

Canadian Flyers—6.

J. H. NASH.

Among the ranks of Canadian flyers there are none who, by virtue of conscientious exploits, deserve more favorable mention than J. H. Nash, of the Wanderers Club, and whose photograph forms the subject of our frontispiece in this issue.

To those brightest gems in a successful career, modesty and unassuming manners, he is possessed with a quality of grit essential in the constitution of a racing man, and which has undoubtedly aided him in his many competitions.

Born at Woodbridge, Ont., in March, 1871, he is now only in his 20th year, and commenced riding in March of last year, joining the Wanderers, from whose ranks have emanated so many speedy riders in the following May, and soon showed his ability as a rider by winning first place in the Club Handicap Road Race a few weeks later. Encouraged by this attempt he entered in the Three-Mile Handicap race, at the Toronto Bicycle Club Meet, on Civic Holiday; winning second place to Palmer, of Hamilton, the present champion. On Oct. 3rd, following, at Dundas, he won first place in the Mile (open), defeating both Palmer and Skerrett, of Hamilton. This was his last appearance in the season, and certainly the record had been most creditable.

Commencing the season of 1891 by winning second place in the Mile (open), at Woodstock, on May 25th, Wells, of the Wanderers, taking first, he followed that up, on July 1st, at the Hamilton Meet of the C. W. A., by riding second, in the One Mile (open), to Palmer, defeating Wells and Skerrett, and the following day made, perhaps, his greatest attempt in the Club Team Road Race.

Although having shown himself to be an exceedingly plucky road rider, it was hardly expected that such men as Nasmith and others should go down before his prowess, and when, 13 seconds after Palmer flew in, Nash crossed the line, taking second place, congratulations were showered on him from all sides.

On September 20, at Newmarket, he added two more victories to his list, winning first place in both the one and three mile events.

His taking fourth place in the Inter-Club Race, Torontos vs. Wanderers, on Rosedale Grounds, was a most creditable showing, in view of the fact that his length of training was confined to the week previous to the race, all the other riders having been in preparation for some time.

Nash commenced on and has clung to the safety machine, and his friends, the Wanderers, have reason to be proud of him, who has not only by his ability as a rider, but further by those gentlemanly qualities displayed at all times, endeared himself in the minds of all who come in contact with him.

The subject of our next article on Canadian Flyers, will be Mr. E. J. P. Smith, of the Toronto Bicycle Club.

Heale's Pneumatic.

The construction of this tire is so simple that in case of puncture, it can be repaired in ten minutes, at the roadside, by any rider, however deficient of mechanical ability.

This tire cannot burst, as the air chamber is enclosed in a stout canvas cover, which is never cut no matter what repair may be necessary. A seam (having $\frac{1}{4}$ inch flaps) is opened by ripping the stitches carefully with a penknife, permitting the rubber air chamber to be pulled through and patched, when the canvas is re-sewn, making the tire as strong as before.

It is built in a 2-inch shallow cushion rim, and the mode of construction may be understood by observing the following description: A flap of rubber and canvas vulcanized together is fixed in the rim by a wire, the outer rubber cover having the points smeared with rubber cement and passed between the flap and the rim, after the canvas tube containing the air chamber is placed in the rim with the seam just below the point of rim. When the tire is inflated the expansion of the air chamber presses the flap against the outer casing which is gripped by the rim, from which it cannot be pushed away.

To repair, deflate the tire, pull the point of outer rubber away from the flap, rip the seam in canvas tube and draw out air chamber. Cement the point, push it down between the flap and rim, inflate, and ride at once.

The valve used (Heale's patent) is absolutely tight, but can be instantly released by pushing a wire down it.

To insert a new spoke deflate the tire and push it away, when the spoke may be passed through the rim.

H. C. Tyler, of Highlandville, the holder of the world's records for the quarter (in 33 $\frac{1}{2}$ sec.) and the half (in 1 min. 6 sec.), is 23 years old, and many predict that he will next season prove himself one of the fastest riders in the world.