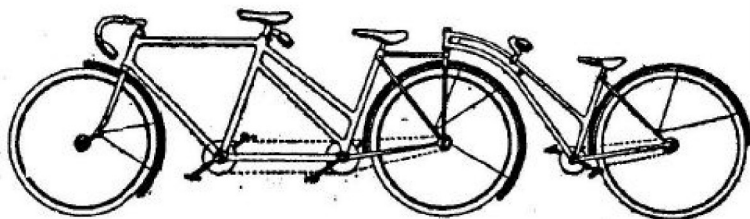


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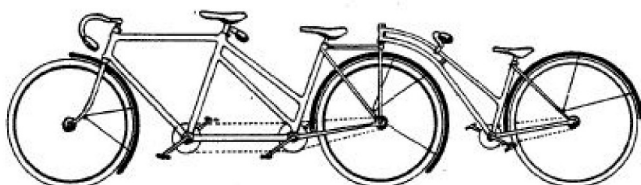
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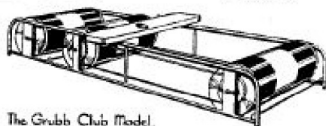
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## Out and About

By "G.H.S."

## HE SET NEW SPEED STANDARDS

*Great Roadman of the Past—Eloquence of Mile-eaters—Pedals and Shoes*

THE death of Freddie Grubb was an unexpected blow for his considerable circle of friends. He was not of that generation represented by such notable veterans as Harry Miles and Breton

## A GREAT ROAD RIDER

Summers, pictured so pleasantly last week, but was comparatively young at 62, and except for his increased girth, showed little physical change from the heyday of his career, 40 years ago. At his best, Grubb was one of the greatest road riders of all time. He jumped almost at once into the front rank, and in his first Anfield "100" received no more than two minutes handicap allowance. When the great struggle occurred for the honour of riding the first unpaced out-and-home "100" in five hours, for which "Cycling's" gold medal remained an offer during two seasons, the contest appeared to lie between Grubb and Moss, but in the end they were piped by Leon Meredith. After that the feat seemed to become less difficult, as so often happens when new standards of speed are introduced, and one of Grubb's performances that is now almost forgotten was a private trial at 100 miles on the Bath Road in 1913, when he was timed to do 4.43.33. Writing about him in 1910, I said: "Since August Bank Holiday he has been the most talented cyclist in Great Britain . . . and it is safe to say that no man since Harry Green has shown more brilliant promise." In the following year I saw F. H. Grubb set up a new competition record at 12 hours, and what a ride that was! The Anerley course in those days ran out at 210½ miles, and some hurried improvisations were necessary to provide 220½ for Grubb and 215½ for C. F. Davey. The former's Brighton record, too, was a magnificent effort. In 1912 the Brighton road was in very poor condition, and the record to be beaten was one of Green's, but Grubb succeeded, and his 5.9.41 (which contained another "100" inside evens) stood for 14 years. Certainly, Freddie Grubb was a star of the first magnitude, and the memory of his feats of speed and endurance will continue to brighten the pages of road racing history.

DOWN in the New Forest, at the first week-end of March, something stirred. The united voices of 175 clubmen acclaimed Gordon Basham a worthy recipient of the Bidlake Memorial Plaque, and they kept up their peans of praise until the stroke of midnight, when many undaunted spirits turned out into the snow and sleet to ride home. These Wessex boys do not have any musical interludes at their annual dinner. Blessed in no half measure with the gift of speech, they talk. How they talk! Here is no cycling club sitting diffidently at the table, exchanging occasional comments in an undertone, and, if called upon to speak to a toast, rising with embarrassment to utter a few halting platitudes. No, the Wessex orator plants his feet firmly on the ground, takes root, and then proceeds to unburden himself of a pent-up torrent of words. They cascade from his lips as

if the reservoir is brimming over. Nothing can stay the flood of eloquence, and it is clear that the endurance which these bold adventurers have cultivated on the road, making them pre-eminent as 24-hour riders, has also extended to their after-dinner oratory. Let me say that I find this method



F. H. Grubb

of beguiling the hours after a meal generally more agreeable than a succession of songs, and I have nothing but praise for the sturdy speech-makers at Ringwood who entered so wholeheartedly into their tasks. Although the weather broke badly for the occasion, there was not a vacant seat at the tables, and the evening was a notable one, even in Wessex Road Club annals, where the unflinching judgment and sportsmanship of president Arthur Moss keep everything at a high level.

FOLLOWING my recent comments on pedals and cycling shoes I have received an interesting note from John S. Ashmore, vice-president of the Cyprus C.C. (Belfast). On the subject of pedal design he

## PEDALS AND SHOES

says: "While the rectangular type which you prefer has the technical advantage of equal pressure loadings on each ball race, I had to cease using them because of insufficient ground clearance when banking over on corners. When more than once the inside pedal strikes the ground just before bottom dead centre, with a fixed wheel, and the whole machine is lifted in one terrific lunge to a course a yard or so farther out—well, to say the least, it makes you think." I agree that this must be a very unpleasant sensation, but I have never experienced it, not even in several years of racing on flat grass tracks, where the lean angle must be at its maximum. The only accident due to this cause that I can remember was Meredith's terrific spill in the world's motor-paced championship of 190. Mr. Ashmore, having once grounded his pedal on a grass track, and also having had "the shivers" upon hearing "the sharp crack of a pedal striking the road as the rider turned in a time trial," has sought safety in the rounded-end design; but I cannot believe that the trouble is widely prevalent. With regard to footwear, Mr. Ashmore writes: "Cycling shoes should fit like a glove. The back of the heel should rise and tighten well into the

*(Continued on page 220.)*