

OCT 1920

GRUBBS - 1ST - CYCLE OCT 1920

CYCLING

OCTOBER 14, 1920.

A BICYCLE FOR SPEED.

Novelties in Mr. F. H. Grubb's New Racing Model.

AN extremely clever device in the nature of a quick release rear fork-end has been evolved in the fertile brain of Mr. F. H. Grubb, and is now being incorporated in the famous racing machines built by him at 250, London Road, West Croydon. All racing men are fully alive to the vital necessity of some device that will permit the rear wheel to be taken out and replaced during tyre changing operations in the least possible time. To effect this it is essential that the device shall entirely obviate the need for chain adjustment, and this end is attained in an ingenious manner.

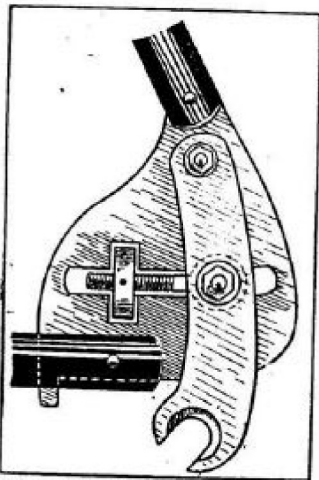
The back stays are entirely rigid, being brazed to the seat lug, and joined to the chain stays by a plate bearing the ingenious device to which we have referred. The actual fork-ends are pivoted just underneath the end of the back stays, and the slotted ends which hold the spindles are extended below the level of the chain stays. The wheel is secured in the fork-ends with wing nuts that require no tool and only a moment to secure. When the bottom nut shown in the sketch is slackened, the chain adjuster in front of it is manipulated until the correct tension of the chain is obtained, when the nut is screwed up tightly. Then by simply loosening the wing nuts the wheel can be removed as often as desired without in the slightest degree interfering with the adjustment of the chain.

Mr. Grubb has an international reputation as a racing man. He holds the R.R.A. record for the London to Brighton and back course, the S.R.R.A. 100 miles record, and the S.R.R.A. 50 miles professional record, and he has accomplished the fastest out and home "100" ever ridden on English roads. His great racing experience and engineering skill are of great service in producing just the machine that the speedman requires, some idea of which may be gathered from the illustration and specification.

The chain stays with the quick release

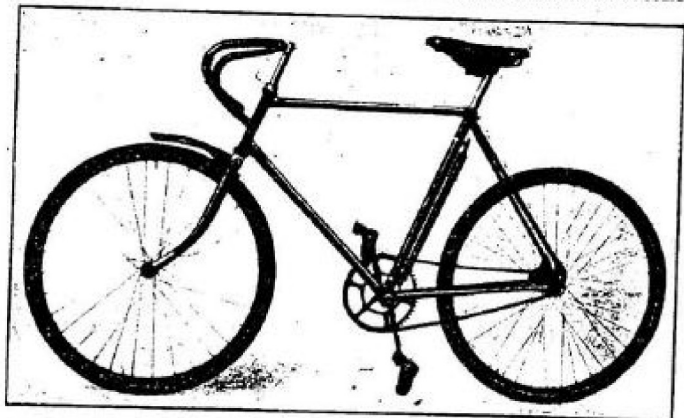
fork-ends are straight, and of round or round to D section, and of a gauge that gives rigidity, while the seat stays are straight and of light, round section. The front forks are oval or D section, slotted for the easy removal of the wheel, and recessed for washers. The crown and tips are plated. For the wheels double hooked spokes and Bastide or Boston wood rims are used. The spindles are secured with wing nuts.

A Brooks B 17 Champion racing saddle is fitted, and the purchaser is allowed a



The patent fork-end on the new F. H. Grubb bicycle. The wheel can be removed instantaneously without affecting the chain adjustment.

choice of Renold or Coventry Elite chain, and Constrictor or Merlin tubular tyres, while the rider may choose his own particular fad in the shape of handlebars.



Cleared for action: a view of one of the new F. H. Grubb racing bicycles.

With this first-class specification, the machine is built at the following prices: with Brampton fittings, £15 17s. 6d.; with Chater Lea fittings, £18 10s.; with B.S.A. fittings, £19 10s. If steel rims and Clincher or Clipper tyres are specified in place of wood rims and tubulars, the price will be reduced by £1 10s.

Another model for the keen rider has a standard drawback chain adjustment, narrow steel rims, Python or Clippesby speed tyres, B.S.A. chain and B19 saddle. It is equipped with steel and celluloid mudguards, and a free wheel and front brake. The price is with Brampton fittings, £15 10s.; with Chater Lea fittings, £17 10s.; with B.S.A. fittings, £18 10s. In each case the lady's model is 10s. extra.

Up to the present the writer has only had a limited experience of the new racing machine, but he has no doubt the machine now being built for him will confirm the high opinion he has formed of this mount.

The North Road C.C. open their winter season on Saturday, November 6th, with tea and a musical evening at the "Old Salisbury," Barnet.

As Speedy as Ever.

The feature of the Wood End R.G.C. "50," held last week in very windy weather, was the fine ride of F. Greenwood, who covered the rough course in 2 hrs. 24 mins. 24 sec. This gave him third handicap place from the 2-min. mark. R. Vaughan (9 mins.) won the handicap with an excellent ride of 2 hrs. 29 mins. 29 sec., and G. Hick (30 mins.) was second. The only other rider to beat "evens" was H. Porter, who finished in 2 hrs. 29 mins. 56 sec. In all there were 11 finishers.

Lighting-up Time.

Although the air is soft and still,
The season slowly wanes,
The falling leaves the hollows fill
In all the winding lanes.
The woods are glorious to behold—
In royal robes of red and gold.
The sun goes down behind the hill,
The stars begin to peep,
The mists of evening, damp and chill,
Across the meadows creep.
As o'er my tea I sit and brood
In quiet, contemplative mood,
'Tis sad to think that soon, when night
In darkness veils the scene,
I shall be called upon to light
Two lamps on my machine
When but a single one would do,
I can't imagine why—can you?
Some say that Government want a strike
To win them an election.
You can believe it if you like—
I'm sure I've no objection,
Since Government is bound to score
While we are in a state of war.
But that is not the game—it's not
In view of an election.
They want to show us that we're still
In need of their protection.
But during wars and strikes, of course,
They keep the Rear-light Rule in force.

W. C. BIRT WHITWELL.

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F. H. GRUBB'S LIST OF ACCESSORIES, TYRES AND CYCLING WEAR

INTRODUCTION to the Sixth Edition 1928-1929

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F. H. GRUBB, M.J.E.

*A world-famous cyclist and record
breaker. Holder of the Brighton and
Lark record for fourteen years, past
holder of competition record for twelve
hours on the road, out-and-home 100
miles record, etc., etc. Three times road
champion of Ireland and winner of many
classic British races and time trials.*

In a few short years, F. H. Grubb
has, on merit alone, taken the
lead as a specialist in the multi-
farious wants of the real cyclist,
and his reputation has been built
up on fair and square business
methods, as many of our customers
will testify.

The most notable achievement
since the last edition of this List
was printed has been the opening
of the new factory at Twickenham.
Here a complete plant has been
laid down to manufacture the
various accessories which have
been invented by Mr. Grubb to
meet the needs of the real cyclist.
Most of these devices are protected
by patents, and all are high-class
articles in which one may repose
the utmost confidence.

All lines have been chosen with
the object of giving our customers sterling value for money. For this
reason many of the so-called "bargain" lines found in other catalogues
will not be found here. The experienced cyclist knows that quality is
always worth the little extra cost. With the exception of a very few
lines made by firms of repute on the Continent all our lines are British
made.

We can only conclude by thanking our customer friends for past favours
and assuring them of our continued efforts to merit their patronage in
the future.

THE LEADING FIRM

making the saddle and handlebar adjustable in various directions within wide limits. The actual size of the frame need have little bearing on these adjustments.

It is also found that there is a great gain in stability if the whole weight of machine and rider is kept as near to the ground as possible. This is done by building the crank bracket at a height of only some 10½ inches from the ground to its centre, which is as low as is safe when using the now almost universal crank-length of 6½ inches. Another old fallacy was the idea that longer cranks gave increased efficiency. They do not; and the modern cyclist chooses his gear with reference to a short crank, the gear being never more than about 65 inches for ordinary riding. For very tall riders, the 7-inch crank is still advised, with a proportionate gear.

Perfect Tubes

The modern frame is made with every tube perfectly straight. The tubes are tapered in gauge, to meet their stresses in the most scientific manner; and the chain and seat stays are also tapered in their section, and rigidly brazed into lugs at their ends. This gives greater strength and rigidity than the old system of bolting them together, and also saves weight and improves appearance.

The forks are tapered in the same way, and curved to a radius calculated to combine perfect steering with resilience to road shocks.

The 26 inch diameter wheels found in the Lightweight are stiffer and stronger than the old standard of 28 inch, and much lighter. Rims and spokes also are made much lighter; for saving of weight in the wheels is of paramount importance. Perhaps one of the greatest improvements in modern efficiency bicycles is in the tyres. Many makes of very light tyres are now available, the strength and durability of which are extraordinary, while their resilience and consequent comfort on bad surfaces are far superior to those of the old-fashioned heavy roadster tyre.

In the best grades of modern bicycles, weight is saved in many other items of construction and equipment, while strength and efficiency are never reduced, but generally increased. Unnecessary metal in frame lugs and fittings is cut out; mudguards are made of celluloid instead of steel, saddles are made with light frames, pedals and cranks are of improved and lighter design, and so on.

Superiority of Construction

Apart from the actual constructional superiority of the Lightweight, it is provided with a number of modern refinements in mechanism and equipment which make for greater ease and efficiency in use. Perhaps first among these ranks the 'quick release' or 'drop-out' fork ends which enable either wheel to be detached bodily and replaced in a few seconds, the object of this being to facilitate the repair, or in the case of racing machines, the changing of tyres and the use of the double-cogged hub, of which more anon.

In order to give full value to this device, the bearings are so designed that their adjustment is not affected when the wheel is removed, and mudguard stays are attached to the forks clear of the spindles, while the brakes are of the 'calliper' or 'toggle' type which act on the sides of the rim. Thus there is nothing to interfere with attachment or detachment of the wheels, which is carried out simply by manipulation of two pairs of specially designed wing nuts which hold the wheels rigidly in place and supersede entirely the old outs, washers, and chain adjusters. So firm is the hold of these wing nuts that they are perfectly satisfactory even on tandems subjected to the heaviest loads and driving stresses.

All the improvements incorporated in the modern Lightweight bicycle are common to the tandem, both 'double-gent's' and 'lady-back,' and to the lady's single. Perhaps the last-named, indeed, has benefited most of all by the march of progress, and the type now known as the 'Lady's Sports Model' is an improvement almost out of all recognition of the hitherto accepted type of drop-frame cycle. It has all the relative lightness of the gentleman's model, and by reason of its straight tube and short head tube of design, the weakness and whip of the old loop frame are practically eliminated.

Invaluable Qualities

While most of the improvements in design of the modern bicycle are the direct outcome of experience gained in building machines for racing on the road, chiefly on the Continent, it should be well understood that these improvements are of equal benefit to the tourist or the general rider bent on the greatest possible ease in riding, as to the racing man. When properly adapted to a touring bicycle fitted with suitable equipment, they ensure ease of propulsion and great efficiency in hill climbing and riding against headwinds, together with comfort and perfect control in all road conditions. These are all qualities invaluable to the tourist, attainable hitherto only in very modified degree on the old type of bicycle.

The cyclist in search of the ideal touring bicycle should bear in mind therefore these points of advanced design. He or she should aim at obtaining the smallest and lightest bicycle which is feasible, and see that it is adjusted perfectly to fit the physique. While a racing position is unnecessary and undesirable for touring, it should be realised that the greatest ease is secured by utilising one's strength to the best advantage. To this end, the saddle should be placed so that the leg is still slightly bent when the pedal is at its lowest point, and should be set with its peak about two inches behind a vertical line hung to the centre of the crank axle. There should be no tendency to slip forward or backward in riding, and this is generally secured by tilting the peak very slightly up. A light saddle of the Brooks B10 type suits most riders best; the large coil-spring type being very unsuitable and wasteful of driving power.

A position leaning slightly forward from the hips is better and more hygienic than sitting bolt upright, and a suitable handlebar should be chosen to obtain this. The slightly dropped 'North Road,' or 'flat' 'North Road' may be chosen, set with the centre of the bar level with the saddle. A rider with fairly long arms should have the handlebar set on a stem with a forward extension of one or two inches; a cramped position is very fatiguing, and should be avoided.

A great variety of handle grips are now obtainable, and those designed to prevent shock to the hands should be used if the rider prefers a more deeply dropped handlebar.

Importance of Gears

It is most important to use a low gear for ease in riding. If a single gear is used, about 60 to 63 is recommended with 6½ inch cranks. The double-cogged hub is a most useful modern device, which enables the rider, by turning his wheel round, to use either of two gears, or to have the choice of a free or a fixed wheel at will. The wisest use of this arrangement is to have a fixed gear very slightly higher than would be used with a single hub, say 66 or 67, and to keep in reserve a free wheel giving a low gear of 56. The former will be used in normal conditions, while the latter combination will be found ideal for hilly country or a long ride against a heavy wind. Two calliper brakes should always be used.

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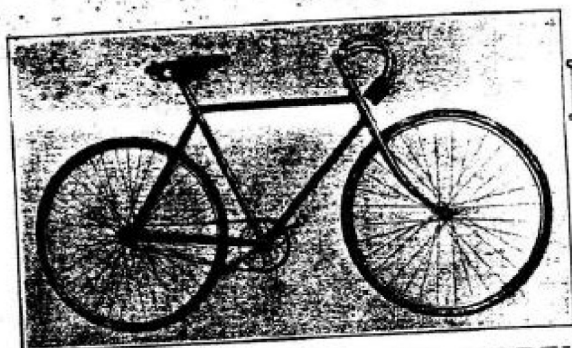
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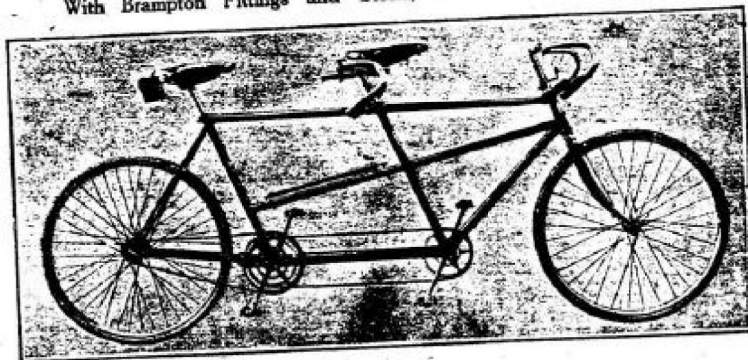
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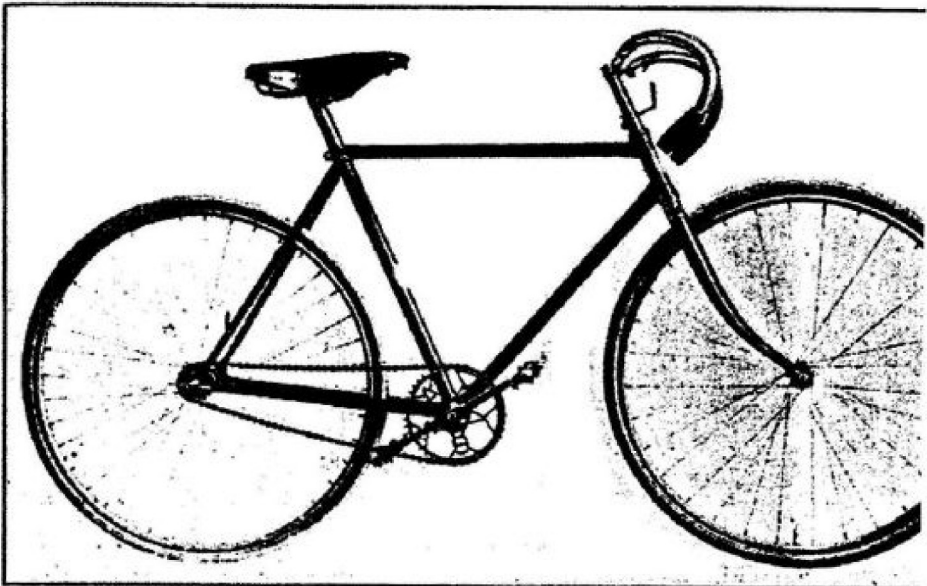
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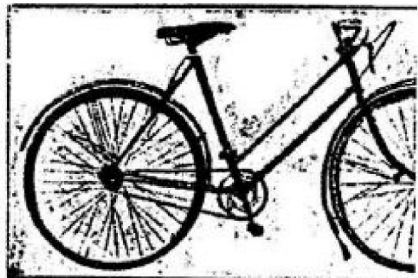


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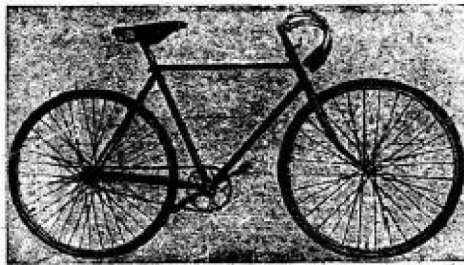
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F. H. Grubb



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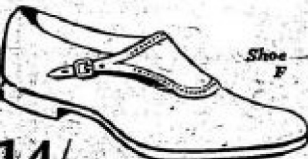
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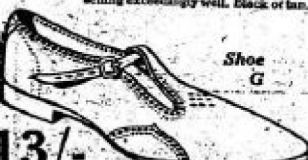
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Another of the eight patterns of shoes we stock. This upholds the reputation of GRUBB shoes for cyclists. Black or Tan.

Racing Jackets.

Genuine Silk, Alpaca, with 3 Pockets, 38" and 40".
Price 10/9 and 12/6 each.
Well cut and distinctive. Suitable for the Office as well as Touring, etc.
Cheaper Jackets 3 Pockets Chest, 36", 38" and 40".
Price 8/6
Suitable for hard wear.

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Pure Wool, fast dye, Double Seams, finest obtainable. All sizes. Black only.
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Ditto, Lighter Weight, 10/6
Ditto, Cotton, 5/-

Sweaters.

Black, button on shoulder. Guaranteed fast dye and "Woolmark".
Ditto, White 10/-
Honeycomb Sweaters.
Grey, Roll or Polo Collar, 8/-
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Navy, Polo Collar only, 8/6
Path Jerseys, SPECIAL LINE, ALL BLACK 2/6 and 3/6 each.

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Black only.
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These are another special line and beyond comparison with others sold at the same price.

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Very best Flannel, in Grey, Khaki, or Navy, 3 pockets, Straps and Buckle Knee, Double Seams ... 18/6.
Ditto, Cheaper quality Flannel, Grey only 13/6
Tweed Knickers as above, in assorted shades. 12/6 and 14/6

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Superior Quality Wool, Double Seams, Elastic Waist. Guaranter: Fast Dye. Black only ... 3/6
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Kneelet Knicker, Hip Pocket, Elastic Waist, Patent Buckle Knee. Well made and will stand very hard wear. Made of Twill, 4/-
TOURING SHORTS.
Finest Quality Flannel, Tailor Made, 3 Pockets and Hip Pocket, Double Seams and Fly Front, in Grey, Navy or Khaki, 14/6
Cheaper quality 12/6 and 13/6

TWEED CYCLING SUITS.

In Grey or Brown mixtures. Very neat shades and made for hard wear.
Prices: £1 17 0,
£2 2 0 and £2 5 0.
Tweed Sports Jackets, Assorted shades.
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Tweed Cycling Knickers, in Assorted shades.
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LIGHTWEIGHT SPORTS JACKETS.

Pure Wool and Tailor made. Unlined, 3 pockets, Plain Back, in Grey, Navy or Khaki, 34", 36" and 38" chest, 19/6
40" and 42" chest, 22/-
As above with Belled Back, Flaps on pockets, and inside breast pocket, Grey only, 25/-

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F. H. Grubb

ROBSART STREET, BRIXTON, S.W.9
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ONE WING OF THE GRUBB WORKS.

**WHERE
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STANDS
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*"It's
Easier*



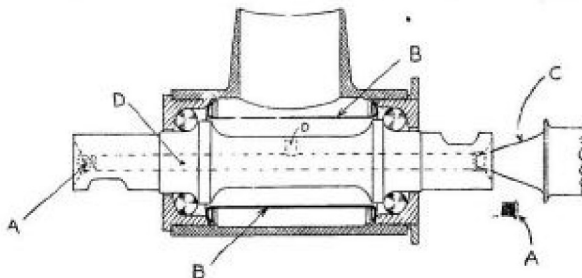
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1927 Y 16!

PASS JUDGMENT YOURSELF
on the
GRUBB SYSTEM of
GREASE GUN LUBRICATION

(Patent applied for)



SECTIONAL DRAWING OF BOTTOM BRACKET
FITTED FOR GREASE LUBRICATION.

- A. Grub screws in ends of hollow axle; remove one and charge with grease gun and replace screw; charge from either end of axle.
- B. Copper Sleeve, plated to resist corrosion, allowing for correct adjustment of bearings and preventing escape of grease into frame.
- C. Grease Gun.
- D. Hole through centre of axle, with outlet D, allowing grease to enter sleeve B.

Every machine fitted with the Grubb system of Grease Lubrication is sent out with grease gun and collapsible tube of special construction.

Is a grease gun or oil gun sure to lubricate the right place?

It is mainly a matter of chance. You can pump oil into a bracket or hub until it runs out at one end without getting it into the other end. To make sure of getting it into both ends you would have to lay the cycle alternately on each side to allow the oil to run through. With a grease-gun and grease, the result would be just as doubtful. The method adopted is to pack a hub or bracket shell with grease under the mistaken belief that the further addition of grease will force it out evenly through the bearings at each end. Never a bigger mistake.

Take your bottom bracket as an example, pack it full with, say, half a pound of grease, change your bracket lubricator for a grease-gun nipple, and then see if the injection of more grease will work the miracle.

(Extract from an advertisement in "Cycling.")

When I introduced a special system of Grease Lubrication a number of competitors, not to be outdone, announced "Grease Gun Lubrication—no extra charge," but enquiries prove that you are charged with the gun if not the nipples.

To the mechanical mind it is obvious that filling your frame tubes with grease will not ensure lubrication, and the observations of the critic, whose article I have reproduced *in extenso*, are perfectly true of these "systems."

In the GRUBB System (Patent applied for) the head and bracket bearings have specially made grease-retaining washers and sleeves to ensure perfect cleanliness and no loss of grease into the frame.

The sectional drawings show these special points, and you will realise that the whole system is a sound engineering job.

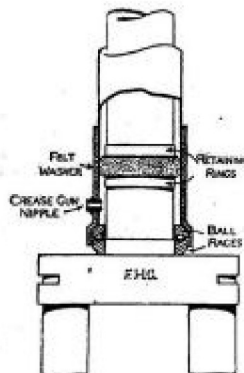
The public demand for the new GRUBB System of Lubrication to both Cycles and Tandems proves conclusively the urgent need for an improvement on oil lubrication.

The GRUBB System of Lubrication is quicker, cheaper and more dependable. It will save your bearings and retain easy running year in and year out. The pedals and hubs need no alteration except the addition of a special nipple for attaching the grease gun. Grease is pumped in under pressure and fills the whole of the ball-races with a special thin non-hardening grease. Rotation of the bearings forms a path for the balls, a bulwark of grease being thrown up preventing the ingress of dust, rain or mud.

A fresh injection of grease will, because of the pressure behind the ball-races, throw out a ring of grease and eject any dirt which collects in the spindle and bracket-axle clearances.

This system means long life, obviates the periodical overhaul retains the sweet running of a new machine, and is, above all, the easiest way of lubricating a bicycle.

No other system can compare with it.



Sectional Drawing of Head Lubrication

(Patent applied for)

This system of Lubrication is fitted without extra charge on GRUBB SPECIAL BICYCLES, and at the following extra charges on other machines:—

	s.	d.
Complete lubrication to Tandems (new orders)	15	0
Complete lubrication to Second-Hand Tandems	20	0
Complete lubrication to Cycles (new orders)	10	0
Complete lubrication to Second-Hand Cycles	15	0

Carriage extra.

Grease Gun and large Tube of special grease included in above quotations.

Now is the time to have your machine fitted with this revolutionary method of lubrication.

Easier running—longer life.

Minimum attention.

It will save its cost in the first season.

GET IT AT GRUBB'S AND BE SURE OF IT!

LADIES' RATIONALS.

Lightweight Tropical Suiting Showerproof, smartly tailored.

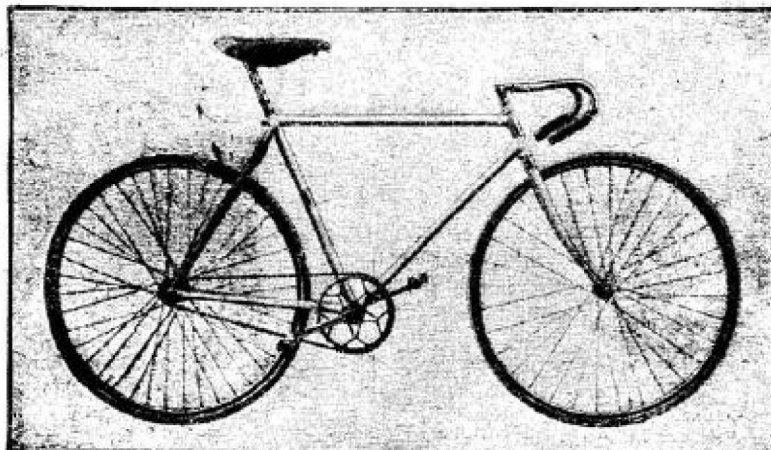
Fawn or Medium Grey 37/-

Tweeds—
Light or Dark Grey 32/6

Many other shades
from 37/-

Few Navy, Brown
and Nigger Twills.
Clearance price .. 17/6

Cannot be repeated.



F. H. G. Cycling Suits.

Unequalled for QUALITY, COMFORT, and SMART CUT.

Tweed Suits range
from 37/- to 45/-

Jackets from
23/6 to 28/6

Knickers from
14/6 to 17/6

Plus Fours, 2/- extra.

All Double Seated.

GRUBB PATH AND ROAD RACING BICYCLES from £7-15-0

GRUBB SPECIAL C.T.C. BAG.

Made by GOUGH'S. Size 11 x 9 x 5, with strap and buckle gusset fastening, extended flaps, 2 side pockets 8 x 4 x 1. Reinforced back. Absolutely waterproof material. 11/6
Ditto, with Cape Carrier on top .. 13/-

STOCKINGS.

Dark Grey, with turnover tops .. 4/6
Brown Heather, ditto .. 3/6 & 4/6
Fawn, slightly brushed, turnover tops .. 5/-
Gre. Brown or Black, plain tops .. 4/-
Black Lightweight, plain tops, best quality only .. 3/6

*All above are ribbed.

Plain Black Padded Hise .. 3/- & 3/6

GRUBB GREASE GUN LUBRICATION.

PRICES, including Gun and Grease:

Complete Lubrication to Tandems (New orders) .. 15/-
Complete Lubrication to Cycles (New Orders) .. 10/-
Lubrication to Head and Brackets of Frames (New orders) .. 10/-

F. H. Grubb

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(Opposite Ye Old White Horse.)

Telephone: Brixton 5236

Works: Gould Rd., Twickenham Green.

Phone: POPESGROVE 1496.

CYCLING SHIRTS.

Best Khaki Drill with polo collar .. 7/-
Ditto, with two detachable collars .. 8/9
Grey Ceylon Cloth with detachable collar .. 8/9
Grey Ceylon Cloth with polo collar .. 7/-
Good Quality Cream Twill with polo collar .. 6/6
Ditto, Cotton .. 5/6

CYCLING UNDERPANTS.

In Green stockinette, Fly Fronts, 3/6
These garments can be used under touring shorts or cycling knickers.

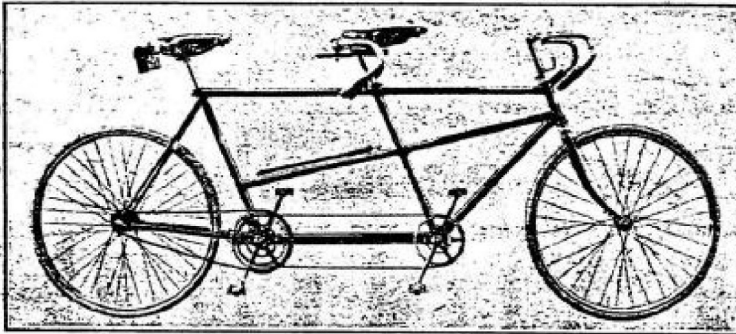
UNDERVESTS.

To wear with the polo collar shirt. In cream stockinette V-shape neck .. 3/6
Ditto, in soft woollens, very smart, V-shape neck .. 4/6

Assist progress of the pastime by mentioning "Cycling" when writing to advertisers.

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**DEFERRED
TERMS IF
DESIRED**
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**DELIVERY
14 to 21
DAYS
FROM DATE OF
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**EXTENSION
OF GRUBB
SERVICE**
Repairs to
any make of
machine.
Collected and
Delivered in
the London
Area by
my own van

Every GRUBB BICYCLE and TANDEM is built throughout in my own complete works. Every frame is polished and cosletized before being enamelled, and the finish is equal to the best. My plant is complete, and every man employed is a specialist in his particular job. Your machine is produced under sound economic conditions which ensure you

QUALITY — SERVICE — SATISFACTION.

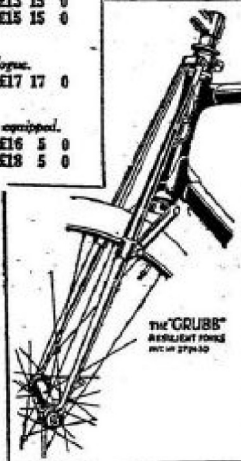
- Race Tandem (as illustrated) —**
Brampton fittings .. £13 15 0
Chater-Lea £15 15 0
- Lady-Back Tandems.**
Special design, see Catalogue.
Chater-Lea fittings only £17 17 0
- Lady-Back Tandems.**
Cross Frame Design, fully equipped.
Brampton fittings .. £16 5 0
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- Road and Path Racing machines,**
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Ladies' Sports Models, complete,
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Gent's Light Roadster, complete with
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special keyholed spoke flanged
hubs, etc., etc. £10 10 0
Grubb Special Speed Model, with
Grease Gun Lubrication and keyholed
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and brakes) £10 0 0

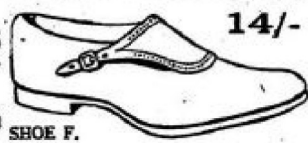
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BIG FEATURES.

- Great strength with resilience.
- Reduced strain on steering column.
- No definite breaking point as in the standard fork.
- Much easier steering.
- Absorbs vibration on bad roads.
- Eliminates handlebar shocks.
- No springs or buffers.
- An engineering job.
- Can be fitted to any Bicycle or Tandem.



THE "GRUBB"
RESILIENT FORK
PAT. NO. 274,130



SHOE E.
Comfortable and smart, Ladies' or Gent's. Black or Brown.

SHOE F.
The all-weather shoe with elastic understrap. Ladies' or Gent's. Black or Brown.

12/6

14/-

**F.H.G. Cycling
SUITS.**
New Pattern Cards.
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All-wool Gabardine in smart
fashionable shades .. 48/-
Tweeds made in gent's cutting,
many shades, from 32/6 to 45/-
Tropical suitings, Fawn or Green
Grey 37/-
Brown or Navy Drill .. 28/-

MADE WITH LACE OR STRAP
AND BUCKLE KNEE

Mention of "Cycling" in your letter assists the advertiser in serving you.

NOT TO BE SEEN AT OLYMPIA

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GRUBB WORKS, Twickenham

The **GRUBB SPEED MODEL**

from

£7-15-0

Built to Order.

Model Illustrated **£11-15-0**
with B.S.A. Fittings and Sprints.



THE CHAMPION OF THE ROAD— The GRUBB RACE TANDEM

Built to your specification with the BEST OF EVERYTHING.

Brooks or Terry saddles.

Bluemel's guards.

Wide choice of tyres.

Internal expanding or rim brakes, quick release wheels, rust-proofed frame, etc.

Brampton Fittings

Chater-Lea Fittings

(CARRIAGE PAID)



£16-16-0

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ANY MACHINE SUPPLIED ON DEFERRED TERMS.

WHERE WE ARE STAGING
a Display of Cycles and Tandems.

All TRADE and RETAIL FRIENDS will be WELCOMED.

Not only will the Display of Grubb Products interest you—but more so the **GRUBB FACTORY** in which they are made.

OUR BRIXTON DEPOT WILL ALSO INTEREST YOU—

There you will see a WINDOW DISPLAY of

All British Made Goods

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And **GRUBB WORKS, GOULD ROAD, TWICKENHAM.**

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IN QUEST OF SPEED.

A Trial of F. H. Grubb's New Racing Machine.

In the days of long ago I could hang on to a club on my light roadster machine with open-sided tyres. Since then many things have happened. Some of them have happened to me. These include a dose of dysentery, a puncture in the left lung, which nearly let all the air out of it, a seven week's bout of influenza, and an attack of that fever of which no man knoweth the origin. In addition, I have been rather badly frightened. Thus, it happens my pace has been greatly reduced.

Chance encounters with former riding companions convinced me that I must drop my old chains, take much acid, or considerably increase my speed. The last remedy seems the best, and where in the early days I excused my ownership of a racing mount by the explanation that I desired to ride easier, now I unblushingly confess that I am using an ultra speed machine purely and simply because

I want to go faster,

and although I have made one or two concessions to comfort in the specification of the machine I am testing, it is its qualities as a speed mount with which I am concerned.

The bicycle was built by Mr. F. H. Grubb, the famous professional racing man, of 250, London Road, Croydon, of Clater Lea fittings. One of the features of Clater Lea fittings is the employment of disc-adjusting hubs, which allow the wheels to be removed as often as need be without any possibility of the adjustment of the hub bearings being affected. However, a small locking-nut can be added to the axle of my favourite B.S.A. fittings to obtain a similar effect, but the determining factor in this case was the fact that Mr. Grubb had on the stocks a machine of Clater Lea fittings already in course of construction.

The frame is only 21 1/2 ins. (My frame, by the way, is 72 ins.) It has a horizontal top tube and a 5 1/2 in. head. The front forks are well raked, and the chain stays and the seat stays are quite straight and of round and taper section, with braced resistance pieces in the ordinary position. The seat stays are

brazed to the sides of the seat lug, and not bolted to it. The wheels are beautifully built up with double-buttet spokes and laminated wood rims, and are shod with Constrictor 26 in. by 1 1/4 in. tubular tyres. The gear is 76 in. with 6 1/2 in. cranks. Naturally, the machine has the Grubb "drop-out," which was recently illustrated and described in *Cycling*, while a refinement of value in tyre changing is the provision of a hook brazed to the offside seat stay for the purpose of holding the chain while the back tyre is being changed. Also, on the opposite side of the hook is brazed a rear lamp bracket, an effective fitting that is much neater than the usual

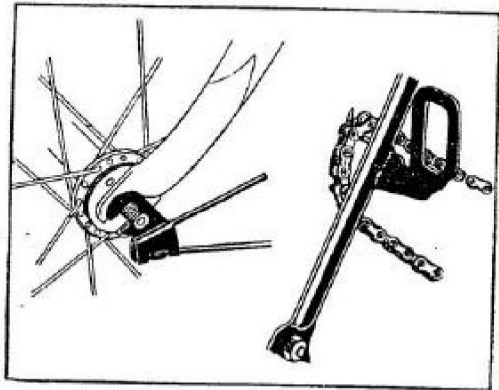
clamped-on variety. Another distinctive feature of Grubb cycles is the handlebar of large section, which forms a very comfortable grip for the hands. Mine is 16 ins. wide, with 6 in. drop, the angles of the handles being just right for giving the racing pull. As a concession to comfort, I specified a B18 saddle instead of the usual Brooks' Champion racing pattern, as I have hopes of accomplishing much of my riding in a sitting-up position.

Originally, I did not mean that a machine to go out until the weather had become fairly settled, but after fuming at the rain for a fortnight or so, I could withstand the temptation no longer. I treated the plated parts to a dose of Dopen, a transparent dope of much value in preventing rust. Next I got busy with a set of Blumel's Peerless celluloid guards and front extension, slotting the mudguard brackets in the manner indicated in the illustration, so that they would offer no impediment to the quick removal of the wheel through necessitating completely unscrewing the wing nuts which hold the axles in position.

Next I had consideration for the Century tubular tyres. Off they came, and on went the new Super tubular tyres, introduced by the Constrictor Tyre Co. at the last Show.

Many of my readers will remember that the Constrictor people years ago introduced a roadster tubular tyre, intended for general, training, and winter work. One of this roadster tyre's faults was that it crept rather badly, with the result that it has been replaced by the new Super tyre. This has only one band, which is, however, of the same weight and thickness as the two bands of the ordinary Century. In addition, it has a linen covering at the side, which renders it waterproof, and from the observations I have been able to make of the tyre in use I should say it is manifestly suitable for training work or for the winter work of the speedman, or as a tubular for the hard-riding, non-racing clubman. It is just the tyre for the speed brigade's general work.

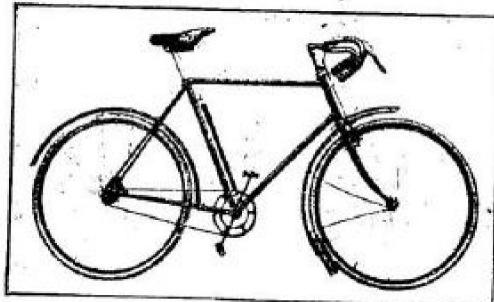
My first free afternoon found me making for the open country, against a



Left, slot in mudguard bracket to allow full scope for "drop-out"; right, brazed-on rear lamp bracket and chain hook of the F. H. Grubb racer.

strong breeze. I was over-gearred for the day and the conditions, but the rigidity of the machine and its responsiveness to every effort applied to it made the outward journey of 30 miles at a fairly easy pace a very comfortable proceeding. The wheelbase, by the way, is 44 1/2 ins., and the machine ran very steadily, to which end the low bracket (10 1/2 ins.) doubtless contributed. As good luck would have it, I struck a decent-road on the return journey, and found the surface dry. The machine seemed to move of its own accord, and, frankly, I had no idea of my pace until it became necessary to take an acute turn. Then I found I was getting more than my rations. In this connection I have found the little Grubb machine almost dangerous when riding through streets. It is almost impossible on a good surface, and when one is not hampered by the wind, to keep down the speed to an ordinary traffic pace. The machine has been out on the road in all sorts of weather, and has given me every satisfaction. The Constrictor Super tyres have not punctured, and a critical examination shows that moisture cannot enter, so there is absolutely no reason to fear wet weather.

Bro. Bex.



The F. H. Grubb racer equipped for winter use,