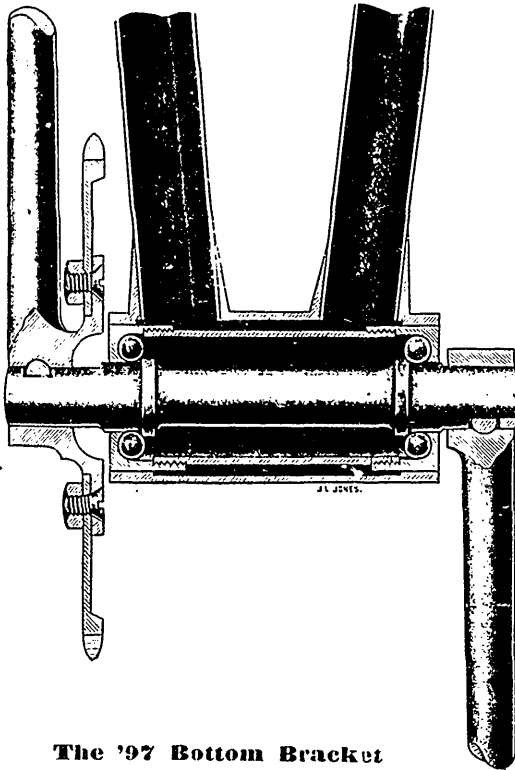


# THE RED BIRD'S BOTTOM BRACKET

One of the prominent features of the '97 Red Bird is its bottom bracket. It is a triumph of modern skill in bicycle building, designed with a view to promoting the pleasure and convenience of cycling. It is strong, durable, and easily got at when an examination becomes necessary.



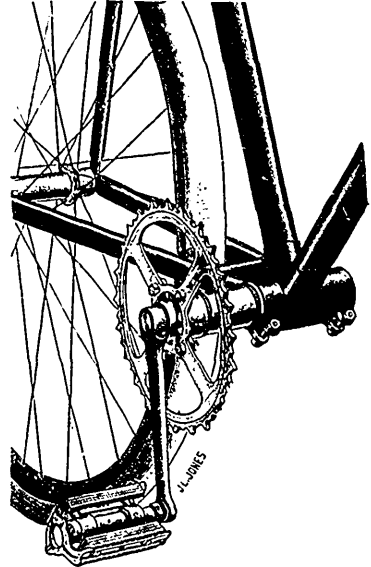
**The '97 Bottom Bracket**



'97 Oiler



Half Section of '97 Oiler



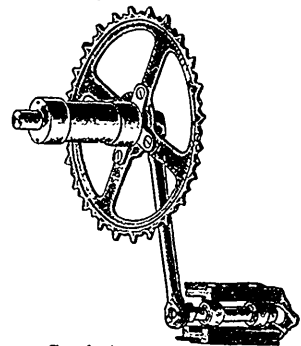
Crank Axle with Improved Case Being Removed from Bottom Bracket

The two cups that form the bearings have ten  $\frac{5}{16}$  balls each. They are threaded and put on a sleeve that is turned perfectly true, and then all are ground to a uniform size on a universal machine made for only grinding purposes. The sleeve is then placed inside of bottom bracket and held by two bolts.

In case it is desired to remove, all that it is necessary is to take off one crank and pull sleeve out, as shown in accompanying illustrations. You then have all the working parts of your bicycle directly before you.

So carefully and ingeniously constructed are these bottom bracket cups that it is impossible for dust or grit to get near the bearings.

The patent ball oiler, used exclusively on the Red Bird, goes straight through the bracket, and is fitted into the sleeve in such a way that it is impossible for oil to do otherwise than to go direct to the bearings. This patent ball oiler is convenient, simple and effective. In oiling it is merely necessary to push ball to one side with the point of the oil can, inject oil, and when the can is removed, the coil spring underneath brings the ball back into its original position.



Crank Axle Bearing with Improved Case Removed from Bracket.

**The Goold Bicycle Co., Ltd., Brantford, Ont.**

**Branches :** Toronto, Ont. ; Montreal, Que. ; St. John, N.B. ; Winnipeg, Man. ; Sydney, Australia ; Capetown, S. Africa.