MAJOR TAYLOR: 1898

Bike Racing Champ

Fifty years before Jackie Robinson broke down racial barriers in professional baseball, Marshall W. "Mayor" Taylor was a professional bicycle racer, competing in what had been an all-white sport.

Taylor was born November 26, 1878 in Indianapolis, Ind., one of eight children of a coachman. Young Marshall, who somehow picked up the nickname "Major". was also employed before he was

First he helped his father to care and exercise the carriage horses. Later he worked as a playmate for the "young master." Outfitted like the white children of the neighborhood, Mayor joined in all of their games, including bicycle trips. He kept his bicycle when the Southard family moved away, and attracted the attention of a bicycle shop owner with trick riding stunts.

The shop owner hired the young man, to sweep the shop and to perform trick riding exhibitions each day at 4:00 P.M. His pay was \$6.00 per week.

Bicycles were the rage of the 1890's. A decent "wheel" cost \$40.00, almost a month's pay for most workers. And bicycle racers were the premier athletes of the

The Major got his start in racing when his employers sponsored a race in 1891 and entered their shop boy as a joke. The race was 10 miles, with varous handicaps.

Taylor was started at "the limit," 15 minutes ahead of

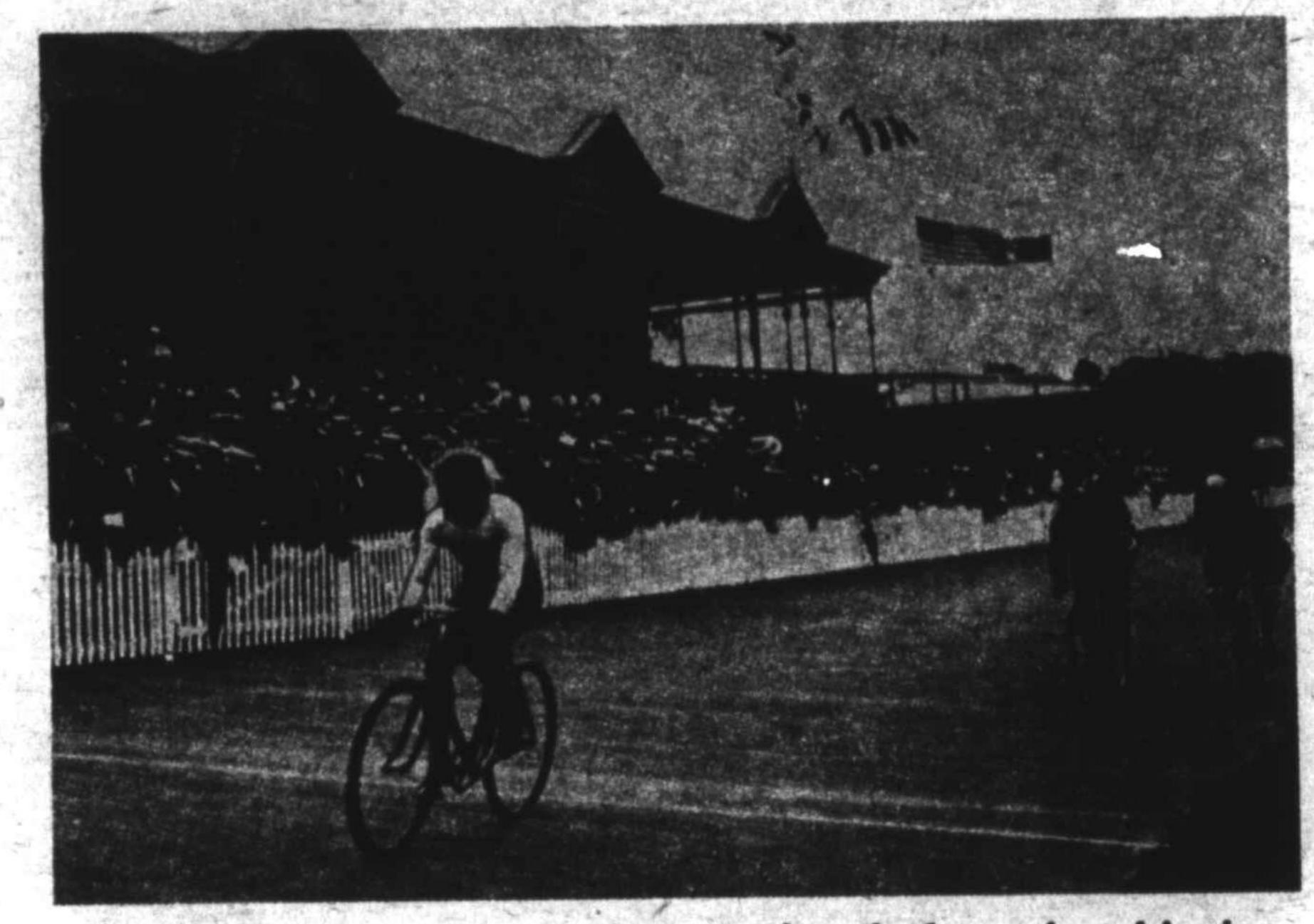
THEY ARE DOING EXCITING WORK!

WHO ARE FEDERAL CIVIL SERVANTS?

They are members of your church or synagogue

While riding your son's ten-speed bicycle for exercise, keep in mind that the champion bicycle rider in the world just at the turn of the century, was a black man.

By Edward B. Deuerlein



Finish of the one - mile international championship in Australia, with Taylor, first; Walker, Austrialian, 2nd; and Chalmers, New Zealand, third. It happened in 1900.

Marmon. But he held onto his lead and finished 6 seconds up on Marmon who went on to found the Marmon Automobile Company. Major Taylor was just 13.

By the time he was 15, Taylor had won a house lot in a 75 - mile road race and set a one mile

His career took a serious turn in 1895 when he moved to Wor-

They are your neighbors . . . taxpayers . . .

Office of Personnel Management

An Equal Opportunity Employer

ties, contact a Federal Job Information

Who Are Federal Civil Servants...?

They are youth leaders . . . Members of veteran's organizations, educational associations,

coach, Louis "Birdie" Munger.

His professional career began at athletic spectacle; a long and

In later years, the "Madisons"

The following season found

The tracks were large and flat, Riders competed in a series of heats and final events over various

chester, Mass. under the direction of a retired racer and active

Madison Square Garden the following year. The 6-day bicycle races were the nation's top sometimes gory event where some men struggled against imagined devils and their own lack of sleep to keep going, alone.

became popular 2-man events with partner's alternating sleeping and riding. But in 1896, Taylor was lone. He completed 1,787 miles for a creditable 8th place finish.

Major Taylor on "the circuit" racing at the hundreds of tracks across the country. The competition was tough, sometimes

converted harness racing tracks usually one-third mile in length.



Marshall W. (Major)

distances: 1/2 mile, one-third mile, 1/4 mile, two-thirds mile, 1 mile and so on, up to 2 miles.

The bicycles were very similar to track racing bicycles of today, but primitive compared to modern 10-speeds. They had a single gear ratio with a "fixed" gear rear

There were no brakes. If a rider wanted to slow down, he eased up on the pedals and worked against the spinning pedals.

The "fixed" gear did not allow "coasting." Five to seven riders competed in each heat with one or two qualifying for the final event at that particular distance.

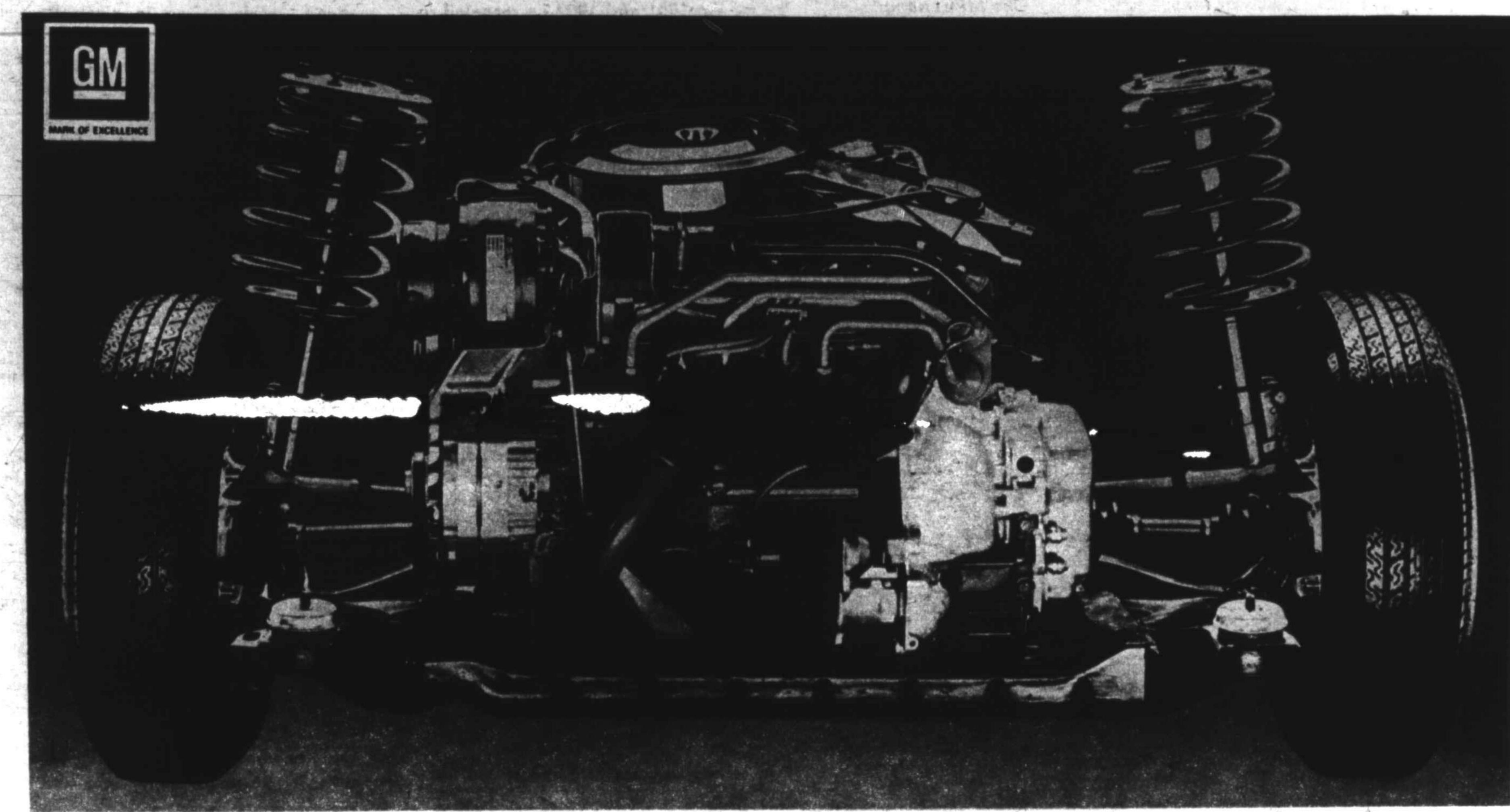
Tactics and track positions were all important. Bicycle racing relies on slip stream effects: the leading rider banks the wind while following riders take advantage of a low pressure "slipstream" or "draft" behind the leader. So the leader in the early stages of a race is at a disadvantaged. He is working hard, but the other racers are taking advantage of his tow.

The best tactic is to sit in second, third, or fourth place until the final few hundred yards, then move into the lead with a single high-effort sprint.

Unfortunately, that was also a time when other riders could block a rider's efforts to pass. Elbows and shoulders were used to force a rider out of position or to keep someone in a pocket.

As the only black rider in the (Continued on Page 8)

GM's New Front-Wheel-Drive Cars



With a host of standard features including transverse-mounted engine, MacPherson Strut suspension, rack-and-pinion steering, front disc brakes, radial tires and more.

The above photograph contains a remarkable story. It is the heart of the new front-wheel-drive Chevrolet Citation, Pontiac Phoenix, Oldsmobile Omega and Buick Skylark. And it has a number of features that are standard equipment.

Transverse-mounted engine. Because the engine sits sideways, we can reduce overall length, yet design a car with plenty of room for passengers and luggage. The one you see here is the available V-6, a 4-cylinder engine is standard. (These GM-built engines are produced by various divisions. See your dealer for

MacPherson Strut front suspension. Helps us design a roomier passenger compartment.

Rack-and-pinion steering. Offers quick, easy response.

Front disc brakes. A new low-drag design with audible wear indicators.

Radial tires. A new design with a special rubber compound to lower rolling resistance even more than "conventional" radials.

Delco Freedom® battery. Maintenance-free, never needs water.

Maintenance-free wheel bearings. Completely sealed bearing assemblies are preset for precise clearance and lubed for life.

And more. The aforementioned features are just some of the standard items you get on these exciting new front-wheel-drive cars. You also get others like self-adjusting brakes, carpeted passenger compartment, Body by Fisher construction and many more.

Take a test drive. If you've never driven a car with front-wheel drive before, we're convinced our frontrunners for the '80s offer you a great, new and rewarding experience.

If you have driven front-wheeldrive cars before, well—these are about to bring something brand-new to the ball game.

or leasing at your GM dealers today. Front-Runners for the 80s.

Chevrolet Citation, Pontiac Phoenix, Oldsmobile Omega, Buick Skylark.



PAGE 6