" White City Stadium



London 1908 Olympic Participation Medal

In 1912 in Stockholm, only road time trials were organized on a distance of 320km (on the circuit of Lake Malar) the winner was Rudolph Lewis, a South African, and the Olympic title for team racing (obtained by summing up the times of the first four riders of each nation) was awarded to Sweden.



Rudolph Lewis (South Africa)
Olympic Champion, road race 1912

Stockholm 1912
V Olympic Games



Stockholm 1912
Olympic Participation Medal

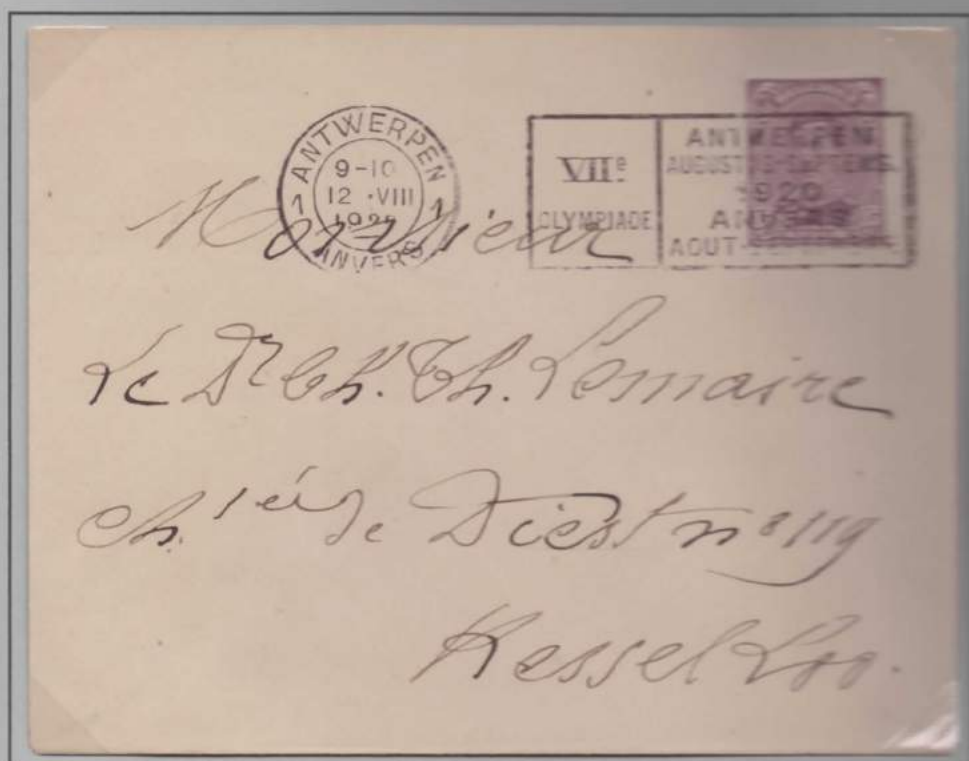


Tandem

The program of cyclist events in Antwerpen 1920 included individual and team road race while track events included sprint, tandem, team pursuit and 50km track.



Antwerpen - 1920
Label issued by the
Organizing Committee
of Olympic Games

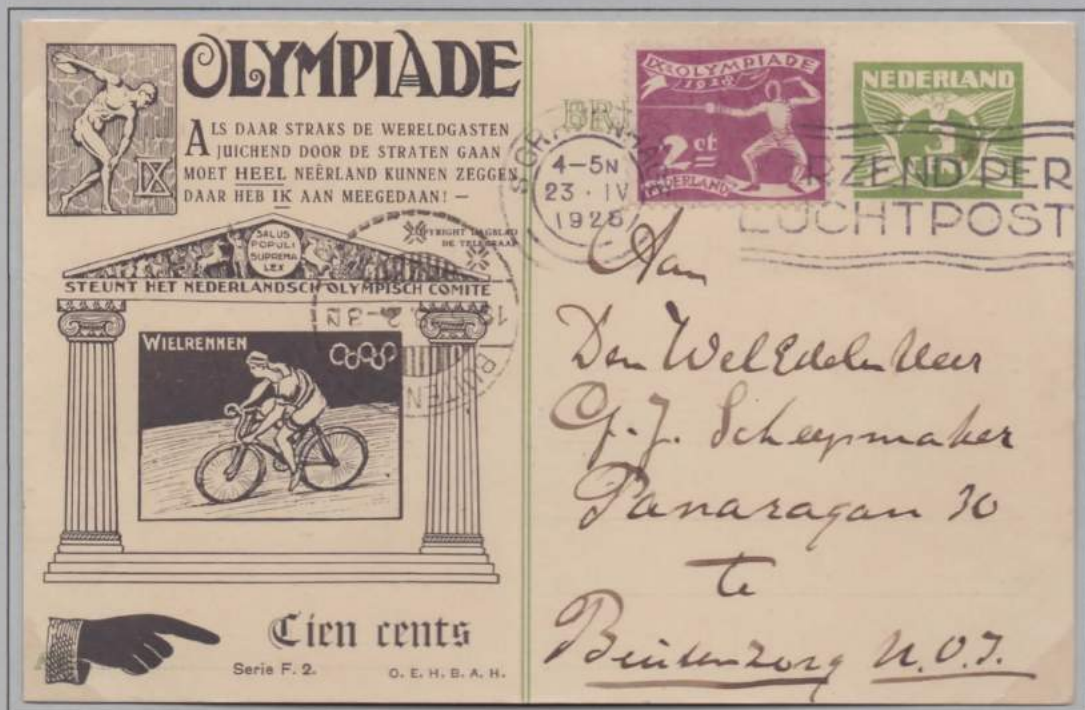


Antwerpen 12 August 1920 - Individual and team road race



Antwerpen
1920 Olympic Games
Badge for Italian National
Olympic Committee (C.O.N.I.)

In 1928 in Amsterdam, the 50km trials were replaced by the 1 kilometer with standing start. These special categories, sprint, tandem, team pursuit and 1km, also called Olympic, remained unchanged until Melbourne 1956



Amsterdam 1928 - Postal Stationery, prepared by Huygens Bookstore - Den Haag, authorized to overprint for the benefit of the "Olympic Fund"



In 1936 in Berlin the road race was ridden as a mass start for the first time in Olympic history. The course was too easy to break apart the peloton, and consequently, only eight seconds separated the five teams that had three riders to finish the race.

Berlin 1936 - Robert Charpenfier (France)
Olympic Champion, road race

Berlin 1936
Tony Merkens
Olympic Champion
Men's Sprint



Olympiastarter Toni Merkens und der Amerikaner Sellinger beim Start zum Ausscheidungslauf des 1000-Meter-Malfahrens

Postkarte

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P.O. Box 17126 Grotta TOKIO
(Straße und Hausnummer oder Postfach)

1-00189 Roma
(Postleitzahl) (Bestimmungsort)
Italia



Berlin 1936
Badge with the
Olympic rings

Cycling races scheduled for the Olympic Games of 1948 were the individual and team road race and the four races on the track, Sprint, Tandem, 1.000m time trial and the Pursuit Team 4.000m. The track cycling events were held at the Herne Hill Velodrome. The road race events were held in Windsor Great Park.



London 9 August 1948 - Men's Sprint

Cards Panini
Collection Sports Champion



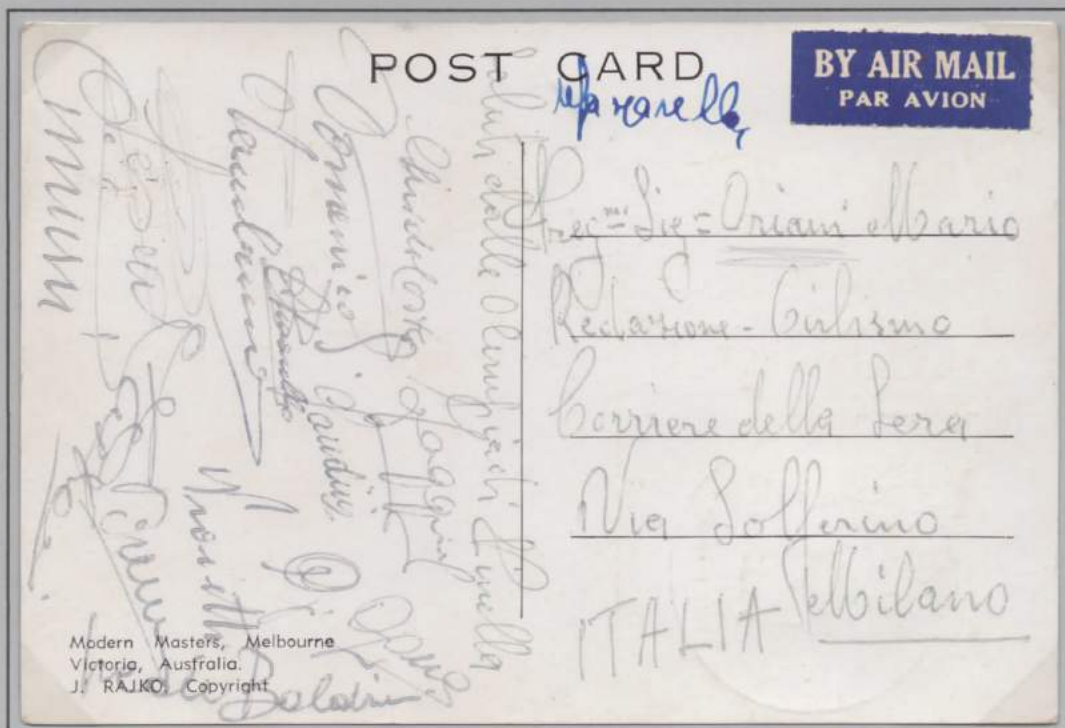
Mario Ghella
Olympic Champion,
Men's Sprint - Londra 1948



Olympic Games
Helsinki 1952



Melbourne 1956 - Ercole Baldini, Olympic Champion, road race



Modern Masters, Melbourne
Victoria, Australia.
J. RAJKO, Copyright

1956 Melbourne - Postcard sent by the Italian national cycling team with autographs Olympic champions:
E. Baldini, L. Faqain, V. Gasparella, A. Domenicali, F. Gandini

In 1960, Italian cyclists Gaiardoni, Bianchetto, Beghetto, Gasparella, Vigna, Vallotto, Testa, Arienti, Cogliati, Bailetti, Fornoni e Trapè dominated the Rome Olympic Games by winning a striking series of medals, 5 gold, 1 silver and 1 bronze in 6 competitions, and only Viktor Kapitonov (USSR) was able to beat Livio Trapè (Italy) in the final sprint on the finishing line of Grottarossa.



Fold Paper

Roma Olympic velodrome



Shift brown color



Rome 1960 - XVII Olympic Games
Inauguration of the Olympic velodrome

A new category were introduced, the 100km time trials with a team of 4 riders (the final time was the arrival time of the 3rd rider) which replaced the classic team race in which medals were assigned according to the amount of time used by the first 3 riders of each nation in the individual race (from 1928 to 1952). In 1912, 1920 and 1924, they used to sum up the time of 4 riders. While in 1956, it was instead the arrival position of the first 3 riders of each nation.



Rome 30 August 1960 - "Road race"

"Roma Circuito Grottarossa" - Numerator automatic quick acceptance of registered letters
"probably unique: registered letters with such numerator are not recorded in official literature"



Olympic Games - Tokyo 1964
Badge for members of national team



In Tokyo 1964, a new discipline, individual pursuit on 4.000m, was included in the Olympic Program.

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XVIII. OH TOKIO
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 PŘEROV - 19. 11. 1994

Tokio 1964 - Czech Jiří Daler, Olympic Champion individual pursuit 4.000m



Grünwald 1972 - Olympic Road race

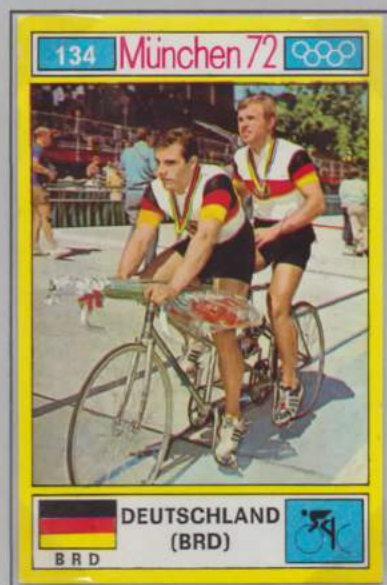
In 1972, in Munich, it was decided that men's events for amateurs would also be valid as World title for the category, consequently, during the Olympic years, road and track trials for amateurs were no more included in the program of World Championships. This arrangement was held until the Olympic Games in Atlanta when the cycling trials have become "Open".



Badge with the Olympic Munich 1972 logo



1972 Munich Olympic Velodrome



Card Panini "München 72" West Germany Tandem Jürgen Barth - Rainer Müller

It was during these Olympic Games that Tandem made its last Olympic appearance.



1972 - Munich Olympic Cycling

Los Angeles 1984
Marc Gorski (USA)
Olympic Champion
Men's Sprint



Stamp overprinted
3 - 8 - 1984
Gorski (USA)

EXPRES Special Delivery PS Label 57

Games of the XXIIIrd Olympic Los Angeles 1984

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California State University, Dominguez Hills is the site for the new Olympic Velodrome, built specially for the 1984 games. This facility is the only world-class cycling track in the western United States. Permanent seating exists for 2,000 spectators and an additional 6,000 temporary seats were erected for the games.

Official Licensee of the 1984 L.A. Olympic Games
Sam: ©1981 L.A. Oly. Org. Com.
Artist: Image/Chad Slatery

Manufactured under license from the Los Angeles Olympic Organizing Committee by Drawing Board Greeting Cards, Inc., P.O. Box 220355, Dallas, Texas, 75222-0355

PZ 0060

Los Angeles 1 August 1984 - Dominguez Hill Velodrome, Men's individual pursuit
Pitney Bowes Postage Meter n. 3328479, used in the Olympic Velodrome

(Photocopy address side)



НА ВЕЛОТРЕКЕ.
Шестное фото: Л. А. Бордуганова,
Регистратор В. М. Ратновский.

КАРТОЧКА ПОЧТОВАЯ



Seoul 1988 - Track races

Other events were added to the program of the Los Angeles Olympic Games 1984, women's road race and men's individual track points race. At Seoul, in 1988, also women's sprint race was added while in Barcelona 1992, the women's cycling program was completed by the individual pursuit on 3.000m.

In Monaco in 1993, the 101st IOC Session completely revamped the criteria for admission to the Olympic cycling events which became "open" in Atlanta 1996, thus opening the doors of Olympism to the protagonist of professional cycling, Indurain, Armstrong, Vandenbroucke, Richard, Cipollini.



Monaco 1993 IOC Session of the International Olympic Committee



Badge for IOC Member

Also the racing program was concerned by these changes and the first to pay for it were the 100km men's time trial. They were replaced by an individual men's and women's time trial on road.



1976 Montreal Olympic Games - 100km Men's time trial

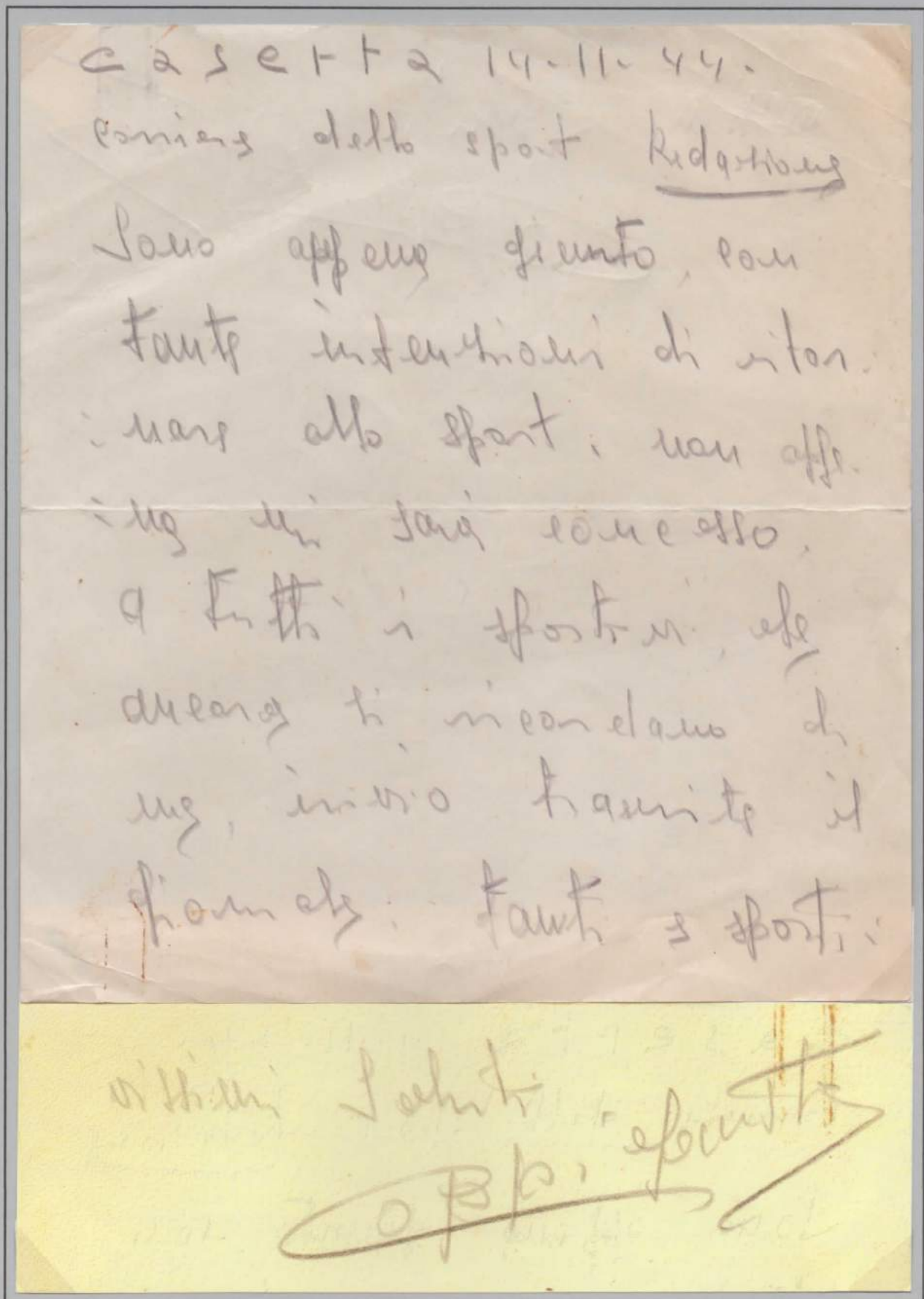


Atlanta 21 July 1996 - Women's road race

3 - THE WORLD OF CYCLING

3.1 - On the roads of the world

During the dark years of World War II, 1940-1945, even those cyclists, including those more popular among the athletes, were called to make their contributions 'in arms' to defend their countries. Thus athletes like Fausto Coppi, who had formerly won the 1940 Tour of Italy and more recently held the record for the Vigorelli velodrome, found himself in Milan, while the city was being bombed by the Allies, and then called to don fatigues and be shipped off to the front lines in Africa, where he was captured by English troops



Caserta November 14, 1944 - Letter sent by Prisoner Of War Fausto Coppi, traveling North following the English troops through Italy to the newsroom Rome's Corriere dello Sport.

3- THE WORLD OF CYCLING

After five long years of inactivity, cycling competitions restarted almost immediately, as early as 1946 the world championships were held once again, starting in Zurich, where the International Cycling Union was located.



1946 - Zurich (Switzerland) Badge World Championships "Delegate"



1947 - Paris / Paris (France) Badge World Championships "Press"



1948 - Valkenburg (Netherlands) - Road World Championships



1948 - Valkenburg / Amsterdam (Netherlands) Badge World Championships



1949 - Copenhagen (Denmark) Badge World Championships "Delegate"



1950 - Wastiede / Racour (Belgium) Badge World Championships "Delegate"



1950 - Belgium Badge of the 50th anniversary of the foundation of the Union Cycliste Internationale

Those were the years of the duellism between Fausto Coppi and Gino Bartali, who had split Italian public opinion and not only that of sports fans into Coppians and Bartalians. The 1951 World Championships were held in Italy, re-introducing the Three Varese Valley circuit, during which Ferdi Kübler of Switzerland finished ahead of Fiorenzo Magni and Antonio Bevilacqua



1951 Milan - Varese (Italy)
Badge World Championships
"Delegate"



Fausto Coppi - Gino Bartali, "Calendar - Cycling 1953"
Barber homage to their clients



1951 Milan - Varese (Italy) World Championships



Postcard with autograph Ferdi Kübler
World Champion in 1951

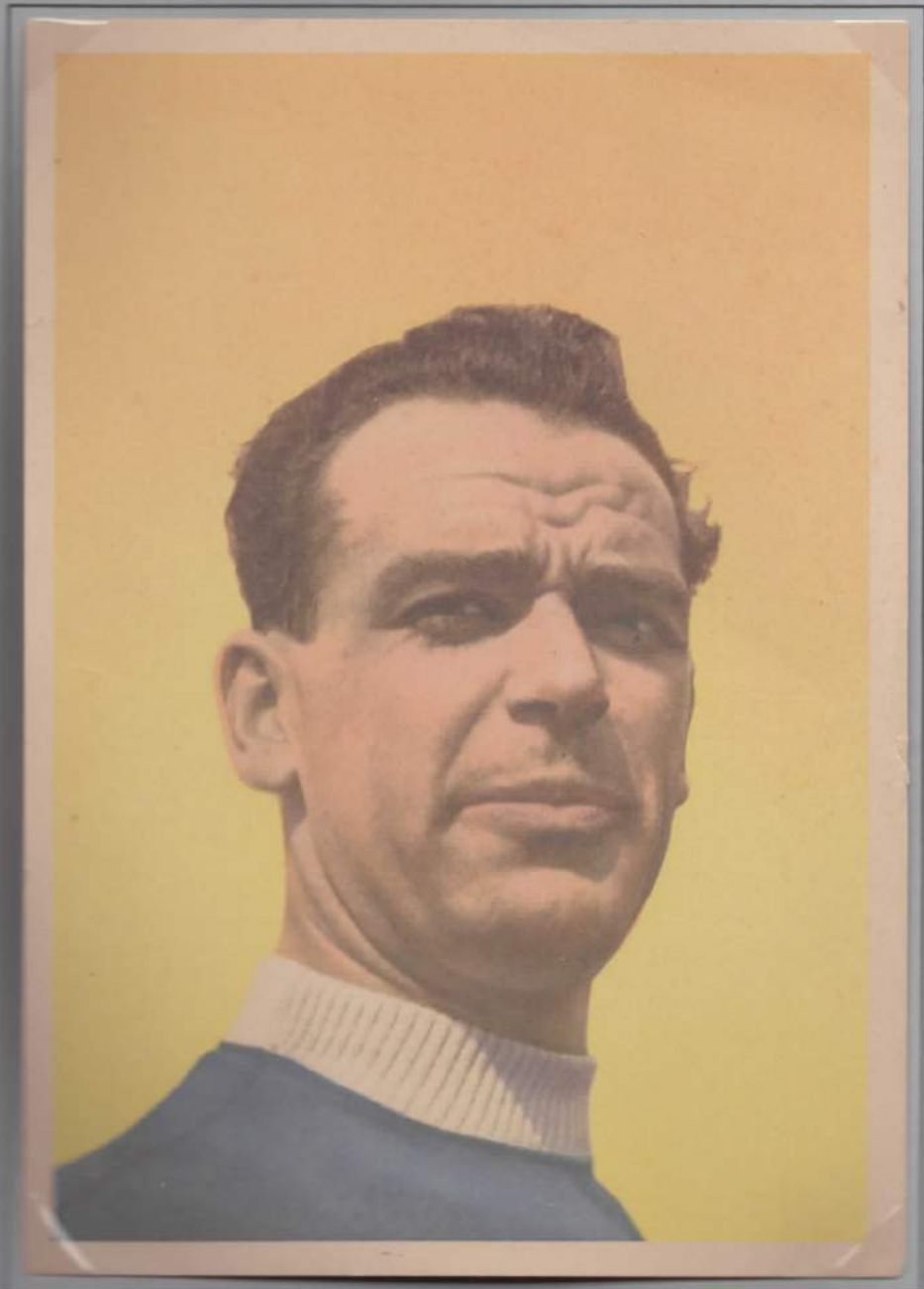


1951 - Varese (Italy)
Ticket for the professional road race

As we returned to easier routes, in 1956 in Ballerup (Denmark) and in 1958 in Belgium in Waregem cyclone Rik Van Steenbergen, who, following a successful 1949 in Copenhagen, collected three wins which rival Alfredo Binda's world titles.



1949 - Copenhagen (Denmark)
World Championships
Badge "Prest"



1956 - Ballerup (Denmark)
World Championships

1957 - Waregem (Belgium)
Post Office badge

1957 - Rik van Steenbergen (Belgium)
Photo inserted as an attachment
the magazine for children "Intrepido"



R. Toela
Reclinedyplaat voor 9K
Amsterdam © Holland



1957 - Waregem (Belgium)
World Championships
Badge "Coureur"

After the very flowing "track-like" circuit in Luxembourg in 1952, which ended with a crowded chase, the last world championships held in Lugano in 1953 were disputed over a selective route, with the "Crespers" hill which will reveal to be a determining factor and enabling the best one to prevail. Fausto Coppi burned all competitors and reached the finish line alone more than 6 minutes ahead of the cyclist who came in second, Derjole from Belgium.



1952 - Luxembourg ticket for Professionals road race



1952 - Luxembourg badge for World Championships "Coureur"



August 30, 1953 - Lugano, Fausto Coppi World Champion



50th anniversary Fausto Coppi Road Race World Champion



1953 - Lugano (Switzerland) Badge of the World Championships "Coureur"



1954 - Solingen - Klingenring (Germany)
Ticket for the professional road race



1954 - Solingen / Cologne / Wuppertal
Badge World Championships
"Soigneur"



1954 - Label with logo
Solingen Klingenring

1955 - Rome-Frascati / Milano
Badge World Championships
"Delegate"

Over the following years, Road World Championship hall of fame adds to a list of great champions, including Bobet who won the race in the 'infernal' Solingen circuit in 1954 and Stan Ockers, who came in first at Frascati in 1955.



1955 - Frascati, armband for the personnel of "service"

In 1958, in Reims (France) once again featuring an automobile route, at the start is Melbourne Olympics champion Ercole Baldini to start the winning breakaway group, protected by the entire Italian team, headed by Fausto Coppi, winning alone ahead of the French Luison Bobet and André Darrigade.



1958 - Reims (France) Postcard featuring an autographed of the Italian team: Ercole Baldini, Fausto Coppi, Gastone Nencini and others.



The women also played a role in Reims. Thirty female athletes lined up at the start line, among them the Russians who were the incumbent favourites; however the race was unexpectedly dominated by Elsy Jacobs, from Luxembourg.

1958 Reims - Elsy Jacobs (Luxembourg) World Champion Women's road race

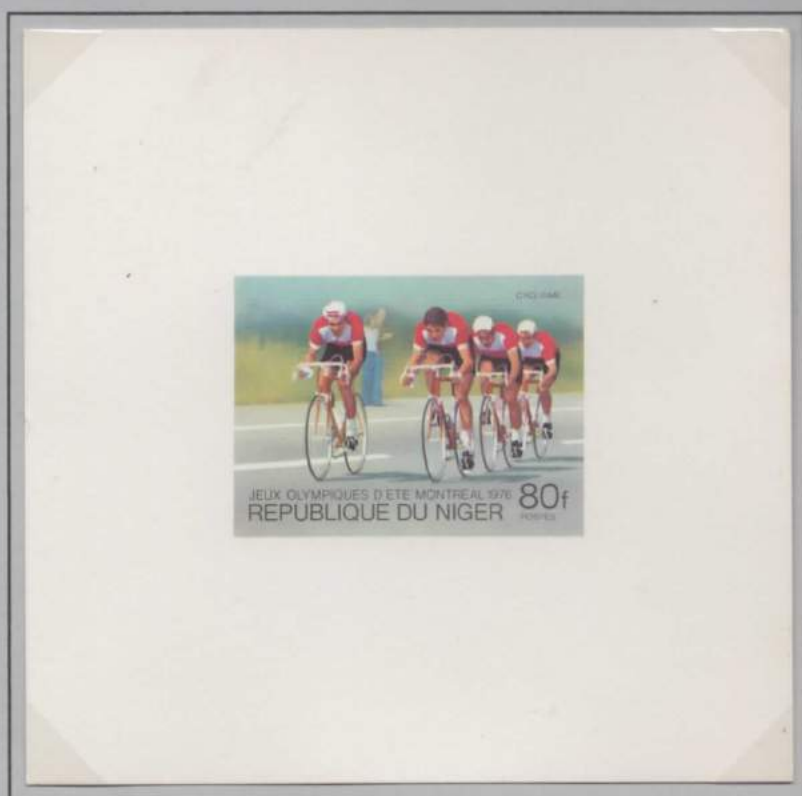


Foto: Archives Département ministériel des Sports

The 1962 Road World Championships were held in Salò, Italy. In this edition they introduced the 100km Men's time trial, reserved for the amateurs. The Italian team dominated, prevailing in the road race with Renato Bongioni and winning the first rainbow 100km time trial team with Mario Maino, Antonio Tagliani, Dino Zandegù and Danilo Grassi.



1962 - Milan / Salò / Roncadelle, Organising Committee of the World Championships of cycling



Niger 1976 - Proof of luxury

Bronze medal won by the USSR, 100km time trial team 1963



Card Panini "München 72" Belgium World Champions 100km time trial team

In 1994, in Sicily, they modified the schedule of road events by adding to the traditional road race events individual time trials for all classes, which replaced the time trials for the national teams.



1994 - Sicily, "Pass" for the members of the UCI



1994 - Sicily
Pin for the World Championships



1994 - Sicily, "Pass" telephone card

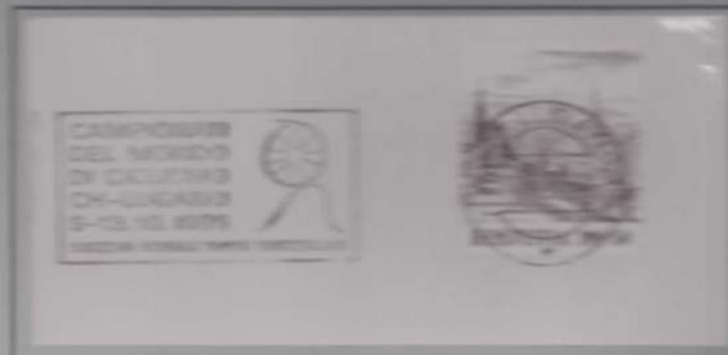
Furthermore, in 1996, for male athletes, they eliminated the separation between pros and amateurs, replacing it with the two Élite (with no age limits) and Under 23 (reserved for those below 23 years old).

Now also open to pros, in 1994 the female class was identified as 'Élite.'



1996 - Lugano (Switzerland)

Ticket for the World Championships Professionals road race



Lugano (Switzerland)
World Championships road races



1996 - Lugano (Switzerland)
Pin for the World Championships

Since 1975, the Juniors division (athletes 18 and under), competed in their World Championships on the road and on track; in 1997, some girls joined the competition. The World Championships were initially held separately, while currently the road races are held together with the major 'Elite' and 'Under-23' World Championships, while the track races are held separately from the higher division.



1975 - Lausanne (Switzerland)
Badge for participants at World Junior Cycling Championships



1975 - Lausanne (Switzerland) World Junior Cycling Championships



1981 - Grimma (DDR) World Junior Cycling Championships



1996 - Novo Mesto (Slovenia) World Junior Cycling Championships

3.2 - At full speed

In 1893 in Chicago, the first Track Cycling World Championship included only three events, open exclusively to amateurs: Sprint, Mid-distance with human trainers and the 10 kilometre race. The events for Pros were only added in 1895 in Koln, while the 10Km race was removed from the events schedule.



Cycling races on the track



Chicago World's Columbian Exposition 1893
Venue of the First Track Cycling World Championships

Chicago 1893
Post Office "World's Fair"



1935 - First World Spartakiad in Moscow, not disputed by organizational difficulties.

Subsequently, track Cycling World Championships, starting from the 1920 edition and until the tragic one in 1939 featured only three events: Amateur Sprint, Pro Sprint and Pro Mid-distance.



Color Essay

"Fotofinish"



The "finish line" with the electronic timing



Sprint races



Mid - distance Stayers



The "SURPLACE" between Sante Gaiardoni in rainbow jersey and Antonio Maspes in tricolor jersey

Following the interruption caused by World War II, the Track Cycling World Championships restarted in 1946 in Zurich, Switzerland, at the location of the International Cycling Union. Two new events were introduced into the events schedule: Individual Pursuit Pro (5.000m) and Individual Pursuit Amateurs (4.000m).



1946 - Zurich (Switzerland)
Badge of the World Championships



Individual Pursuit



Autographed picture of Guido Messina, World Champion
Individual Pursuit Amateurs 1948/1949
Individual Pursuit Professionals 1953/1954/1955/1956
Olympic Champion 1952 Team Pursuit

1947 - Paris - Attilio François (Uruguay)
silver medal Individual Pursuit Amateurs

In 1958, the Track World Championship, hosted by the French Cycling Federation, was held at the Parc des Princes velodrome. The event schedule included eight events, Sprint, Pro, Amateurs and Women, Individual Pursuit, Pro, Amateurs and Women and Mid-distance Pro and Amateurs. With the addition of the women's events, the events schedule remained the same until 1961.



1958 - Paris (France)
Badge for World Championship



1961 - Douglas (Isle of Man)
Badge for Women's World Championship



1961 - Zurigo (Switzerland)
Compianto del Mondo su Pista

In 1961 the World Championships for Women were held separately, in the Isle of Man (UK).

Even in 1965, the Championship was held separately: the amateurs competed in Brno, Czechoslovakia, while the Pros competed in various events in Belgium, on the track at the Antwerpen Sports Complex.

Medals won by Roger Chastelovský (CZE) at the World Championships of Track



1967 - Amsterdam (Netherlands)
Silver medal in the Individual Pursuit Women



1969 - Brno (Czechoslovakia)
Gold medal in the Individual Pursuit Women

The event schedule for track at the 1952 World Championship was held at Milan's Vigorelli velodrome and saw the addition of the Amateur Team Pursuit event.



1952 Milan (Italy)
Stage of the World Championships



Team Pursuit: an event whose name refers to the fact that two teams (made up of four racers) face off starting from two opposite spots on the track; the final time is recorded on the third racer for each team.

Team Pursuit



During the 1966 World Championships, held in Germany, on track in Frankfurt, the events scheduled for Amateur track races saw the addition of two events: the Kilometer race with standing start and the Tandem Sprint: two events that until then had been held only at the Olympics.



The Frankfurt badge "Presse" of the World Championships



1966 - Frankfurt, Cologne, Nurburg (Germany) World Championships

In 1968, when the Olympics were held in Mexico City, the World Championships were split two ways: the Amateurs stayed in the Americas and competed in Montevideo, Uruguay, while the Pro events were held in Italy, at the Olympic Velodrome in Rome.



Fredy Schmidtke (Germany) World Champion 1982 and Olympic Champion in 1984 Kilometer from a standing start



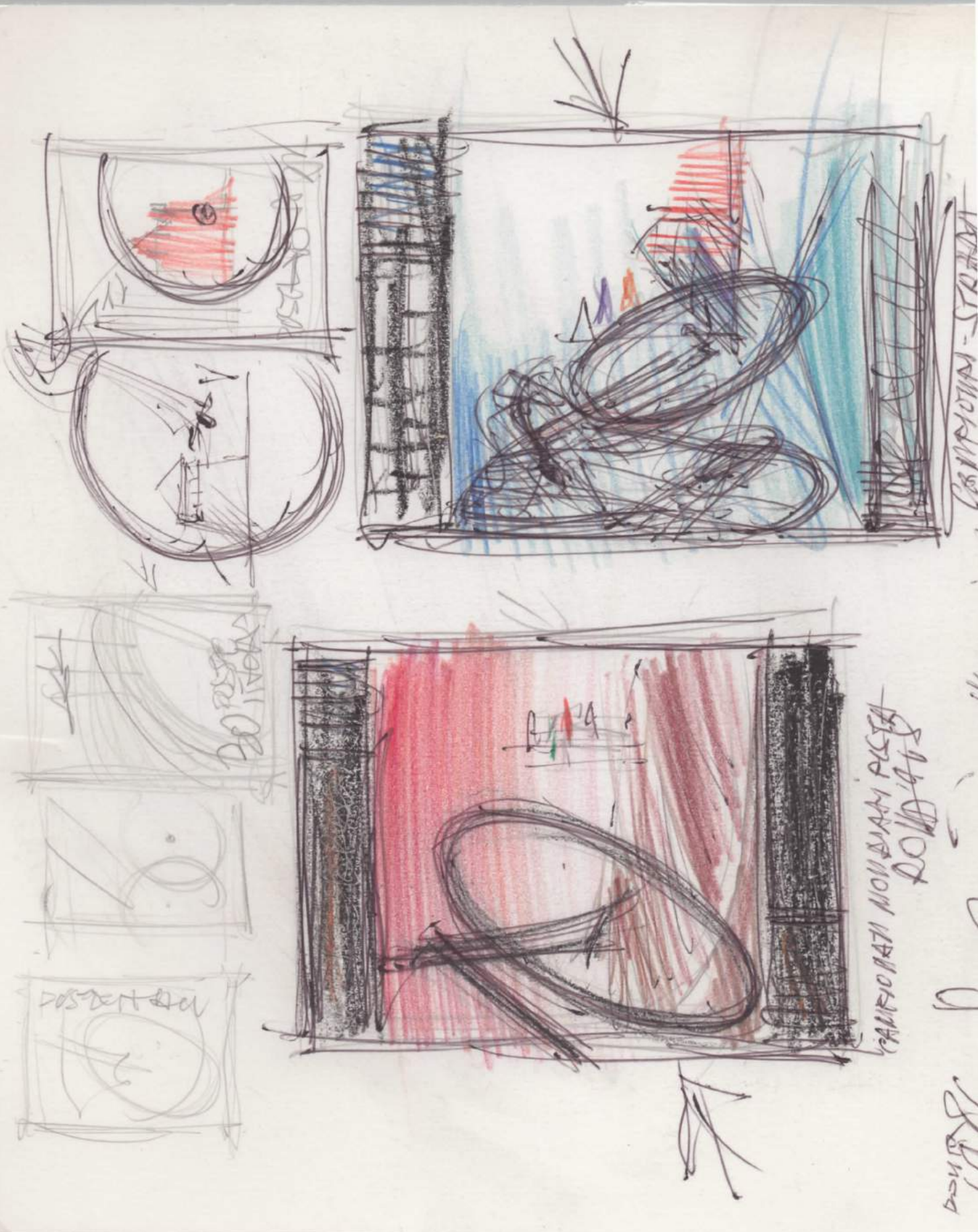
1968 - Rome. Artwork of the company "Fotelli-Lotoli" for the badge World Championships



Calendar - Rome Olympics 1960
Bowers homage to their clients



1968 Italy - Professional World Cycling Championships, Roma (Track) and Imola (Road)



Renato Ferrini (author of Italian stamps issued for the World Cycling Championships in 1968), original artwork for definitive stamps

In 1993, the UCI conference held in Oslo, decided to merge the two federations, FIAC (International Amateur Cycling Federation) and FICP (International Professional Cycling Federation). They eliminated the 'Pro' and 'Amateur' designations and they introduced the word "Open," which means that events are open to both Pros and Amateurs.



1944 Switzerland - Licence for Amateur

1993 - Oslo (Norway),
Congress of Union
Cycliste Internationale



1986 - Tour of Sweden "Open"

The first "Open" championships took place in 1993 in Hamar, Norway. The event schedule featured eleven events, Men's, Women's and Tandem Sprint, Men's Kilometer race with standing start, Men's and Women's Points Race, Men's and Women's Individual Pursuit, Team Pursuit and Men's Mid-distance.



1993 - Hamar (Norway) - Olympic Hall, World Championships "Open"

The new events schedule lasted only for two years and was again changed in 1995; Tandem Sprint, considered too dangerous and with too few participants was replaced by Team Sprint; the Mid-Distance, also limited by motorcycles and trainers, was replaced by the Men's Madison Team Race.

Madison Team Race

The Madison Team Race is a race in which teams are made up of pairs of cyclists who are on the track at the same time and they can take over for each other at any time (usually every 2 laps); the cyclist that is at rest goes on the track. The changeover takes place by tapping one's teammate with one's hand. Every 10 laps, they perform breakaways which grant the racers 5 points to the racer who comes in first, 3 points to the racer who comes in second, 2 points to the third and 1 point to the fourth; the final breakaway generates double points. These points are then added up to calculate the final score. In the event that any pair gains an advantage of a lap or more, the pair who accumulates the most points and more advantage laps wins the race.

1941 Denmark Stamps Booklet



1934 - Six Days of Copenhagen Madison Team Race. Advertising Coffee Richs



Labels humorous - 1914 Six Days of Berlin

Team Sprint



Olympic Sprint is a race of team, made up of three racers, over three laps around the track; each racer leads her team for one lap and then veers off, so only the third racer reaches the finish line.

France - 2000 Olympic Champion Team Sprint (Gane, Rousseau and Tournant)

In 1995, they also introduced the women's 500 meters and, subsequently, in 2002, they added three new events, the Women's Keirin as well as Men's and Women's Scratch Race. An additional event, the Omnium (comprising 6 events), was introduced in 2007 for Men and in 2009 for Women. The women's schedule of competitive events is completed by the addition in 2008 of the Team Sprint event and the Team Pursuit.



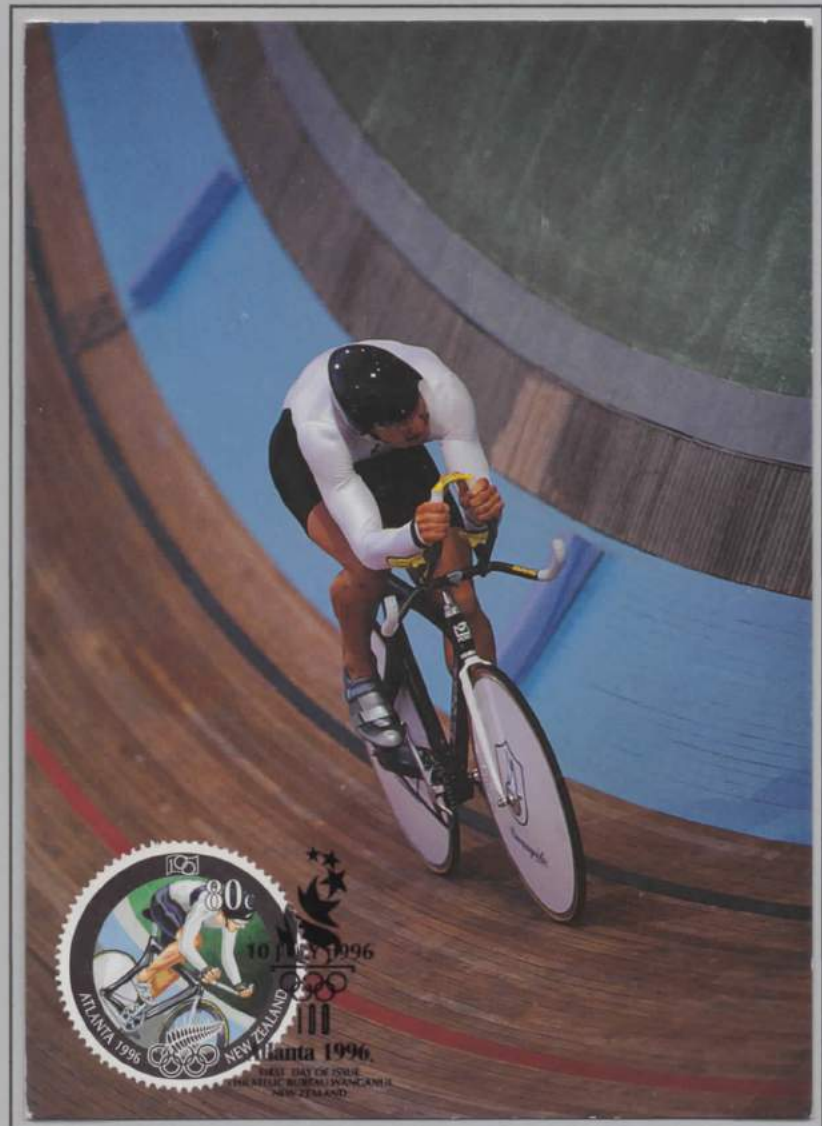
Flying Lap



Individual Points Race



Scratch Race



New Zealand - Postal Stationery 1km Race with standing start

The (M's and W's) Omnium comprises 6 events: 1 - Flying Lap (M, W), 2 - 1km timed (M) - 500 meters timed (W), 3 - Points race 30km (M) - 20km (W), 4 - Scratch 15km (M) - 10km (W), 5 - Individual Pursuit 4km (M) - 3km (W), 6 - Elimination (M,W).



Individual Pursuit



Elimination

3.3 - Other World Championships

The cycling world features other events for which rainbow jerseys are awarded. Dating back to the 1930s, Cycle-Ball World Championships are held exclusively for men's teams (2 cyclists per team); in the early years, rainbow jersey events were inserted into the event schedule for the Track World Championship



Gold medal won by the German Cycle-Ball team

1935 - Brussels (Belgium)
Cycle-Ball
World Championships



1961 - St. Gallen (Switzerland)
World Championships of Artistic Cycling and Cycle-Ball

Subsequently, Cycle-Ball events were held separately from Artistic Cycling competitions, which, since 1956 for men and 1959 for women, have been awarding World Championship titles.



1964 - Copenhagen (Denmark)
Badge for the World Championships of Artistic Cycling and Cycle-Ball



1988 - Ludwigshafen am Rhein (Germany)
World Championships of Artistic Cycling and Cycle-Ball



Liebig Card - Sport cycling "Polo"

1974 - Hazem (Netherlands)
Badge for European and World Championships of Artistic Cycling and Cycle-Ball



In the early years of the post-war era, the Cyclo-Cross World Championship was also established. This discipline has been practiced as a winter sport since the 1920s. From 1950 to 1966, the World Championship was held as an "Open" in which participants included Pros and Amateurs, with only one rainbow jersey up for grabs.

1954 - Crenna di Gallarate - Cyclo-Cross World Championship



1954 Italy - Postal Stationery, privately overprinted



1965 - Canario (Italy)
Cyclo-Cross World Championship



1978 - Amorebieta (Spain)
Cyclo-Cross World Championships



1989 - Pont-Chateau (France),
Ticket for Cyclo-Cross
World Championships

Specimen



2002 - Zolder (Belgium)
Cyclo-Cross World Championships

Although they have been around for just a few years, yet gaining status as Olympic events, Mountain Bike and BMX, have their own World Championship. The Mountain Bike World Championship was held for the first time in 1990 in Durango, USA.



1992 - Bromont (Canada)
MTB World Championships



1993 - Metabief (France)
MTB World Championships

Currently, there are several world competitions exclusively for MTB men's and women's divisions: Cross-Country, Team-Relay, Downhill, Four-Cross (which has replaced Dual-Slalom), Marathon and Cross-Country Eliminator.



2004 - Bad Goisern
(Austria)
MTB Marathon
World Championship

Austria
Personalized stamp



Jaroslav Kulhavý (Czech Republic)
"Cross-Country" World Champion in 2011

As in motorcycling, cycling also features 'Trial,' that is competitions which feature the use of bicycle balance and manoeuvrability features for entertainment, and a rainbow jersey is also awarded for this event.



2008 - Malè (Italy) Mountain Bike and Trial World Championships



Since 1991, Trial competitions have been hosted by the UCI.

The first BMX World Championship were held by the International BMX Federation (I.BMX.F.) in 1982. After a period of discord with the I.BMX.F., in 1996 the UCI granted full recognition to the BMX discipline, and proceeded to take over hosting the World Championship and recognizing the World Championship titles previously awarded by the dissolved I.BMX.F.



Beijing 2008



London 2012



1994 - Waterford (USA) UCI BMX World Championships

At the present time, the BMX World Championship award eight World Champion jerseys, four for the men's divisions (Elite & Juniors) and four for the female divisions (Elite & Juniors).



Daniel Schlang (RCS Cottbus)

"RPV Briefservice", Germany private mail



Māris Štrombergs (Latvia) Olympic Champion in 2008 and 2012



1995 - Melgar (Colombia) UCI BMX World Championships

3.4 - World Champions

This jersey is one of the most coveted symbols in the world of cycling, just like the Tour de France's "yellow jersey" and the Giro d'Italia "pink jersey", however these jerseys are worn only during the competition, while the World Champion is authorized to wear the "rainbow jersey" for a period of one year to all the races in which he participates.



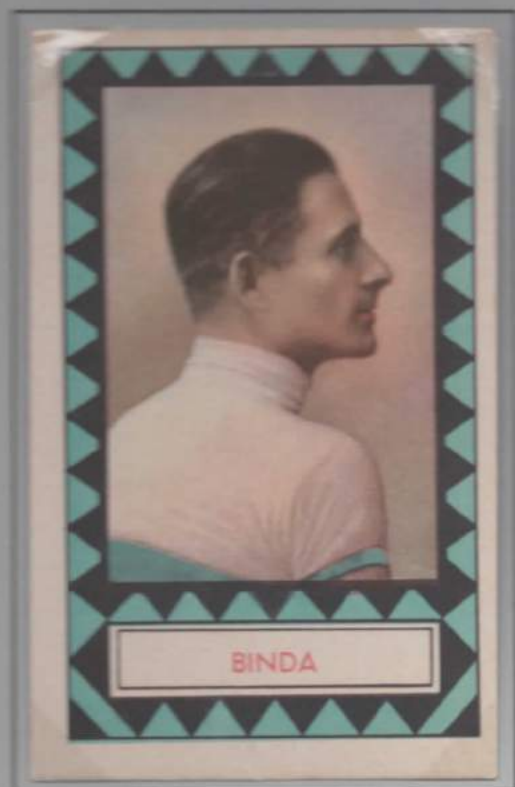
Alfredo Binda, card inserted into confectionery packages by "Company Majestic"



Municipality of Cittiglio One-hundredth anniversary celebration of three-time World Champion Alfredo Binda. Nurburgring 1927 - Liege 1930 - Rome 1932.



Pin portraying Alfredo Binda



Postcard featuring 1931 World Champion Learco Guerra

Many discussions have challenged the merits of the single race competition planned for road events, which would clearly not allow the best to clearly stand out; however, browsing the hall of fame, one can see all the great champions who have worn the World Champion jersey, except for a few exceptions, namely first of all Gino Bartali, Fiorenzo Magni, Jacques Anquetil and Roger De Vlaeminck.

Cards "Vav" for marbles beach

Card "Sidam" for vending machines



"Brick" Schotte
World Champion 1948 and 1950

Ferdi Kubler
World Champion 1951



Constant Ockers
World Champion 1955

The
"Campionissimo"
Fausto Coppi,
card inserted in
packages of
French cheese
"La Vache
serieuse
Grosjean"



Pin for supporters of Jan Jansen World
Champion Road Professionals of 1964



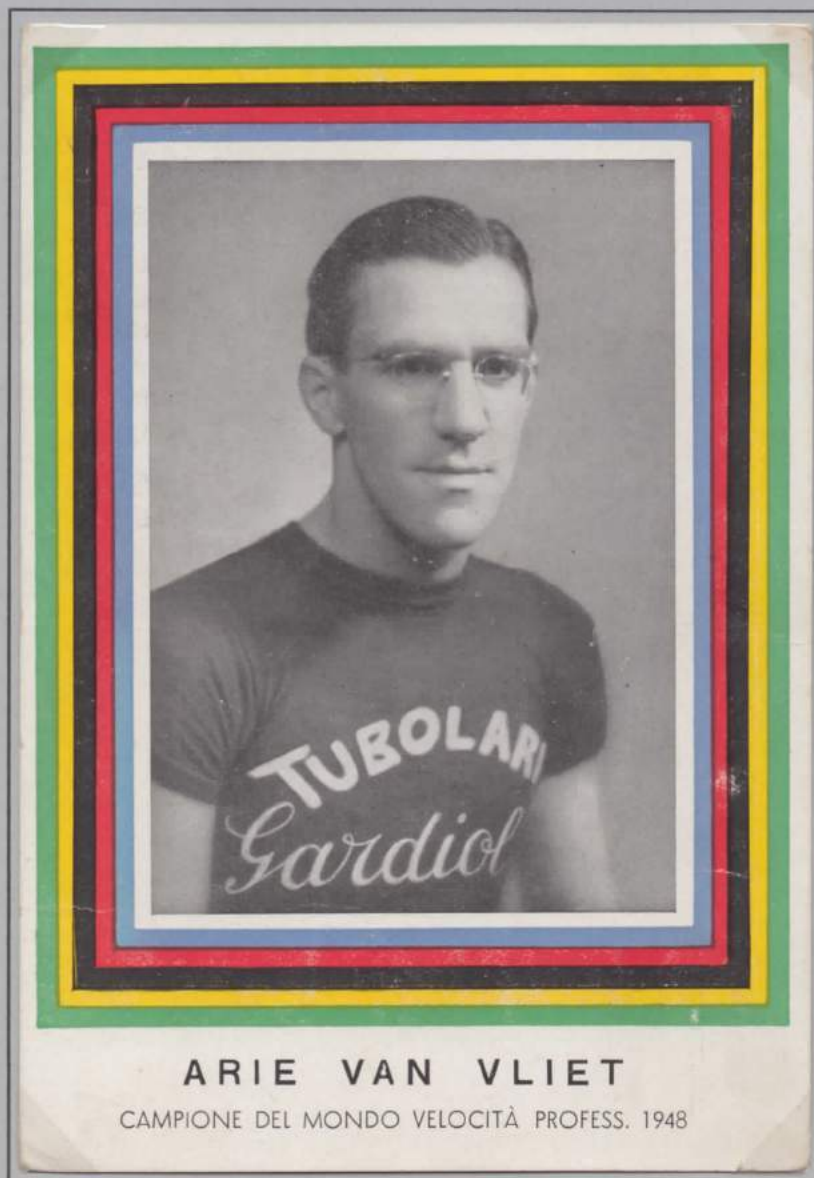
Card and sachet E.D.I. (all cycling champions)- Luisson Bobet World Champion 1954



Thorvald Ellegaard (Denmark), 6-time World Champion 1901/02/03/06/08/11



Joseph Scherens
(Belgium) 7-time Pro Men
Sprint World Champion
1932/33/34/35/36/37/47



Arie Van Vliet, 1km time trial Olympic Champion 1936
Amateurs Sprint World Champion 1936
And 3-time Pro Sprint World Champion 1938/48/53



Antonio Maspes 7-time
Pro Sprint World Champion
1955/56/59/60/61/62/64



Card "Nannina" autographed
Sante Gaiardoni
Olympic Champion 1960 and
Pro Sprint World Champion 1963



1980-1985 - The underground scene of A&P College
World Champion Water Polo Team from 1980



Handwritten signature:
 Giovanni M. Zullo

Artwork n. 1 "not adopted" by the artist Alberto Rinnaudo, author of the stamp dedicated to Fausto Coppi in 1999 by the Italian Post, representing the champion in rainbow jersey

MAJIA 800



A.RINNAUDO

1919

1960

FAUSTO COPPI

Rinnaudo
1999, 1999

1980-1985 - The underground scene of A&P College
World Champion Water Polo Team from 1980



Handwritten signature:
 Giovanni M. Zullo

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 Pubblicità di Pubblicità e Persone L. 20 per ogni riga...

La Gazzetta dello Sport

Rome September 1, 1932 - La Gazzetta dello Sport
 The third world victory of Alfredo Binda, completed the second of Remo Bertoni
 and the victory of Giuseppe Martano between Amateurs

PREZZI d'Abbonamento	GAZZETTA SPORT		GAZZETTA BELLA GIORNATA		SPORT ILLUSTRATO		GAZZETTA ART & SCIENZA		GAZZETTA SPORT FASCICOLARI		GAZZETTA SPORT FASCICOLARI		GAZZETTA SPORT FASCICOLARI		GAZZETTA SPORT FASCICOLARI	
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ESTERNO	32	10	14	5	10	3	10	3	10	3	10	3	10	3	10	3
ESTERNO	37	12	16	6	11	4	11	4	11	4	11	4	11	4	11	4

Un duplice splendore trionfo dello sport italiano

Alfredo Binda, il fuori-classe del ciclismo su strada è per la terza volta campione del mondo assoluto

Giuseppe Martano vittorioso tra i dilettanti

Una grande affermazione di disciplina, di forza e di generosità di Remo Bertoni, secondo nella scia del maestro

Guerra reagisce ai morsi del male per rendere più luminoso il successo degli azzurri

GIÀ ORDINI d'arrivo

PROFESSIONISTI

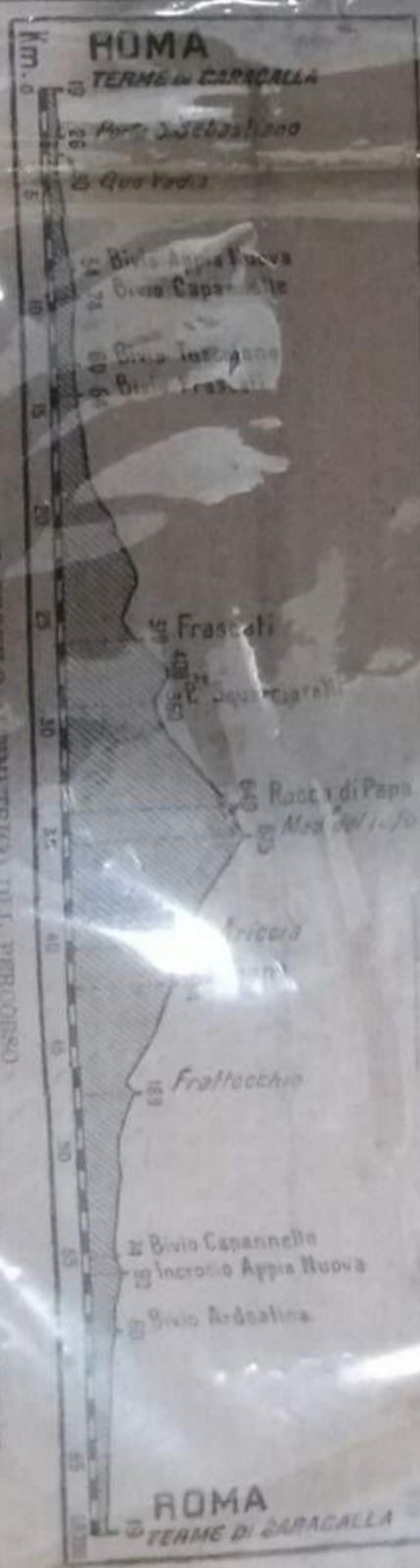
1. ALFREDO BINDA (Ita.)
2. REMO BERTONI (Ita.)
3. GIUSEPPE MARTANO (Ita.)
4. ...
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DILETTANTI

1. GIUSEPPE MARTANO (Ita.)
2. ...
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I PARTI

- Categoria Professionisti
1. Alfredo Binda (Ita.)
 2. Remo Bertoni (Ita.)
 3. Giuseppe Martano (Ita.)
 4. ...
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- Categoria Dilettanti
1. Giuseppe Martano (Ita.)
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Le incalzanti e appassionanti vicende dei professionisti sui circuiti

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