

London Wheelmen's Meet.

Last year the London cyclists held a race meet in October which did not prove a great success in point of numbers, and this year they repeated the experiment but waited a week later, until Saturday, October 15. There is no good reason why the London wheelmen should not hold just as successful a meet as their neighbors, and we venture to predict that if they will only stir themselves next August or September (or earlier) they will easily be able to draw a big crowd. Following is a summary of the events run off on the Queen's Park track in the presence of the two or three hundred spectators who defied the rain:—

Two mile city championship—Clay Manville 1, J. F. White 2, C. H. White 3, J. Lamb 4. Time, 5:54 1-5; last mile, 2:47.

Mile novice—Fred Beltz 1, W. Mann 2, Dave. Rougvie 3. Time, 3:01 4-5.

100 yards slow race—J. Bennet won, W. Mann 2nd.

Half-mile open—J. F. White won, Dr. W. N. Robertson, Stratford, 2nd. Time, 1:19.

Boys, half-mile (15 years and under)—F. Ware won, H. Pavey 2nd, Ernest Yates, 3rd. Time, 1:30.

Three mile (handicap)—Dr. Robertson, Stratford, won, C. H. White 2nd. The prize was a gold watch. C. Manville, London, and E. A. Crett, of Sarnia, were also contestants, but collided with the fence and discontinued racing. Time, 9:05 3-5.

Half-mile (pneumatics barred)—W. Mann won, D. Rougvie 2nd. Time, 1:45.

One mile handicap—J. F. White had a veritable walkover, as his opponents were not in it with him. Time, 3:14 3-5.

Two mile lap race—C. Manville, 14 points, won; J. F. White, 12 points, 2nd; Dr. Robertson, 11 points, 3rd. Time, 5:49 1-5.

The High Cost of Bicycles.

The question why the high grade bicycle costs so much—a sum beyond the means of an ordinary wage-earner—is often asked. The *Iron Age* gives some interesting information in answer. In the first place, the bicycle must be made on the interchangeable principle, so that a missing or broken part can be supplied by the factory at once. All of such parts undergo a rigid system of inspection, being submitted to the severe strains which they must stand while the machine is in use. Main parts, like the sprocket wheel, hubs, etc., are gauged, the allowance for variation being one-quarter of a thousandth. A variation in excess of this throws the piece out. The method of stringing the wheel is thus described. The outer ends of the spokes are threaded in order to enter the hardened brass nipple, the cap of which is, of course, on the outer side of the rim. The

boy who strings the wheel up merely tightens the nipples sufficiently to hold the parts together. After this the wheel goes to an expert workman, who tightens the spokes, bringing them all under the desired tension. The wheel is then mounted on an axle and turned, a piece of chalk held near the rim serving to indicate any irregularity. To correct such defects and make the wheel perfectly true the nipples are tightened or loosened. This is a simple matter and yet one requiring great judgment.

The brazing of the joints and the making of the felloe or iron to receive the rubber tire are also operations requiring the greatest precision and delicacy of handling. In short, there is no part of the modern bicycle that can be turned out without the minutest attention to detail. The day has not come when it can be made factory fashion.

The Social Side of Cycling.

Under the above heading *Wheeling* has some very interesting words to say in behalf of club life, from which we make the following extract: "It is the fashion of 'young bloods' of the pen and racing monomaniacs to pooh-pooh the social side, but take any cycling club in London, and what do we find? Why, that unless a club exists by reason of some special function which takes the form of what we may, perhaps, describe as 'commercial sport,' the purely road clubs go to the wall, the purely racing clubs go to the wall, and, for that matter, the purely social clubs go to the wall. The club which—apart from the question of commercial sport—holds together year in and year out is the one which cycles in the summer and socializes in the winter, and we speak on no theoretical lines; we speak as a cyclist and a journalist who has had exceptional opportunities both as to length of time and number of times of seeing cycling clubs in every phase of their existence, and so speaking, we say, and say fearlessly, without chance of contradiction, that the club which does not possess a strong social vein will never stand the test of time."

"The best thing for a man to take before a race is a little cold tea with an egg beaten in it." "Well yes; but just after a race, with a little man beaten in it, what should he take?"—*Ex.*