

Canadian Flyers—14.

W. HERBERT BROWN.

"Bert" Brown, of the Wanderers, although it is now a year or so since he has appeared as a racing man, was at one time one of Canada's fastest bicycle riders. In the year 1877 this rider was the sidewalk champion of Toronto, and the writer can remember some exciting contests on the old bone shaker of those days. Some years later "Bert" blossomed out as a track rider, and commenced to make a name for himself. In 1886 he won many races and also made some creditable records on the road. In 1887 he was again to the front, and at the C.W.A. meet took several prizes, as well as winning the hill-climbing contest. Next year, at Detroit, he won every open event, taking eight first places. At Woodstock he also won several prizes. The St. Catharines hill-climbing contest also was won by him, and there were very few first class races held in Canada in which Bert Brown did not take a prominent place. After resting for a couple of years he came out again in a well known road race, but finding that other younger riders, who had trained themselves "fine," could cut a "pace that kills," he came to the conclusion that bicycle racing was not what it used to be. One of the remarkable features of this rider's racing career was the fact that most of his races were won with absolutely no previous training. He was naturally a fast rider. His apparent training before a race consisted of seeing that his machine was well oiled and all nuts tight.

On the road he proved himself a "scorcher," and even on an easy afternoon jaunt would grind out 60 or 70 miles without any evidence of fatigue.

"Bert" has been a member of the Wanderers for some years, and is very popular with his fellow club mates. An accomplished operator on several musical instruments he is quite an entertainer.

He is still an enthusiastic rider, and, on his pneumatic, may yet be heard of on the road or track, and should he settle down to a course of training there is no doubt that once more a good many fast riders would have an opportunity of reading the number on his back in coming races.

WANDER "OR."

The Century Road Club, of America, will hold its first annual meeting at Washington, during the L. A. W. meet.

Cleaning a Wheel.

Under "Cycling for Women," in the *March Outing*, Mrs. Grace E. Denison essays to instruct her friends how to take apart and clean a wheel. One paragraph of these instructions, to our mind, covers the whole case, and is, we believe, the only practical method. "If you have the chance, capture an experienced wheelman and compel him to sit and watch as you dissect your wheel; ask him the name of every part and look them all carefully over, so that you'll feel acquainted." Another point we would suggest is that the novice try cleaning one of the pedals, before attempting to take apart the remainder of the wheel. We have a lively recollection of the first occasion, some three years ago, we attempted to dissect a bearing, the consequent "scatteration" of balls over the floor and two weary hours spent on hands and knees, searching for "that other ball." The next time we opened a bearing, we took the precaution to have a large-sized wash tub under it.

Light Chain Guards.

The following from *Bicycling News* describes the construction of a chain guard which will probably do duty here until some enterprising wheelman imports a machine fitted with Carter's gear case. "To construct the simple chain guard described in No. 2 of the present volume, procure at any grindery store, where bootmakers' requisites are sold, a yard or so of the stout braid or binding, about 1 in. in width, which is used for the loops for pulling on boots. Stretch the binding round the chain and neatly stitch together the ends. The tension should not be greater than is necessary to ensure the band snugly covering the chain. It will be found on spinning the cranks round, that the endless band will not under any circumstances shift laterally or impede the free running of the chain. Neither will it wear out quickly or cause bother of any kind. These facts have been established beyond all doubt by extended practical tests of the contrivance. Still it is difficult for the reader to believe how complete is the protection afforded, and how long the chain will run without attention or cleaning."

The next issue of CYCLING will contain a photo group of the Road Officers of the Toronto Bicycle Club.