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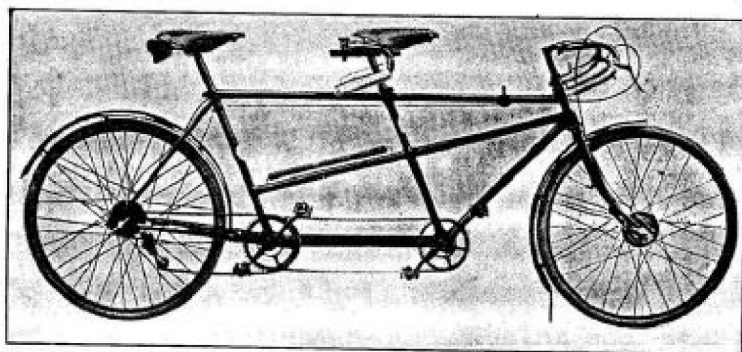
# GRUBB "PULLMAN."

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**CHAINS**—New Renold.

**MUDGUARDS**—Bluemel's Noweight, with extension.

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**FINISH**—Frame and forks coslettised and enamelled Black, with crown, fork tips and usual bright parts chromium plated; or All-black finish if desired. White or any colour, 10/- extra.

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TANDEM  
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**LIVERPOOL,** 1933 ENFIELD double-seat's, 21-in., Trivelpy three-speed, hub brakes, not used for six months, £9; also Selbach stagic, £5. 7 Grubby Street. 246-7126

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**HOWELL CURTIS,** Chatter, 21-in.-21-in., double-seat's, Etnold's, celluloid mudguards, 8 guinea; also lady-back, 22-in.-23-in., 5 guinea. Jas. 56a Old Devonshire Road, Balham, S.W.12. 246-5271

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**1933 TRUMPH** tandem, double-seat's, 21-in., 20-in., Stormey-Archer three speed, hub brakes Dunlop, perfect condition, complete, £12; after 8 on Sundays. 176 Northborough Road, Norbury. 246-760

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If you wish to join a Club, see the "CLUB NOTICES" Section in this issue.

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shoes well that morning. Most of our favourite water-splashes were too deep to be ridden through, but a (to us) brand-new cross-country route which entailed the crossing of two fords and quite a good stretch of boggy land provided plenty of mirth. We had an interlude of about five miles on the roads before lunch, but that was in the teeth of a terrific wind, with a hailstorm added, and then, during lunch, we had more snow. Mercifully, however, the sun shone again just as we were ready to re-start, and we continued with the mixture as before. During most of the day the wind was behind us, and we both felt certain of getting a "packet" after tea; but at tea-time it dropped considerably, and in company with a sickle moon that rode high in the heavens we had as lovely an evening ride as one could possibly wish for, arriving home full of that feeling of well-being and content which is not the least benefit derived from a happy day awheel. We had only covered a little over sixty miles during the day, but that sixty miles was packed full of fun, laughter, good exercise and scenes of rare beauty.

But to come back to practical matters, I would like to sum up the results of my test of the "Twinlite." Briefly, I find it light, rigid, very lively and quick to respond to the slightest added pressure on the pedals. The design of the frame makes it easy for riding in skirts, which do not ride up over the knees as much as they are wont to do on a "sports" frame. It takes corners easily and neatly without turning "wide," and is perfectly comfortable to steer even when pedalling fast (downhill) on a low gear. It shows signs of very careful workmanship, and since it was ready for the road I have not needed to adjust it at all. Although ridden for the whole of one day in driving rain and through the "rough-stuff" test, no water has entered the bearings except in one pedal. The pedals I am frankly not in love with, and I now wish that when ordering the machine I had specified a make which I know to be beyond reproach; and the only other failing which my 600 miles of hard going have revealed is a slight rusting of some of the plating—a defect which the manufacturer will doubtless remedy.

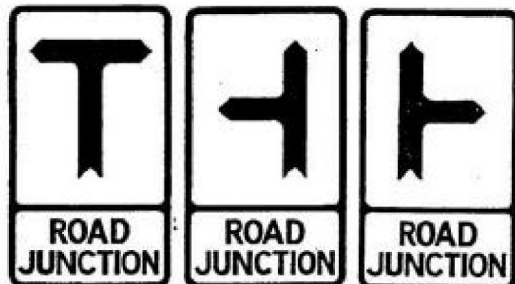
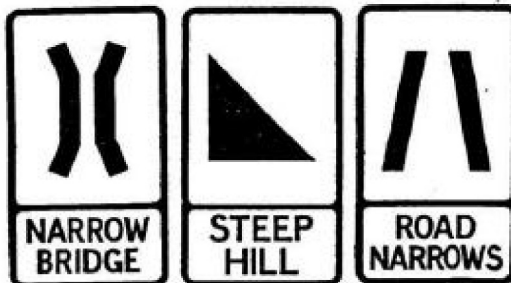
## The C.T.C. and Road Traffic Signs.

THE Council have decided to take advantage of the authority given to them by the Minister of Transport, under Section 48 of the Road Traffic Act, to supply traffic signs to be erected by, or with the permission of, highway authorities. The four approved organisations, of which the Club is one, are permitted to supply in all some 32 types of signs, exclusive of temporary signs, but many of these are outside the scope of the Club; and the Rights and Privileges Committee, acting under the authority of the Council, have decided that—for the time being, at any rate—the scheme shall be limited to the signs illustrated on this page, and a further one bearing the words "No Through Road."

As regards the "Steep Hill" sign, it must be borne in mind that in these days of efficient brakes mere steepness in itself is of comparatively little import; but there are hills in which steepness is combined with awkward bends or busy road junctions, and it is with this type of steep hill that the

menomation. The name of the appropriate highway authority, if known, should also be given.

Members of the Club who have suggestions to make are asked to forward them to their respective District Associations or Chief Consuls, and *not* direct to the Club. No individual recommendation will be acted upon until it has been the subject of investigation by a Chief Consul or District Association.



In making recommendations, two points should be specially borne in mind: (1) Sites should be selected chiefly on by-roads and in touring districts. The motoring organisations will undoubtedly deal adequately with main roads. (2) It is desirable not to erect too many signs in one area, but to distribute them as widely as possible.

### INTERESTING TO PHOTOGRAPHERS.

Club would be concerned. In the case of "Narrowing Roads," obviously from a cyclist's point of view only roads which narrowed very considerably would form a real source of danger. In every case the sign would be surmounted by the Club badge.

The selection of sites for the erection of these signs is a matter calling for considerable discretion, and the Council look for the guidance of Chief Consuls and District Associations, who are asked to forward recommendations to the Club office. Each suggestion should indicate the precise site proposed, with a reference to Bartholomew's *5in.* map, and should be accompanied by a statement of the reasons for the recom-

An opportunity now occurs for C.T.C. photographers to turn their hobby to good account. Clear, crisp prints with a definite "news value," are required by the British Cycle and Motor Cycle Manufacturers' and Traders' Union, Ltd., The Towers, Warwick Road, Coventry, and topical subjects—holiday scenes, or cycling incidents connected with public events of importance, such as the Cup final, test matches, the Derby, and so forth—will be specially welcome. It is necessary, of course, that they should be sent up to the Union as soon as possible after the event, as public interest fades very quickly. For every suitable subject a fee of one guinea will be paid, and photographs of more than usual merit will be considered for additional payment commensurate with their value.

which was rather breath-taking, to say the least of it—the film gave a very good impression of the hostels and their accommodation. The only fault I had to find with it was the part played by cyclists(!) A girl was shown just leaving home for a cycling tour. She carried a fairly hefty, well-filled knapsack on her back, and her bicycle had a bundle tied across the handlebar, but the machine had no saddle-bag, nor was there any sign of tool-kit or any of the usual touring appurtenances. She left the house and wobbled unsteadily among the traffic of a busy street—so unsteadily that I sympathised very heartily with the drivers of the motor vehicles whom she missed by inches, and who somehow or other



The Grubb "Twinlight" can be ridden in an ordinary costume.

managed to give her a clear passage—and in the space of what seemed to be about a quarter of a mile she rode straight into a railway station and put herself and her bicycle on the train. I know we *do* take out bicycles by train on occasions, particularly, when time is limited, so that we may get to distant touring grounds without wasting precious holiday hours on what is at the moment uninteresting country between; but the girl in the picture took her machine in much the same manner as she would a walking stick or a handbag, and her style of riding would provide any rabid anti-cyclist with enough ammunition to last him in use against us for months. I do not want to labour the point, nor to belittle an otherwise interesting film, but with so many "real" cyclists using the hostels it seems a pity that the photographer could not have pressed some of them into service rather than have given such a misleading impression of the touring cyclist in a film such as this, which, used entirely as propaganda, is being shown to large audiences up and down the country. Other cyclists in the film were not too bad, but they could not eradicate the impression left by this girl.

A week or so before seeing the Y.H.A. film at Birmingham I spent a very interesting evening watching a series of films taken by a cine-photographer who has used his camera to some purpose in the very lively little D.A. to which he belongs, as well as on various tours undertaken in company with his wife, who is herself an enthusiastic club-girl, in England and Scotland; and the results of his efforts proved most interesting, amusing and entertaining. It was while riding the twenty-five miles or so between his home and my temporary abiding place that the germ of a bright idea came into being. I know of at least two D.A.s who boast of having a cine-photographer among their members, and it is fairly safe to assume that these are not the only two which are so blessed—there are certain to be others. Now, perhaps these fortunate possessors of cine-cameras might each be persuaded to take a film of interesting club runs with their D.A., including, of course, as many as they can of the beauty spots in their vicinity, and send it up to Headquarters. These reels could then be edited, and the result should be a film showing all the fun and frolic, glamour and romance of touring and club life, which, exhibited in turn by all the D.A.s in the British Isles, would be as good an advertisement as the Club could possibly have. Youth Hostel tours, camping tours, some of the various novelty runs and rallies could all be utilised and should provide splendid material for such a film.

On a bright, clear, but very cold and gusty Sunday last month Milord and I set off "chasing rough stuff and water-splashes," to quote his own description of our ride. Actually I was still engaged in trying out my new Grubb "Twinlite," the machine which I mentioned in my notes last month. It had come through the test of 600 miles of riding on various kinds of roads and in extremely varied weather conditions very well indeed. A week ago, from the time of writing, it carried me a matter of 200 miles (altogether) to attend a D.A. dinner, and, since my machines have to stand up to a fairly heavy load on tour, I took the opportunity presented by this trip to find out how the "Twinlite," which has an exceedingly light, rigid frame, would behave when heavily laden. A C.E.C. Expando kit-bag carried a frock, two pairs of shoes, a complete change of clothing, camera with stand and other photographic equipment, as well as tools, waterproofs, maps, etc.; and I should say that the luggage weighed much more than the machine itself. However, although for my sins I had to ride into the wind both ways, the "Twinlite" stood the strain very well indeed. Hence this last test of rough-stuff and water-splashes was all that remained to be undertaken before the machine was deemed thoroughly trustworthy in my mind. And on this occasion we got more than we had bargained for. In the early hours of the morning there had been a considerable—for this time of the year—fall of snow, which, while it had completely disappeared from the main roads, had left some of our favourite rough-stuff lanes like quagmires. Often when to save ourselves from falling we had to put one foot to the ground, that foot would disappear ankle deep in thick mud, and I congratulated myself on the forethought that had caused me to dubbin my

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**LAWRENCE FREEMAN**, of 255 Hammermith Road, W.6, stockists of Hodge, Sunbeam, Enfield, B.S.A., etc. 10s. deposit secure, balance over 12 months. Catalogues sent free. Call, write or phone. **322-425**

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**SUNBEAM** Sloane Street Depot now closed. Nearest S. agent: Howard, 5 Ellis Street, Sloane Street, S.W.1; few yards from the late depot. Sloane 2291. **261-959**

**RISE** a world-famed BEE cycle, guaranteed for 3 years. Tyres and saddle by Dunlop, Resoid Chain, Villiers free wheel, etc. £2 10s. 6d. Other models up to £10 10s., or on easy terms, 1s. 6d. per week. Send for list free. The Bee Cycle Co., 17 and 15 Benbow Street, Liverpool, 1. **322-917**

**2/-** Weekly, no deposit, new cycles, liberal allowances for your old machine. The World's Cycle Market, Cyclotron, 207 High Street, Finsbury. **260-215**

**SPECIAL offer**, 500 brand-new British cycles, fully guaranteed, all sizes, roadsters and light roadsters, only want seeing, supplied for cash at 57s. 6d. Single cycles at wholesale prices from the manufacturers. Recorder, 325 Fers Street, Edmonston, N.8. **260-443**

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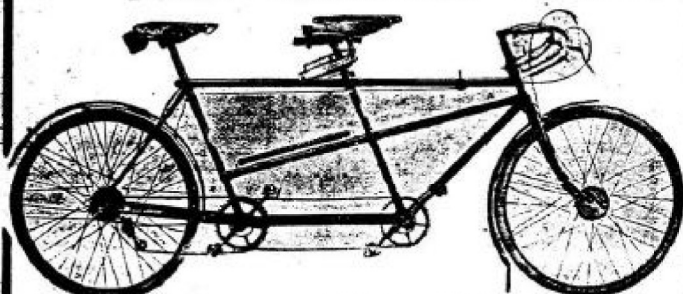
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**BOLTON**, Grubb, Saxon and Merlin always in stock. Ad. Schofield, 15 Bury New Road. **260-22**

**The full pleasures of TANDEM TOURING**

are only attainable on a first-class machine such as

**THE GRUBB PULLMAN**



**EASE—RELIABILITY  
COMFORT—SPEED**

are provided by  
Cydo Hub Brakes and  
3-Speed,  
Dunlop or Palmer Tyres,  
Brooks Champion or  
Terry Club Saddles,  
Williams Chainwheels  
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Everything of the Very  
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and the price is only **£16-16**, or 15 payments of **26/4**

SEE IT AT  
31, ROBSART ST.,  
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**F. H. GRUBB LTD.**

Catalogue from **BRIXTON,**  
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**TWICKENHAM.**

"It's Easier on a GRUBB"

# A DESIGN FOR A RECUMBENT BICYCLE

Mr. A. C. Davison Suggests that the British Manufacturers Should Build a Horizontal Bicycle, and Discusses the Plans and Assembly of a Trial Machine

WHATEVER may be the faults attributed by the foreigner to the British manufacturer, it seems unlikely that an undue fondness for "taking the bull by the horns" will be one. Rather does he believe that we go quite as fast, nearly as far, and much more safely by hanging on to the tail. This attitude seems to apply to a good many

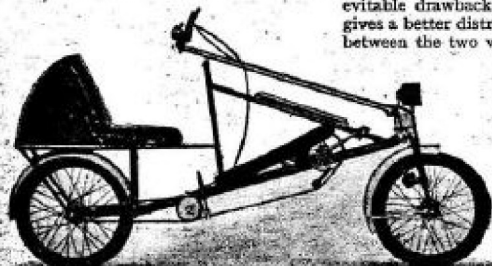
the easiest, and, anyway, is an advance on the French arrangement. It is considerably lighter and, if there is anything in the low position, it should find it.

The seat is lower than in the Velocar; in fact, both this and the bracket are as low as is possible. This necessitates a slightly longer base, which is an inevitable drawback to the type, but it gives a better distribution of the weight between the two wheels and makes for

try and having the advantage that experiments on gearing down the steering could easily be made.

The chain would have to be heated red and twisted through a right angle in two places, but if heated quickly with a blowpipe the heat would not travel far along the chain and no re-hardening would be necessary. The two small guide pulleys, if fixed to a clip sliding on the bottom tube, form a convenient method of adjusting the chain and keeping the steering firm, a most important point with this type.

The front part is an ordinary head with shortened fork blades, the top tube being bent slightly to come in horizontal. This top tube may be 1 in. by 20 or 22 gauge. The bottom tube is the ordinary 1½ in. diameter. The duplex lower stays may be ½ in. or ¾ in. by 20 gauge, and carried right through from the bracket to the back spindles.



The Velocar, the machine that has caused so much controversy. It has been proved to be faster on the track than the ordinary light-weight—

## The Seat Cluster.

The seat cluster is about the only rather awkward part of the job. With an acetylene welding plant it presents no difficulty in building up from a piece of 1½ steel tube, but if brazing has to be relied on it might be "dodged up" from a bottom bracket cluster. The down tube lug, bushed with a short piece of tube, would form a clip for the seat pillar, a hole for which should be drilled through the bottom part of the barrel.

The lug for the usual down tube

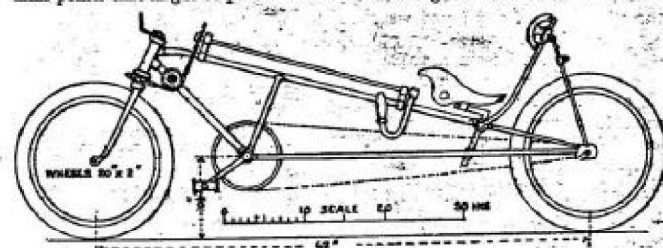
things, and among them, at all events of late years, must be numbered the bicycle.

Most of the popular ideas in detail have originated in France, and we have been an unconscionable time in adopting them. The calliper brake was used for 20 years before it crossed the Channel; the derailleur gear, only recently adopted for tandems, might have been in use for nearly as long if we had listened to some of our friends on the other side. The narrow pedal popular for racing, although it originated here, found its market in France and was only taken up at home after it had become popular there and in America.

Now we have a new type of bicycle which has actually shown that it can break records and, apart from *Cycling's* public-spirited action in taking over what should be part of an enterprising trader's business, and importing a sample for trial, nothing seems to be done. This is especially strange in a period when speed of travel is verging on lunacy. One reason may be that many of the smaller makers, who are generally the most enterprising, do not know very well how to tackle the problem and may be deterred by the necessity of getting special lugs and fittings to carry out the plan as the sample was.

To try and assist, I have, therefore, got out a design for a machine that can be made almost entirely from standard parts. It is not suggested that this is the best way to do it; but it is

steadier steering. The handlebar is placed where a good pull can be obtained at it, instead of up in front of the rider's chest. That the type is fast it has already shown. Whether it has any merits for general use, or contains points that might be pursued with



—And this is the diagram of Mr. Davison's proposed horizontal bicycle, showing the lines along which (so Mr. Davison suggests) the British manufacturers should move in an endeavour to reply to the foreign invention.

advantage, can only be ascertained by trial.

One of the chief difficulties with a machine of this type is the coupled steering. The obvious method is to use a pair of bevel wheels, but unfortunately these are very awkward and expensive things to make really well and it is essential that the steering should be firm. Chains and cogs of an accuracy superior to the average bevel wheel are easily obtained, so I have adopted the method shown as easy to

should be cut off and a short piece of 1½ by 16 gauge tube put right through the barrel and brazed to both back and front surfaces of it, the front part projecting to form a lug for the top tube. This should be drilled through with a hole from top to bottom for a 2-in. steel pillar that would be strong enough in such short length. This seat pillar should continue down through two flat pieces brazed across the top and bottom of the duplex

(Continued on page 163.)

**Out and About (contd.)**

unfair; and, so far as cyclists are concerned, it is rather striking that those who appear before the magistrates on charges of disobeying the signals are frequently riders of long experience, mature age and good social position—the very class, in short, who are normally the most law-abiding. Indeed, several cases have lately occurred of elderly cyclists being fined for the first time in their lives on account of some alleged traffic-light offence.

It is generally understood that no vehicle may proceed against the amber light unless the traffic conditions are such that it would be dangerous to pull up suddenly on the colour changing from green to amber. You may not in any circumstances start from a standstill against the amber, but if you are already in motion, approaching a green light, and the amber appears just as you are about to cross, then you are permitted to go ahead, since it is a physical impossibility to stop on the instant of the change. In the case of a wide road, however, with possible complications due to turning traffic, it may easily happen that a cyclist who legitimately starts to cross against the amber light does not reach the opposite side until the red has appeared; and the chances are that he will then be stopped by a policeman and summoned for disobeying the signal. Moreover, it is safe to say that his unsupported denials, however well founded, will never be accepted against the word of a constable. Very heavy fines are usually inflicted, and, in my opinion, the whole position is extremely unsatisfactory. In most circumstances traffic regulation is far

better managed by policemen, motor scouts, or even by the traffic itself, and I sympathize with the editor of *The Light Car* in his recent references to "the present chaotic conditions."

Heavy expense has been incurred in putting down vast numbers of automatic signals, and it seems likely that most of these will be uprooted before long to make room for traffic-operated signals at £550 for each installation. Had the money been spent on providing a corps of traffic marshals I think it would have been infinitely better, but for the present we must be prepared to take particular care at all crossings where lights are used, and to keep a watchful eye for such signals when touring in unfamiliar country. In bright sunlight they are not easily seen, and the cyclist's attention may be diverted by all kinds of emergencies when he is riding in traffic. When a signal light is spotted in good time there should be no serious difficulty in dealing with it. If the green has been showing for a fairly long period as the rider approaches, he may as well reconcile himself to a halt on the impending change, for it is foolish to indulge in sprinting tactics to "beat the lights." On the other hand, if the red is showing as he draws near he can adjust his pace to pick up the green without dismounting. But what a nuisance it all is to the old-timer who has no need for it, who could easily take care of himself if he were left to use his common sense, and who, with delicious irony, is now being told that he ought to pay something, by way of a cycle tax, towards the cost of this signalling system!

G.H.S.



bottom stays and should be clipped to them in some manner to strengthen the frame. The duplex stays for the back-rest can be attached by flattening the ends and bolting them to a large washer placed inside the cups, by a short bolt with the nut outside to grip the stays.

For a trial machine the back-rest might be of wood, which is easily worked to shape, covered with leather or American cloth. It should, of course, be adjustable.

It is just possible that with so long a chain drive there may be trouble with swaying, although Mr. Beevor, the inventor of the horizontal tricycle, who feared the same thing, does not find much trouble so long as the chain is well in line and kept fairly tight. If necessary, however, a light alumi-

## A Design for a Recumbent Bicycle

(Continued from page 151.)

nium guide pulley, working between the two inner surfaces of the chain, could be fitted by a sliding on the two lower stays somewhere under the peak of the saddle and would form a convenient auxiliary tensioning device for the chain.

For a commercial article the steering tube would have to be mounted on ball bearings, but for trial purposes plain

bushes would be free enough. The bottom bracket is normal, but requires a very large chain wheel to get a racing gear. The largest wheel generally stocked is 60-tooth, and this, in conjunction with a 14-tooth sprocket, would give a gear of 85. This would probably be high enough—perhaps too much—but a larger chain wheel could be made specially without much trouble.

For road use a variable gear would be an advantage, and the Sturmev-Archer new two-speed, giving a 25 per cent. drop and easily altered from fixed to free, would make the machine suitable for either road or track. Please, Mister Unknown Briton, do try to get ahead of the foreign manufacturers for once!

A.C.D.



# CYCLING

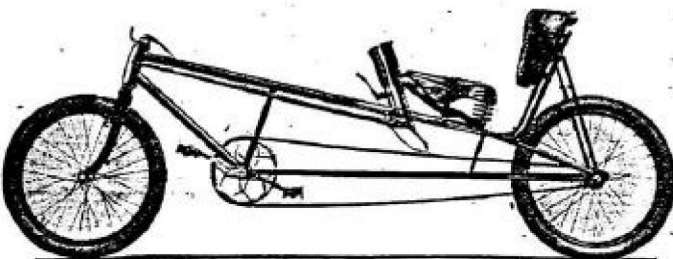
## First English Recumbent Bicycle

### Details of the New Machine Built

by F. H. Grubb

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## C.T.C. AND CYCLISTS' CONDUCT

THE secretary of the Cyclists Touring Club, Mr. G. H. Stancer, has addressed a letter to the Press on the subject of cyclists' conduct. Extracts from the letter are printed below:—

**Riding Ahead.**—It is alleged that cyclists ride three, four or even more abreast, and thus cause obstruction to faster traffic. There is no evidence to bear this out, except the statements of casual observers. It is safe to say that the vast majority of cyclists do most of their riding alone, and could set themselves into obstructive ranks even if they wished to do so. In cycling clubs two abreast is almost the universal formation, and couples would naturally and properly ride abreast.

**Wobbling.**—Cyclists are said to wobble, and it has been suggested that this is a frequent cause of accidents. Wobbling, however, does not figure at all as a contributory factor of fatal accidents in the Ministry of Transport's report for 1933, and its prevalence is obviously exaggerated. In normal circumstances the act of balancing and steering a straight course is so entirely automatic that a deliberate effort would be required on the part of the rider to set up a wobble.

**Inefficient Reflectors.**—The statement that a large proportion of cyclists—Mr. Frank Elliott, the late Assistant Commissioner of Police, has said 90 per cent.—are using rear reflectors which do not comply with the regulations is manifestly untrue. Out of the 1,625 accidents involving cyclists last year, only 24 cases " arose from the reports of the Minister of Transport " was the absence of an efficient reflector or rear lamp on a pedal cycle assigned as cause.

**Holding the Handlebar.**—Exception is frequently taken to a cyclist removing one hand from the handlebar—e.g., to place it on the shoulder of a companion—and still more to both

hands being removed. In some circumstances, as on greasy roads or unrolled stones, it is advisable to keep a firm grip on the handlebar, but under normal conditions the steering is done automatically by body balance, and the handlebar serves chiefly as a rest for the hands. A bicycle without a handlebar was ridden long ago from London to York (nearly 200 miles), and it is not a feat of any difficulty—still less of any inherent danger—to remove one or both hands from the bar. A triathlete, of course, cannot be steered without holding the handlebar.

It is, I hope, unnecessary for me to add that the Cyclists Touring Club would set countenance or defend any conduct by cyclists which would be injurious to the interests of road safety in general.

G. H. STANCER.

## MINISTER INTRODUCES SILENCE ZONE

Motorists' Horns Banned in London at Night but Cyclists can Still Tinkle Bells!

AT the end of the month the Minister of Transport has decided to bring into operation Section 9 (amongst others) of the Road Traffic Act, 1934, which prohibits the use of "horns and similar appliances fitted to motor vehicles."

Bells on bicycles remain, as presumably do horns on bicycles, un-

**Acknowledged.**  
We acknowledge with thanks the 1934-35 handbook of the North East of Scotland Time Trials Association.

### Historic Bridge Burnt

The historic Hornstorf Bridge, over the Danube, in Bavaria, declared to be one of the finest specimens of medieval wooden architecture in the world, has been destroyed by fire.

### Photographic Competition for Y.H.A. Members.

The Huddersfield Advisory Committee of the Y.H.A. is organizing a photographic competition open to Y.H.A. members in any part of the country. There will be two classes for prints, (a) pictures depicting youth hostel life, and (b) pictures of scenic interest taken on a tour of youth hostels.

The closing date is September 30, and prints bearing the name and address, membership number and group of the sender, together with title and date taken, should be sent to Mr. J. K. Shaw, 3, Victoria Road, Marsden, near Huddersfield.

### The Herne Hill "Swing" To the Editor of CYCLING.

TWO days before the N.C.U. Meeting, at Herne Hill, on August 15, we circularized the officials and competitors inviting their co-operation in keeping the programme going with a swing.

From letters and comments already received it appears as though the "swing" was there.

May we through your columns express our personal thanks to all concerned, and beg for the same co-operation at the Meeting of Champions on September 8? H. N. CROWE,  
Secretary, N.C.U.

### Heard This One?

First Deaf Cyclist: "Where are we now?"

Second Deaf Cyclist: "Wembley."  
F.D.C.: "I thought it was Thursday."

S.D.C.: "So am I. Let's stop and have one."

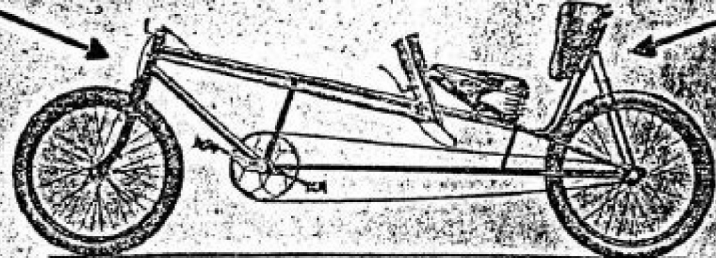
affected. The night rider may still tinkle his bell or sound his horn if he feels so inclined.

For the time being the regulations will only affect the London area. The reason for the ban is that the authorities expect that the motorist will reduce his speed in the silence zone if and when circumstances demand it.

Aug 1934

# The New Grubb "KINGSTON" Model (RECUMBENT TYPE)

Specification includes:—  
Constrictor Tyres.  
Brooks Saddle.  
Sturmev Archer 3-Speed Hub Brake.  
Grubb "Front" Calliper Brake.  
Mudguards and Full Road Equipment.



PRICE  
**£14-14**  
CASH  
or 15 Payments  
of 23/-

When inspecting this new Grubb machine also inspect the fine range of our other Models—all on view at Brixton Depot:—

<p>The GRUBB "UNIVERSAL" Model</p> <p>CASH PRICE <b>£6 15s.</b></p> <p>10/7 deposit and 14 monthly payments of 10/7.</p>	<p>The GRUBB "TWICKENHAM" Model</p> <p>CASH PRICE <b>£8 10s.</b></p> <p>13/4 deposit and 14 monthly payments of 13/4.</p>	<p>The GRUBB "YELLOW STREAK" Model</p> <p>PRICE CASH <b>£10 15s.</b></p> <p>16/10 deposit and 14 monthly payments of 16/10.</p>	<p>The GRUBB "PULLMAN" and the Elder</p> <p>CASH PRICE <b>£16 16s.</b></p> <p>26/4 deposit and 14 monthly payments of 26/4.</p>	<p>THE "TWICKENHAM EAGLE" Model</p> <p>CASH PRICE <b>£17</b></p> <p>26/8 deposit and 14 monthly payments of 26/8.</p>
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**F. H. GRUBB, Ltd.,** ROBSART STREET, BRIXTON, LONDON, S.W.9 (Opposite "White Horse").  
Business Hours: 8 to 8. Wednesdays 8 to 1. Phone: Brixton 3284.  
Works: GOULD ROAD, TWICKENHAM, MIDDLESEX. Phone: Poppygrove 2220-1. Business Hours: 8 to 6. Saturdays 8 to 2.

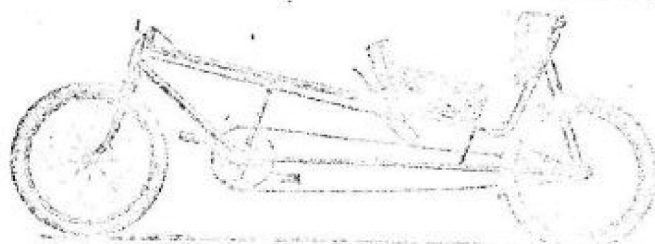
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The Grubb recumbent bicycle. Several improvements will be made before it is placed on the market.

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Mr. Grubb's machine, illustrated on this page, is, of course, only a working model, and it is to be thoroughly tested by *Cycling's* technical man.

Mr. Davison suggested the use of chains and cogs for the coupled steering, but Mr. Grubb has introduced

it fixed on a sliding leg. The wheel-base of the machine is 82 ins., and the weight, roughly, about 37 lbs. Mr. Grubb informs us that the machine will be placed on the market in two sizes, and that Constructor Conley rims with 26-in. by 1½-in. wired-on tyres will be fitted as standard. This will mean, of course, a reduction in weight. Announcements regarding the price of the new machine will be made later.

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We acknowledge with pleasure the loan of the 1934-35 handbook of the Royal Scottish Time Trial Assn.

Historic Bridge Burn

The historic Hornstorf Bridge over the Danube, in Bavaria, is one of the finest specimens of the old wooden architecture in the world. It has been destroyed by fire.

197.0

Photographic Competition  
V.H.A. Members.

The Huddersfield Advisory Council of the V.H.A. is organizing a photographic competition open to members in any part of the country. There will be two classes for (a) pictures depicting youth hostels, (b) pictures of scenic interest. A tour of youth hostels.

The closing date is Sept. 1st, and prints bearing the name, address, membership number, and name of the sender, together with a date taken, should be sent to Mr. Shaw, 3, Victoria Road, Manchester, Huddersfield.

The Home Hill "Swing"  
To the Editor of *Cycling*

TWO days before the N.C.C. meeting at Home Hill, on Aug. 1st, we circularized the officials and members inviting their cooperation in keeping the programme going.

From letters and comments received it appears that the



1934  
Published by the British Cycling Association, 10, St. James's Place, London, W.1

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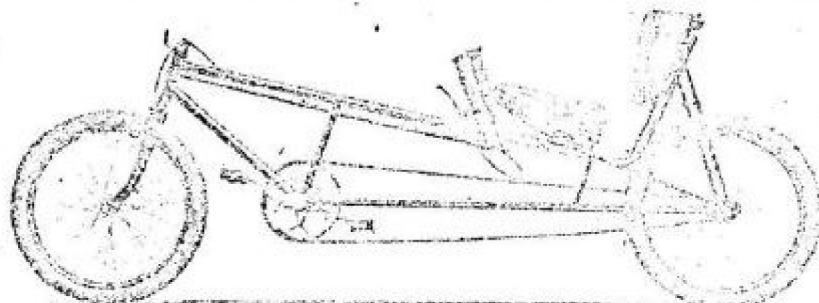
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### "Peter Pedlar" Looks at the Light-weights (contd.)

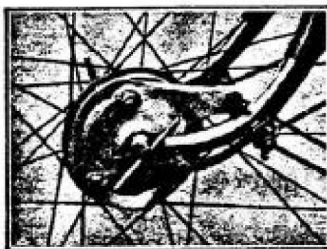
lightness with each other. Fewer pounds as an item of the specification has become a fetish. I am not sure that we ought to travel on that road too far.

I am a believer in the slogan "push as little amount of bicycle as possible," but the dangers are, the light, weak cycle built by the man who does not know how and the light sufficiently strong-for-its-job cycle handled by the rider who disrespects it. But the ultra-lightweight built properly and ridden and cared for by the cyclist who has bought it for a specific purpose, has a proper place in the cycling scheme of things.

#### Weighing a Stone.

I saw and rode upon a speed machine scaling 14½ lb. only, and others even less than this weight "would go," would bear heavy riders and stand all the pedal thrusting of an urgent speedman, but quite naturally are not instruments for rough riding nor careless usage. But most of the speed "irons" are in and about the 19 lb. class, and these hold my gaze the longest.

Variogated colours are a keynote of the finishes seen. White, cream, chromium, greens, blues, browns, etc., are everywhere and one frame I saw is "done up" like a drawing-room coal vase—mottled oxidized bronze! Some of the all-chromium and lighter enamel finishes with the edges of the cut-away lugs picked out in a contrasting colour struck me as effective.



A brazed-on eye holds the anchor arm of this hub brake in position. The short anchor arm is neat, but is the centre of the offset of the forks the right place to carry such a leverage?

Nor are the rainbow hues confined to the bicycles. Saddle bags, besides being the usual leather brown and black, are to be seen in white, green and other effects that should do much to bring about a brighter bicycling era.

That the frame of the bicycle is not standardized and is capable of variations upon the normal diamond shape is demonstrated on many stands. There are developments of the duplex tube principle; light back triangles strutted from seat tube to seat stays to minimize rear-frame whip; seat stays brazed to the down tube six inches below the seat

ing, and an interesting double-triangle tandem frame built of Brampton fittings that will surprise Bramptons!

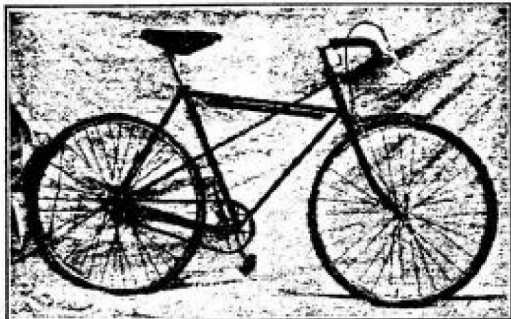
Variable gears of the derailleur type predominate, but there are hub variables, too, including the patterns embodying a hub brake in the same shell. One exhibit shows a three-speed hub used in conjunction with a two-speed derailleur and two chain wheels making available 12 gears in all, ranging from 37 ins. to 100 ins. There are two exhibits of twist-grip gear controls, and on the Cyclo stand is a new two-speed derailleur without a jockey sprocket and weighing only 10 oz. This new device

was pleased to note tougher materials, an increase in resilience, trends to minimize skid and lower prices.

Pedals are lighter; are double sided; some provide slots for toe-straps, and one has a substantial appearance because it is practically square.

The ladies are well catered for, but I have a feeling that the female mount is in an interim stage. It has become a practical riding instrument, giving a correct position, and those of the open-framed type have the top tube properly angled, but the ladies' machine thus developed has become an ungainly thing. Mind you, there are a few graceful light-

**The New Grubb road-racer of novel duplex frame design. Twin tubes join lower end of head to bracket; seat lug to bracket and top of head to rear fork ends.**



is not yet in production, but the demonstration model is worthy of examination.

On the Cyclo stand, too, are samples of up-to-date company-built machines made by firms not individually exhibiting at the Show. They are there for the purpose of showing the gears in action, but interesting comparisons can be made between the bicycles themselves and the specialist lightweight models on other stands.

We are used to brazed-on pump pegs, reflector boss, mudguard eyes, etc. This year the building of bicycles nearer the all-in-one-piece ideal has been extended. Hub brake arms are anchored to brazed-on screw points. Incidentally, there is a tendency, perhaps for lightness and neatness sake to fit shorter anchor arms than ever before. This is definitely a wrong move. If hub brakes are to gain a full measure of success in cycle clubdom some lightness must be sacrificed to efficiency. The danger of short anchor arms is demonstrated when sudden braking on the front wheel results in a bent fork.

But I was noting: brazing developments. There are handlebars with the bend brazed to the extension and the latter similarly fixed to the stem. You find your right riding position on your old adjustables, have them copied in a brazed-up set and thus save weight and gain a neater appearance.

Talking of bars, there is one novel steering bend built upon a rubber core! Pot-hole shock and other road vibration that may get past the forks are damped out in the handlebars before they reach the hands.

New tyres, tubular and wired-on, are an interesting feature of the Show. I

weights in this class, but these gain attractiveness by being small. The usual-sized Amazon wants a normal-sized grid, and those I saw seemed to lack beauty of line. The flat bar, with short head against the saddle height for sufficient leg length is the cause.

So far as the "stuff" under the enamel is concerned, I think that the amount of Reynolds H.M. and A. and P. Chrome Molybdenum shows where the clubman's favours in tubing lie. Forks are curlier than ever and, to my eyes, more graceful, whilst to my hand this scientific offsetting of the fork blades with an adequate low curve means less jarring.

#### Every Cycling Need.

The visitor to the Show who has accessories and clothing in mind will find all he requires. There is all-weather wear—capes, sou'-westers, leggings, etc.—plus-four suits in all patterns and prices and for both sexes. Shoes, socks, gloves, pull-over lightning-fastening coats, macs and every other imaginable cycling need.

The camper-cyclist can wallow in tents and ground sheets, cooking apparatus and easy-to-carry fuel.

The Lightweight Cycle Show lives up to its name and is representative enough of its class to constitute a complete exhibit of the latest that is offered for cycling in 1933.

There is still time to go. The Show closes at 10 p.m. to-morrow (Saturday). If you live within wheel (or train, tram, bus, coach) distance of the Horticultural Hall do not miss it. You will enjoy the bicycles-only atmosphere—you will learn a thing or two about easy, enjoyable, better cycling.

## THE CENTENARY "THOUSAND"

Won by H. Cruise. Opperman Falls and Retires. "Suicidal Course"

**H**UBERT OPPERMAN, who left England almost immediately after his Land's End to John o' Groats 1,000-mile record ride, in order to compete, had had luck in the Melbourne Centenary "Thousand" that was held last week.

In the mountainous country he fell on three occasions and was eventually forced to withdraw upon medical advice. The winner was H. Cruise, a Melbourne man, who covered the 1,105 miles in 53 hrs. 50 mins. 22 secs. The handicap section of the race was won

by an unknown limit marker.

According to reports received in this country, the course was a particularly hard one and there were many spills. Chocque, one of the continental riders, broke his collarbone, whilst Mithouard, another continental, who also fell and retired, said that he considered the Melbourne race to be over the world's most treacherous course. He declared that it was suicidal to send riders over the Alpine section and expressed amazement that the police did not stop the contest.

### Over the Million.

More than a million vehicles have now passed through the Mersey Tunnel since its opening in July last.

### A Club for Horwich.

A club with the title of the Horwich C.C. has recently been formed in the town of that name and is being well supported. It is open to both sexes and the hon. secretary is Mr. A. Speight, 35, Ainsworth Avenue, Lower Braxley, Horwich.



(Above) Miss Gracie Fields testing the recumbent bicycle exhibited at the Lightweight Show. (Left) Miss Eva Hamilton trying out another exhibit on the Thames.

### Ireland's Hotels.

Ireland is determined, apparently, to explode the fallacy concerning her hotels. Over a quarter million pounds has been spent on improving many of the larger ones, and Ireland now claims that 2,000 bedrooms and 233 bath-rooms have been added to the first-class accommodation, whilst the number of hotels in the Irish Free State equipped with hot and cold water has increased in nine years from 200 to 3,500.

### More "Refined."

Cyclists who have known the village of Bugsworth in Derbyshire may have difficulty in locating it in the future if the county council accedes to the residents' request to have the name altered to Buxworth.

### Slow Progress.

As a result of unexpected difficulties in drainage and other problems the new highway that joins Barnoldswick with the Colne-Skipton road has taken 12 years to complete although it is less than two miles in length. It was recently officially opened by Sir John Quarmley.

### "Twicers" Abroad.

Tandem racing is proving increasingly popular on the Continent. A tandem race was staged on the indoor track at Brussels last week. Although the track is only a 250-metres circuit, eleven tandems were put up in a six-kilometre race, and no casualties were reported.

### Cyclists' Service.

A special Armistice service for cyclists will be held in the Congregational Church, Post Office Road, Crawley, Sussex, next Sunday, November 11, at 6.30 p.m. A suitable address will be given by the Rev. H. G. Nicholson.

### For Sale.

One of the places that lay claim to the Mistletoe Bough legend, Marwell Hall, near Owslebury, Hampshire, is up for sale. This mansion, standing amid parklands and woods of approximately 150 acres in extent, was the scene of Jane Seymour's marriage to Henry VIII in 1536.

A view of this house of Tudor origin, with its weather-stained chimneys and gables, may be seen from the Owslebury-Bishops Waltham Road. What will be the fate of this, the latest country seat in the market? Will it be reduced to the sad state of just another building estate, we wonder?

**★ THE FUTURE OF ROAD SPORT**

The question "What is the future of unpaced road time trials to-day?" is one which occupies a big place in the minds of true followers of the game.

As I see things at the moment, the position seems absolutely hopeless. There is great congestion on popular courses, due to there being no governing authority.

The formation of a strong central body to have supreme control over all road sport is absolutely vital. The only existing body capable of undertaking this enormous task has already shown it believes road

sport doomed, and has turned its attention to massed start racing.

Therefore, I urge all prospective road-racing men to take up massed start racing, a much finer form of racing.

Dagenham. MICK CROWE.

**"FAIR PLAY FOR THE OLYMPIC TEAM"**

Allow me to congratulate you upon your splendid production, "The Bicycle," and to express my appreciation for the brilliant style in which this much-needed production has entered the field.

I think you may well anticipate success and the consistent support of all in the game who appreciate fair play and open-minded and unbiased criticisms and commentaries without the familiar "flapdoodle" and "community trumpeting."

Your article under the heading "Fair Play for the Olympic Team" is deserving of special attention being well-timed and perfectly supportable in every detail.

A "good try" by our Olympic team is all we expect, and in particular I wish success to young Ray Hicks, not in order to confound "the prophet," which would be a paltry sentiment, but because he has proved himself to be enthusiastic for the sake of the game itself and not for any pin-money attaching thereto.

Manchester. E. HULBERT.

**"FAIR PLAY FOR THE OLYMPIC TEAM"**

May I congratulate you on your editorial comment of "Fair Play for the Olympic Team"? When I read the article mentioned in another paper it was only what I really expected, having weighed up their views for the past year or so.

How can a man be expected to do his best when he is told, by a paper which ought to back him up, that it is a terrible waste of money to send him?

"Bicycle" every week for its splendid accounts of all the sporting cycling events, which receive scant mention in the daily Press.

I have felt impelled to write to ask an expert opinion on the justification for the "Bidlake" system of awarding team medals, for this system, boiled down, seems to me not a team competition at all, but simply an individual contest between the



The designer on the "Velocycle"

poorest rider in each contending team. "OLD SPORT."

Newcastle-on-Tyne. [All team systems have been criticised on one ground or another. There does not appear to be an ideal system.—Ed.]

**REINSTATEMENT OF RIDERS**

I read "C. J. H.'s" letter regard-

63, Keogh-road, Stratford, E.15.

**NEW RECUMBENT CYCLE**

In the issue of "The Bicycle," dated May 12 last, you stated, under the heading "Around the Trade," that Messrs. F. H. Grubb, of Wimbledon, were shortly introducing a new type of recumbent cycle. Actually, Mr. Grubb was constructing an experimental machine for me to my own design (on which I have been working for the past two years).

The machine has now been delivered to me for test. The "Velocycle," as I propose to call it, has proved to be fast, comfortable, and very easy to ride and control in traffic.

You will notice I have employed a single main tube instead of a frame. There is no whip whatever from this, as it was specially made for the job, and it enables the rider to obtain a direct thrust from hips to pedals. I can honestly say it is the easiest cycling I have ever experienced. Below are a few particulars:

- Wheelbase, 62 in. (to be shortened); wheels, Dunlop Westwood, 20 in. by 1 1/2 in.; gears, cyclo, 51, 66, 78, 103; tyres, Constrictor open-sided; saddle (experimental), Brooks Ladies B85; weight 33 lb. approximately; brakes, hub-brake rear; caliper front; front-forks, 1 in. rake.

W. E. GERRARD,  
Kennington Park-road, S.E.17.

★ This week's Letter is from CROWE, 40, Caml Road, Dagenham, Es to whom a cheque 10/6 has been sent.

Write to the Editor at it—a weekly prize of for the best letter publi

Please be as brief as possible Name and address should be given even if not intended for public

club whose entry forms state the awards would be medals winner goods to the value desired same?

Is it not getting away to true amateur spirit to give I know a handicap winner the choice of a medal or 1/50 he decided on two shirts. A chance for some of our club to furnish their future home

O. F. PETERSON, Hon Sec., Perth Amateur Perth.

**NORTHERNERS AND SOUTH SCENERY**

As a rarer bird—the South migrated North—I find Mr. Se letter, printed in your issue July 14, of especial interest.

It seems to me that the wholly explained by a mild of home-sickness. When I formerly spent holidays in the districts, I have fully appreciate the moors and fells; but now domiciled in Yorkshire I find bleakness of the country to Even the cultivated areas bare, and I have pleasing view of the leafy lanes and well-cultivated countryside of the South.

The point is that we have in such country and have to feel its atmosphere as friendl

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## H. G. WELLS'S CYCLING DAYS

### How the Bicycle Influenced His Early Writings

AND there (Working) I planned and wrote the 'War of the Worlds,' the 'Wheels of Chance' and the 'Invisible Man.' I learnt to ride my bicycle upon sandy tracks with none but God to help me: He chastened me considerably in the process, and, after a fall one day, I wrote down a description of the state of my legs which became the opening chapter of the 'Wheels of Chance.' I rode wherever Mr. Hoopdriver rode in that story. Later on I wheeled about the district marking down suitable places and districts for destruction by my Martians.

"The bicycle at that time was still very primitive. The diamond frame had appeared but there was no free-wheel. You could only stop and jump off when the treadle was at its lowest point, and the brake was an uncertain

plunger upon the front wheel. Consequently you were often carried on beyond your intentions, as when Mr. Polly upset the zinc dust-bins outside the shop of Mr. Rusper. Nevertheless, my bicycle was the swiftest thing upon the roads in those days; there was as yet no automobiles and the cyclist had a lordliness, a sense of masterful adventure, that has gone from him altogether now (sic).

"Jane was still a very fragile little being, and as soon as I had sufficiently mastered the art of wheeling I got a tandem bicycle, of a peculiar shape, made for us by the Humber people, and we began to wander about the South of England very agreeably."—H. G. Wells, writing "My Experiment in Living" series in the *Daily Herald*.

#### Birkenhead Club.

A new club has been formed at Birkenhead under the title of the Rock-ferry Wheelers. Mr. B. Rowley, 43, Chatham Road, Rockferry, Birkenhead, is the hon. secretary.

#### World's Champion in Trouble.

Kar Kaers, the world's professional road champion, has been fined 1,000 lire (nearly £11) for his retirement in the recent Criterium des As, at Florence. The race was won by Guerra.

#### Wayward Tourers!

The Wayward Tourers is the name of a new Kentish club, the hon. secretary of which is Mr. S. A. Fissenden, of 9, Sussex Road, Tonbridge, Kent.

#### Changed Title.

The Abergavenny and District Wheelers will in future be known as the Monmouthshire (L.M. and S. Railway) Road Club. Miss A. Rolph, Victoria Street, Abergavenny, is hon. general secretary and Mr. D. M. Watkins, Balcarnes, Park Street, Abergavenny, is hon. racing secretary.

#### RHYMES OF A ROGUE.

A few lines dedicated to those members of the Cyclists' Union, with apologies to "Abou Ben Adom."

Happy Bill Adam (may his tribe increase,  
A week one night at the "Dog and Fleas,"  
And saw within the moonlight in his room,  
Making it rich and like a city in bloom,  
An Angel writing in a book of gold.  
Now being a Cyclist had made Bill Adam bold,  
And to the presence in the room he said,  
"What wicketst thou?" The Visage raised its  
head,

And in a voice that made poor Bill quite  
Bounded: "The names of those in Cycling's  
Best All-Rounder."  
"And is mine one?" said Adam. "Nay, not  
so."

Replied the Visage and Bill A. spoke more low  
But cheerily still and said, "I pray thee then,  
Write me as a checker for fellow racing men."  
The Visage vanished the next night,  
It came again with a great wailing light,  
And showed the names in that gold book so  
blessed

And Lo!  
Bill Adam's name led all the trail!

From "The Cheshire Roads News," the official organ of the Cheshire Roads Club.

#### Improvements?

Now that the formerly rough lane leading to Rufus Stone has been tarred, it is not surprising that a part of the King's Road should be modernized in a similar way. Official notices have been posted near Chandlers Ford, stating that "Kingsway" will soon be levelled, metalled and drained. This section of the old lane along which, the legend relates, the charcoal-burner passed with the body of William Rufus to Winchester in the year A.D. 1100, is about two miles in length, starting near Chandlers Ford station and continuing in a northerly direction towards Otterburne.

## BEWARE BEET!

### Be Careful When Riding in the Fens at Night

THE sugar-beet harvest is in full swing, and well the East Anglian cyclists know it!

For instance, all roads to King's Lynn are beet-ridden, especially towards the sides. Last week-end the North Norfolk coast road from Sheringham to Hanstanton and then down through Sandringham, excepting through Lynn itself, bore an almost regular trail of sugar-beet. There was

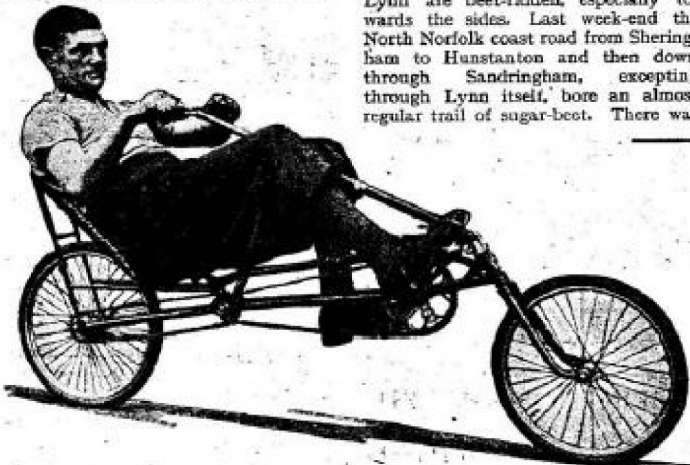
no difficulty in finding one's way by it to the sugar factory on the road to Setchey.

Then back from Lynn to Fakenham, the road was rarely without at least one beet to the pole.

And all this despite the fact that the Chief Constable of Norfolk issued a warning a week or two ago that he who drops beet from lorry or wagon shall surely pay the penalty.

#### Sibbit's New Machine.

In order to test the possibilities of the horizontal bicycle for himself, Jack Sibbit has designed and constructed a machine of this type. Immediately on its completion he took it out on the road and later on to Fallowfield track, but so far has made no effort to reach high speeds, being mainly concerned with the trying-out of the design, with which he now expresses himself as satisfied. A special feature is the strength of the rear triangle with which is incorporated a support for the back-board of the seat. Twin bottom-tubes are used, and these are continuous from the bottom bracket to the rear fork-ends.



J. E. Sibbit, the well-known Manchester sprinter, has built a new recumbent bicycle. See text for details.



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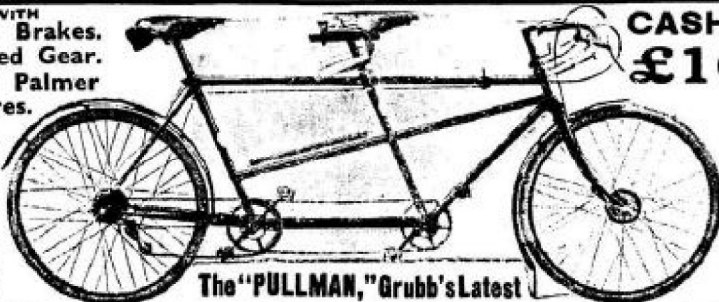
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