

The Giro Type – Specimen



Red Devil, the Fist, and the King of Mud

1909, the first Giro d'Italia. On May 13, 1909, the Giro's first peloton of 127 riders (41 of the enrollees didn't show up) met at the Piazzale Loreto in downtown Milan where *La Gazzetta's* offices were situated. The eight-stage race went from Milan to Bologna and onward to Chieti, Naples, Rome, Florence, Genoa and Turin, returning to Milan on the 30th. Riders would cover 2,445 kilometers over eight stages, an average stage length of 306 kilometers, not far from the Tour's average. This was to be the shortest Giro ever. It should be noted that in the early years of bike racing distances were approximate. The various lengths we have for the first Giro, 2408, 2448, and 2445 kilometers—each from a different but respected Italian writer—are all within the expected range of accuracy of the age.

To minimize cheating and confusion, each of the riders was photographed at the start for later comparison by the judges. Just as in the first couple of editions of the Tour, the Giro would allow several days of recovery between each stage. The riders faced roads that could only be described as menacing, especially in economically disadvantaged southern Italy. Against the wishes of their sponsor Alcyon, several famous French riders, including Maurice Brocco, Émile Georget and Jean-Baptiste Dortignacq, signed up to ride the first Giro. The Alcyon bicycle company wanted them to ride the Tour of Belgium that May, which would give the French manufacturer far more usable publicity. Italy was a far more isolated country and performing well in an Italian race would not create much of a stir, and hence sales, back in France. This was long before the creation of the European Common Market. Back then high import duties between the European nations created isolated national markets. Despite this impediment, the English bike firm Rudge Whitworth sponsored a superb squad with Carlo Galetti, Giovanni Cuniolo and Ernesto Azzini. The Alcyon riders entered under fanciful names like "Gingdt" and "Caliste". The Giro organization dutifully reserved numbers for them, but in the end the riders crossed neither their sponsor

nor the Alps. While these gents didn't travel to Italy, two great Tour de France riders did: Lucien Petit-Breton, winner of the 1907 and 1908 Tours, and Louis Trousselier, winner in 1905. The first Giro had just five foreign riders actually start, the aforementioned pair plus Frenchmen André Pottier and Maurice Decaup, and Henry Heller from Trieste. The two most famous Italian racers at the Piazzale Loreto start were Luigi Ganna, nicknamed "The King of Mud", and Giovanni Gerbi, "The Red Devil". Gerbi was the more popular of the two among Italian race fans, or *tifosi*—a term derived from the delirium of typhus patients. In their devotion to their favorite athletes or teams, the *tifosi* were and are often fanatical, which is of course the origin of the term "fan". Before Ganna became a professional bike racer he'd been a stonemason who had to ride almost 100 kilometers a day to and from work. Just racing a bicycle must have seemed like an easier job. He won the 1907 Milan–Turin, in 1908 he was fifth in the Tour de France and in the spring of 1909 he won the third edition of Milan–San Remo. Gerbi's accomplishments were a bit more extensive including victories in the Tour of Lombardy, the Tour of Piedmont and Milan–Turin. A modern professional bike race has a seemingly endless caravan of cars and trucks following it, some for team support and some for the race management. The first Giro had an eight-car caravan: four cars for the teams, two for the organizers and race judges and two for journalists. The fundamental situation of many of the riders was profoundly different from today's professionals. Today a racer has his race bikes maintained by skilled, professional mechanics. After the race is over he is sped to a hotel for a massage and a meal before going to bed. In the 1909 Giro the best riders riding for the comparatively well-financed teams could at least count on a bed in a hotel after a hard day's racing. But many of the riders were unsponsored independents, receiving no salary and racing only for prizes and completely on their own. Some were merely unemployed, hungry and looking for a way out of poverty. They sometimes slept outside, occasionally on haystacks or in abandoned houses. Theirs was a difficult life without a hint of glamour.

The longest stage was the first, Milan to Bologna. Vittorio Cavenaghi, the president of the Italian Cycling Federation, officially started the first Giro peloton's race into history at 2:53 AM. A huge crowd sent the intrepid riders off by torchlight on a bottom-numbing 397-kilometer stage that would take the best riders over fourteen hours to complete. The riders in that first Giro stage headed north out of Milan on the Viale Monza towards Bergamo, continuing eastward to Vicenza and then south to Bologna. The Giro wasn't even two kilometers old before the first mass crash occurred. No one knows what caused the riders to fall in the dark. Some said a child escaping his parents' control ran into the middle of the peloton. But all were soon up and riding again except Gerbi. Swearing like a sailor—he was the Red Devil after all—he found that his rear wheel and fork were in bad shape. He turned around and rode to the local Bianchi dealer who had stayed open because of the large crowd of cycling fans filling the streets watching the Giro send-off. The mechanic was awakened and put to work on the damaged bike and Gerbi soon rejoined the peloton. Tour de France history fans may raise their eyebrows at that last paragraph. While the Giro intended to follow the basic structure of the Tour, it had no intention of being a carbon copy. Desgrange ruled the Tour with an iron-fisted despotism. He created a rulebook that seems sadistic today and was considered as such by many of the early Tour riders. His intention was to make the Tour a race so difficult that it was almost impossible to finish. One of the early Tour's most important regulations said that the riders had to perform their own repairs, without any assistance. A Tour rider whose frozen hands prevented his being able to thread a needle so that he could repair a sew-up tire was penalized because a sympathetic woman had done only that, threaded the miserable rider's needle. This rule, which hugely magnified the consequences of a mechanical problem, in many ways turned the Tour into a race of chance. Several riders lost enough time getting their broken bikes back on the road that it cost them likely victories. Over the ensuing decades this cruel requirement was gradually relaxed.

The early Giro were far fairer. While damaged bicycles could not be replaced, the rider could receive mechanical assistance. The riders had enough to contend with between the era's primitive metallurgy and the race's staggeringly long stages over contemptible road surfaces. As with the Tour, the complex book of rules changed over the years as the race organizers tried to make the Giro as exciting, difficult, compelling and fair as possible. For a few years Giro rules also required the riders to make their own repairs. Stage racing was a new sport and the race organizers were learning on the fly. Tracking these seemingly arbitrary changes challenges the cycle historian who finds inexplicable time or point penalties assessed in these early races. In Bergamo the riders had to sign in at a checkpoint. Racing during the pioneer era was rife with creative cheating and checkpoints were an attempt to minimize racer-authorized shortcuts and trips on trains. Chaos often ruled at the checkpoints of the first Giro.

Before the Giro's first real climb, an ascent near Lake Garda, two riders crashed. First Galetti went down and then Petit-Breton. Petit-Breton was eating a piece of chicken when he lost control of his bike and fell on his head, receiving a blow so severe he lost consciousness for a few minutes. Upon recovering and re-mounting, he thought he might have dislocated his shoulder, yet he pressed on. These were iron men on wooden rims. Though the Frenchman was in agony from his injured shoulder, he raced after the others at a reported 35 kilometers per hour. Catching the lead group of probably 27 riders, he then attacked several times, but to no avail. Seventy kilometers from the end of the stage, Ganna flattened. The current sportsmanlike unwritten rule about the race's leader or major contender not being attacked while he is suffering a mechanical problem was not part of the racing ethos of the era. The others gleefully took off. But they were in turn stopped by a train crossing, allowing Ganna to rejoin the leaders. With 35 kilometers to go they reached the city of Cento where the lead group was down to twelve riders, but Petit-Breton was not

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among them. The race finished on Bologna's Zappoli race course in torrential rain. After fourteen hours of racing Dario Beni won the first Giro stage at five in the afternoon. A sudden cloudburst combined with the huge, uncontrolled crowd looking anywhere for shelter made the rest of the place-judging an exercise in probability. Galetti was credited with third and Ganna fourth. Petit-Breton soldiered in a heroic 27th. Three days later the riders took off for Chieti, a 381-kilometer trek that, for the most part, followed the Adriatic coastline. Too injured from his crash, Petit-Breton couldn't start and went home. Ganna came in second to Giovanni Cuniolo (nicknamed "The Fist") in the day's uphill finish, giving the Red Devil the overall lead. Gerbi found the stage so difficult that at one point he stopped at a farmhouse and asked for a bed in order to rest for a while.

Stage three was the first Giro mountain stage, taking the race from Chieti over the Apennines to Naples. Before the stage began three riders were removed from the classification list: Vincenzo Granata, Guglielmo Lodesani and Andrea Provinciali. They took the train in stage two at Ancona and were caught by an unexpected checkpoint. Provinciali went home but Granata and Lodesani were allowed to continue racing with the rest. The previous stage had ended in the upper part of Chieti. The planned start had a steep descent that was considered too dangerous given the state of the era's brakes, so the peloton left from the lower part of town. The riders quickly encountered rolling terrain which they handled on their single-speed bikes with little trouble, but when they arrived at the foot of the Cinquemiglia ascent, several called an end to their Giro. Next came the climb to Macerone. This was too much for the excellent Cuniolo, who injured a tendon on the ascent. The crowds that lined the roads during the southern stages were passionate, perhaps too much so. Cougnet had tried yelling at the *tifosi*, trying to get them to stay clear of the speeding riders and finally had to resort to using a whip on the ardent fans. Times have changed. After the day's climbing was done,

Galetti was off the front with Giovanni Rossignoli chasing. Near the finish Rossignoli was able to catch and pass Galetti, earning him the stage win, but Galetti was still the leader.

The Tour had suffered from sabotage by racing partisans who put nails on the road to slow less-favored riders and now this same problem surfaced in the Giro's hilly fourth stage to Rome. Trousselier, a foreigner, seemed to be particularly unfortunate that day and his competitors were happy to take advantage of the situation, attacking as the tormented Frenchman swore a blue streak. Luigi Ganna and Carlo Oriani managed to detach themselves from the leaders and Ganna took the prestigious stage in front of 20,000 spectators. He now led Galetti by a single point.

Stage five was every bit as difficult as stage four, going from Rome through Todi and Perugia, past Lake Trasimene and then into Tuscany for a finish in Florence. Misfortune still dogged poor Trousselier. Troubled by a series of flat tires, shortly after passing through Arezzo, his rear wheel's hub disintegrated. Ganna had suffered his own inopportune puncture ten kilometers from the finish in the city's velodrome. He chased, caught the lead group and crossed the finish alone for the first of two laps. The crowds in Florence were unmanageable. They rushed onto the track making the planned second circuit for a special trophy out of the question. Galetti arrived a close second and Rossignoli a more distant sixth, making the 1909 Giro a two-man race. Trousselier came in 28th in stage five, taking him out of the running. Bowing to the unsmiling math of the classification standings, he abandoned. The two proven Tour winners were now both eliminated through misfortune.

Stage six finished with a downhill run into Genoa. Rossignoli and Galetti were able to break away from the lead group with Rossignoli winning the stage, but Galetti's second place had nar-

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All of the 49 finishers covered the 2,448 km at an average speed of 27.26 km per hour.

rowed the standings. Ganna was a distant third, arriving in Genoa several minutes after Rossignoli; he now led Galetti by a single point. The penultimate stage presented a serious challenge to the organizers. Their "baby" was turning out to be far more successful than they could ever have imagined. The crowds in Genoa had been enormous. Despite the early-morning stage starts, the mobs of *tifosi* were making the send-offs increasingly difficult. The organizers were then given the frightening news that there could be as many as 50,000 delirious fans waiting for the peloton in Turin where the stage was scheduled to end. To make the crowd management problem worse, advance men for the organizers said there were picket lines to deal with because the bakers of the city were on strike. Cougnet's solution for the first problem was elegant. He had a ceremonial start where the first kilometers were neutralized. Then, free of the crowds, he had an official start where the racing really began. To this day that's how Giro and Tour stages are run. To solve the difficulties in Turin the finish line was secretly moved 6 kilometers closer to the start, in Beinasco.

The start went off beautifully but the finish was a disaster. There were fans everywhere but there were no race officials. It turned out that while Cougnet had told the city authorities about the planned change, he had failed to alert his own staff in Turin! It also turned out that the bakers' strike was a figment of the organizers' imagination as a way to justify the finish line change. Near the end of the stage the riders were hit by a hailstorm so intense Cougnet's follow car was damaged enough to require a mechanic's attention. While following the Giro his Milan-made Züst came to grief several times. There were two groups of three riders racing at the front towards Turin. Ganna, Rossignoli and Carlo Oriani were chased by Galetti, Clemente Canepari and Luigi Chiodi. Oriani was dropped while Ganna beat Rossignoli for the stage win. Galetti's group went right by Oriani and Galetti took third. With only the final stage from Turin to Milan left, Ganna now had a three-point advantage over Galetti. With the expectation

that the roads at the finish in Milan would be packed with enthusiastic but ungovernable fans, Cougnet decided to again move the finish line closer to the start. But this time he decided to make the decision on the fly as to where the stage would officially end. When the riders took off no one knew exactly where the finish was going to be. As the race drew closer to Milan a couple of racers loyal to Ganna who had abandoned days earlier tried to infiltrate the peloton and help their captain. They were found out and removed from the race. Seventy kilometers from the finish Ganna flatted. It took a while for the pack to realize that the race leader wasn't among them. But once that piece of important news did dawn on them they took off like startled deer, causing even the leaders to form separate chasing groups. When Ganna finally had the pack in sight, he flatted again. This would have been the end of Ganna's chances, especially since the escaping riders chose to pass through a closed level railroad crossing outside of Milan. But at a second set of closed barriers the peloton was stopped by officials, allowing Ganna to catch up. At the new, hastily selected finish line, police on horseback were able to control the *tifosi*. Things looked to be in good order until a horse fell, causing a bike crash and turning the finish into a mass of confusion. The sprint, won by Dario Beni, was eventually sorted out with Galetti second and Ganna third. Ganna knew that to keep his lead, he had to finish right behind Galetti, and after latching onto his wheel at the second level crossing, he stuck to Galetti like a limpet, even in the crash. Ganna was the winner of the first Giro d'Italia. A great crowd awaited the racers at the Arena stadium in Milan where it was clear that the Giro d'Italia was a fabulous success. Immediately after the Milan stage ended Cougnet asked Ganna for his first impression of being the winner of the Giro d'Italia. He thought about it for a moment and gave an answer that any rider would understand, "My butt is on fire!".

Giovanni Rossignoli 89hr 48min 14sec
Carlo Galetti at 23min 34sec
Luigi Ganna at 36min 54sec
Clemente Canepari at 51min 12sec
Carlo Oriani at 1hr 27min 23sec

The first-ever Giro d'Italia used a points system to determine its winner, just as the Tour de France had between 1905 and 1912. This resulted in Luigi Ganna being the winner. Remarkably, had a time system such as currently is in use been the method determining the winner, Ganna would have lost by nearly 37 minutes to Giovanni Rossignoli, in third place.

1.	Luigi Ganna	25
2.	Carlo Galetti	27
3.	Giovanni Rossignoli	40
4.	Clemente Canepari	59
5.	Carlo Oriani	72
6.	Ernesto Azzini	77
7.	Dario Beni (Bianchi)	91
8.	Enrico Sala	98
9.	Ottorino Celli	117
10.	Giovanni Marchese	139
11.	Luigi Chiodi	141
12.	Alberto Petrino	141
13.	Piero Lampaggi	157
14.	Attilio Zavatti	157
15.	Giuseppe Celerino	164
16.	Antonio Rontoni	166
17.	Arnolfo Rotondi	166
18.	Giuseppe Jacchino	177
19.	Ezio Corlaita	185
20.	Domenico Milano	206
21.	Angelo Magagnoli	208
22.	Alessandro Pazienti	221
23.	Giovanni Cocchi	221
24.	Ildebrando Gamberini	222
25.	Ottorino Sabbaini	224
26.	Giulio Modesti	229
27.	Luigi Gatti	245
28.	Cesare Osnaghi	245
29.	Romeo Zuliani	246
30.	Luigi Azzini	248
31.	Mario Fortuna	255
32.	Eugenio Caratti	265
33.	Amleto Belloni	265
34.	Guido Di Marco	274
35.	Giuseppe Anzani	275
36.	Guido Magnini	281
37.	Giovanni Carena	282
38.	Mario Secchi	284
39.	Augusto Rho	284
40.	Mario Lonati	284
41.	Pasquale Lissoni	284
42.	Azeglio Tomarelli	285
43.	Angelo Moretti	286
44.	Giuseppe Galbai	290
45.	Senofonte Castellini	291
46.	Giovanni Colombo	292
47.	Emilio Roscio	292
48.	Luigi Martano	292
49.	Giuseppe Perna	291

Additional information about the riders and the economic situation in Italy

Ganna turned pro in 1904. In 1905 he came in third in the Tour of Lombardy, behind Gerbi and Rossignoli. That was good enough for Bianchi to sign him up at the princely salary of 200 lire a month. In 1909 Atala offered Ganna 250 lire a month to ride for the new company. This timely signing must have been a source of enormous satisfaction to Gatti. Moreover, his Atala squad also won the team competition.

Luigi Ganna won the 5,325 lire first prize put up by the Corriere. While it's almost impossible to convert this sum into modern currency, a bookkeeper of the era made about 1,700 lire a year, an engineer made 3,900 and an Italian civil servant could expect to make 2,000. Ganna's 1909 season made him a very well-off man with earnings that totaled 34,000 lire. In 1912 he opened a bicycle factory with seven employees who were capable of turning out three bikes a day.

Ganna made good use of the points system employed in the early Giro. His elapsed time was 37 minutes slower (this number seems to vary from account to account) than Giovanni Rossignoli's, who would have won if the classification had been determined by elapsed time. In the 1912 Tour de France, Eugène Christophe would also ride a faster overall race and still lose on points. All of the 49 finishers were Italian, covering the 2,448 kilometers at an average speed of 27.26 kilometers per hour.

Cougnet's memoir of the Giro's origin is a lighthearted story written after he had participated in one of the great successes not only in sports, but also in business history. *La Gazzetta* eventually grew into a giant media conglomerate. But for all of Cougnet's backward-looking humor, the promoters were taking part in a deadly serious game. It wasn't until later in 1909, presumably after the Giro's success had sent the paper's circulation skyrocketing, that the editors were even able to draw a regular salary.

8,5 Pt.

They had to know that if they weren't able to pull off the grand coup of running the Italian national tour they would be completely ruined.

It would be useful to pause here and take a look at the Italy of 1909. Italy was a new country, not having achieved territorial unification until 1870. During most of its post-Roman Empire history it was made up of city-states and regions that warred constantly with their neighbors, some of which were territories owned by the great northern European powers. In other words, Tuscany, Lombardy and Venice were separate and often sovereign nations. The Italian peninsula was so completely fractured that historian Arnold Toynbee wrote that there were more independent states in Italy in the 1300s than in the entire world in 1934. Southern Italy had the misfortune to be ruled by Spain and later by a branch of the Spanish ruling dynasty, the Bourbons. To this day the south pays the price of the rule by an exploitative Spanish government that empowered the aristocracy and utilized the Church to keep the peasantry in abject poverty. Long after the Italians gained the right to govern themselves, the wealthy landowners of the south kept the peasantry in near feudal subjugation. Even in the wealthier north, farming was primitive compared to other western countries. The industrial revolution almost completely bypassed nineteenth century Italy. Perhaps it would make Italy's situation clear to note that when Giuseppe Garibaldi sailed to Sicily in 1860 to begin his campaign to unify the Italian peninsula, Italy had only 2,404 kilometers of railways. Germany had 11,000, Great Britain 14,000 and France had laid 9,100 kilometers of tracks. An Italian of the mid-to late-1800s considered himself a Tuscan or Lombard or Piedmontese and that's where his primary loyalty lay. This was not unlike many Americans of the time, especially in the South.

A Virginian often considered himself first a Virginian and secondarily an American, but therein lies another tragedy. The language of modern Italy is the dialect of Tuscany, fixed as the parlance of the educated Italian largely as a result of the work of two men. In the fourteenth century Dante wrote his epic *Divine Comedy* in Tuscan rather than Latin and in the 1500s Venetian scholar Pietro Bembo was tireless in his efforts to make Tuscan the language of educated Italians. Despite this, by 1860, only 2.5 percent of Italians could speak and understand Tuscan. The rest spoke their regional dialects.

When Giuseppe Garibaldi got word of an uprising against the King of Sicily in 1859, he sailed to the island, landing at Marsala with a rag-tag army of 1,000 students, and liberated the island. Then he crossed to the mainland and in a brilliant campaign, moved north, defeating the Bourbon government's armies. From the North, the wily prime minister of Piedmont, Camillo Cavour, took his army south. At Teano, north of Naples, Garibaldi met Victor Emmanuel II, the king of Piedmont, and with a historic handshake turned over the areas he had conquered to the king. This made all of Italy—except the areas still ruled by the Catholic Church in central Italy—a Piedmontese realm, with Victor Emmanuel the King of Italy, and Cavour its prime minister. The country they ruled was so poor that in 1871 nearly a quarter of the children born died in their first year and an Italian's average life expectancy was not much above 30.

A collapse of the Italian economy in the late nineteenth century generated great waves of emigration, much of it to the United States. The trans-Atlantic steamship lines had become so efficient and the business of transporting immigrants so competitive, a ticket to the U.S. was cheaper than one to Paris. In turn, these waves of emigration

8,5 Pt.

helped the Italian economy grow at the turn of the century as the government began to pass some economically enlightened legislation. Money sent back to Italian families by members living abroad helped pay for the machinery Italy needed to industrialize. Because Italy had no oil or coal, she began to harness hydroelectric power in the 1890s. When Luigi Ganna won the first Giro, he raced around a country that was in transition. It was still an agrarian economy (60 percent of the population depended upon agriculture), but a significant percentage of the population lived in cities. Industrialization was just beginning in the North, but the South was imprisoned in a jail of terrible poverty.

The idea of Italy as a nation was starting to take hold, but regional loyalties and differences were (and in no small way remain) still acute. These differences were noticeable in the Giro, compared to other important races of the same era in other countries, because the Giro's peloton was almost entirely Italian. To the Giro's fans and competitors, Gerbi was from Asti, Ganna from Induno Olona. 1920s Giro winner Costante Girardengo was and still is the man from Novi Ligure while Alfredo Binda was always referred to as being from Cittiglio. Despite this, Italians would often work together across regional and trade team boundaries to deny a foreigner victory in their Giro.

Importantly for our story, the Italian roads were mostly dirt and, especially in the south, almost impassable when it rained. Italy was also troubled and divided by competing socialist and nationalist forces that would eventually bear bad fruit. While it was a country far behind northern Europe, it had shaken off the doldrums and was modernizing fast.

1909 – 2012

Statistic overview

Maglia rosa

NA	CO
Eddy Merckx	Belgium
Alfredo Binda	Italy
Fausto Coppi	Italy
Gino Bartali	Italy
Bernard Hinault	France
Fiorenzo Magni	Italy
Felice Gimondi	Italy
Giovanni Brunero	Italy
Giuseppe Saronni	Italy
Jacques Anquetil	France
Miguel Indurain	Spain
Costante Girardengo	Italy
Gilberto Simoni	Italy
Giovanni Valetti	Italy
Charly Gaul	Luxembourg
Ivan Basso	Italy
Carlo Galetti	Italy
Paolo Savoldelli	Italy
Franco Balmamion	Italy
Ivan Gotti	Italy
Francesco Moser	Italy
Roberto Visentini	Italy
Danilo Di Luca	Italy
Hugo Koblet	Switzerland
Johan de Muynck	Belgium
Franco Chioccioli	Italy
Tony Rominger	Switzerland
Gianni Bugno	Italy
Alberto Contador	Spain
Pavel Tonkov	Russia
Vittorio Adorni	Italy
Eugeni Berzin	Russia
Learco Guerra	Italy
Stephen Roche	Ireland
Carlo Clerici	Switzerland
Vasco Bergamaschi	Italy
Laurent Fignon	France
Luigi Marchisio	Italy
Marco Pantani	Italy
Gaetano Belloni	Italy
Damiano Cunego	Italy
Denis Menchov	Russia
Michel Pollentier	Belgium

MR	GW	PC	MC	YR	YE
77	5	2	1	0	1968,1969,1970,1972,1973,1974
65	5	0	1	0	1925,1927,1928,1929,1931,1933
31	5	0	3	0	1940,1947,1949,1952,1953,1954
42	3	0	7	0	1936,1937,1939,1946,1947
31	3	0	0	0	1980,1982,1985
24	3	0	0	0	1948,1951,1955
20	3	0	0	0	1967,1969,1976
17	3	0	0	0	1921,1922,1925,1926
48	2	4	0	0	1979,1981,1983,1985,1986
42	2	0	0	0	1959,1960,1961,1964,1967
29	2	0	0	0	1992,1993
26	2	0	0	0	1919,1921,1923,1925,1926
25	2	1	0	0	2001,2003,2004
23	2	0	1	0	1937,1938,1939
20	2	0	2	0	1956,1957,1959
19	2	0	0	0	2005,2006,2010
17	2	0	0	0	1909,1910,1911
14	2	0	0	0	2002,2005,2006
12	2	0	0	0	1962,1963
11	2	0	0	0	1997,1999
50	1	4	0	0	1976,1977,1979,1980,1981,1982,1984,1985
26	1	0	0	1	1980,1981,1985,1986,1987
25	1	1	0	0	2005,2007,2009
23	1	0	1	0	1950
22	1	0	0	0	1976,1978
21	1	0	0	1	1988,1991
21	1	1	0	0	1995
20	1	1	0	0	1990
20	1	1	0	0	2008,2011
20	1	0	0	2	1996,1997
19	1	0	0	0	1963,1964,1965,1966
19	1	0	0	1	1994
18	1	0	0	0	1931,1932,1933,1934,1936
18	1	0	0	0	1987
17	1	0	0	0	1954
15	1	0	0	0	1935,1939
15	1	0	1	0	1982,1984,1989
15	1	0	0	0	1930,1931
14	1	0	0	0	1998,1999
11	1	0	0	0	1920,1921,1929
11	1	0	0	0	2004
10	1	0	0	0	2009
10	1	0	0	0	1977

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NA	CO	MR	GW	PC	MC	YR	YE
Stefano Garzelli	Italy	9	1	0	2	0	2000,2002,2003
Gastone Nencini	Italy	9	1	0	1	0	1955,1957
Arnaldo Pambianco	Italy	9	1	0	0	0	1958,1961
Fausto Bertoglio	Italy	8	1	0	0	0	1975
Andrew Hampsten	United States	8	1	0	1	0	1988
Gianni Motta	Italy	8	1	1	0	0	1966
Ercole Baldini	Italy	7	1	0	0	0	1958
Antonio Pesenti	Italy	7	1	0	0	0	1932
Alfonso Calzolari	Italy	6	1	0	0	0	1914
Francesco Camusso	Italy	6	1	0	0	0	1931,1934
Giuseppe Enrici	Italy	6	1	0	0	0	1924
Luigi Ganna	Italy	6	1	0	0	0	1909
Giovanni Battaglin	Italy	5	1	0	0	0	1975,1981
Ryder Hesjedal	Canada	5	1	0	0	0	2012
Gösta Pettersson	Sweden	3	1	0	0	0	1971
Carlo Oriani	Italy	2	1	0	0	0	1913

Average speed over the decades

YE	KM	KM/HR	NA
1910	2,980	26.11	Carlo Galetti
1920	2,632	25.64	Gaetano Belloni
1930	3,907	26.87	Luigi Marchisio
1940	3,574	33.24	Fausto Coppi
1950	3,981	33.81	Hugo Koblet
1960	3,481	37.00	Jacques Anquetil
1970	3,292	36.51	Eddy Merckx
1980	4,025	35.89	Bernard Hinault
1990	3,450	37.60	Gianni Bugno
2000	3,674	37.54	Stefano Garzelli
2010	3,483	39.70	Ivan Basso

CAPTION

NA: Name
CO: Country
MR: Maglia rosa
GW: Giro wins
YR: Young rider classification

YE: Years
PC: Points classification
MC: Mountains classification
KM: Kilometers
KM/HR: Kilometers per hour

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**This issue
features the
typeface
T-Star and
the story
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