### "NIMROD" TESTS THE

# GRUBB "SILVER FLASH"

"A light and fast machine that is just the thing for the sporting lad ..."

THE Grubb "Silver Flash" bicycle I is explained in the catalogue by Mr. F. H. Grubb, managing director of F.H.G., Ltd. (147a, Haydons Road, Wimbledon, S.W.19), as being a machine built for the young enthusiast—with a complete specification based upon long experience—at a really moderate price. The actual price is g8 8s.

Now Freddie Grubb knows what he is talking about. He has had long experience in making bicycles and in riding bicycles. He was, history will tell you, the first man actually to beat "evens" (20 miles per hour) in an out-and-home unpaced competition 100 miles event. That was in 1910. Grubb had a brilliant racing career, and when he refers to his long experience he means the knowledge that he has gained during more than 25 years of very close association with the real need of cyclists. And it is that knowledge and experience which is built into the "Silver Flash."

It is a light machine (it weighs, with an Osgear, about 27½ lb.) of the semi-upright design, and, with a wheelbase of 42 ins., and a pair of properly balanced front forks, it is a light and fast machine that is just the thing for the sporting lad on the club run, in massed start races, and speedy touring.

I rode the machine for just over a week, into which, unfortunately, I could crowd only one long country run; nevertheless I came to the sincere conclusion that it was not only a well-

#### GRUBB "SILVER FLASH,"

Price: £8 Bs. Weight: 27½ Eb.

Wheelbass: 42 .ins.

Frame: 21 ins. Reynolds tubing. Brampton lugs. Bracket beight, 10% ins. Grubb F.O. quick-release fork ends. Forks: Reynolds D to round.

Wheels: Endricks 26-in. by 11/4n. Racing lightweight hubs. Wing nuts front and rear.

Tyres: Palmer Super-speed. Huts: Racing lightweight.

Chain Wheel: Williams three-arm.

Cranks: 616 ins.

Gear: Cycle "Ace" or Osgear three-speed.

Brakes: Chromium-plated Webb callipers, front and rear.

Pedals: Brampton New Mark 10 Race. Handlebars: Bailey on 2-in. adjustable stem, celluloid-covered. Shock-step

Chain: Coventry.

Finish: Frame and forks rustprooled by Coslett process, with chromium-plated crown top, silvered and relieved in contrasting colours.

Summent: Pump, reflector, brazed-on pump pegs, mudguard eyes, chain hook, reflector eye, and lamp bracket on front forks.

rons forks.



The Grubb "Silver Flash" in the peacefulness of a London park.

built job, but one that had finish, and one upon which I rode easily and comfortably. In town riding there is no need for a derailleur gear, but I found the Osgear by no means an encumbrance during my rides to and from the office, whilst it was, of course, a definite advantage on my country jaunt, although I found that I had first to master the art of changing before I could get the smoothest response from it.

Because of the careful choice of forks and the accurate angles of the frame, I found steering to be practically effortless, and balancing to be almost unnoticeable, as, of course, one should when riding a bicycle of good workmanship. There was another very good point about this matchine. It was

equipped with two very excellent brakes—they were Webb callipers—and I must put on record that they acted promptly and efficiently.

The full specification of this machine is printed on this page. Study it, and weigh it up with other machines, bearing in mind that it costs only eight guineas, and I feel certain that you will come to the same decision that I have reached after some 300 miles on its saddle; and that is, that it is all that Freddie Grubb claims for it in the specification.

#### Southport R.C. " 25."

Entries from unattached riders will not be accepted for the Southport R.C. "25," the secretary of which, Mr. N. Dufour, has removed to 41, Hartwood Road, Southport, Lancs.

+39

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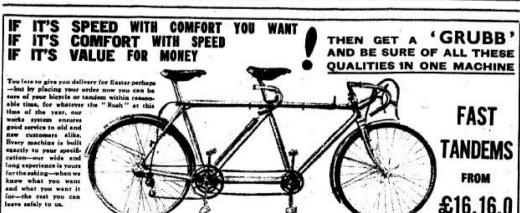
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