

The New  
1 9 3 4

# GRUBB "PULLMAN."

A YEAR AHEAD OF ALL OTHER TANDEM.

Every detail of the design and equipment of this machine, which includes a CYCLO THREE-SPEED GEAR as standard, is the finest obtainable, and has been especially chosen to produce the extreme in comfortable, speedy running. The Grubb "Pullman" is unquestionably

## THE LAST WORD IN LUXURIOUS TANDEM

and the finest value on the market.

There's Nothing  
QUITE  
so good as a  
"GRUBB"  
TANDEM

Count them on  
the Road!

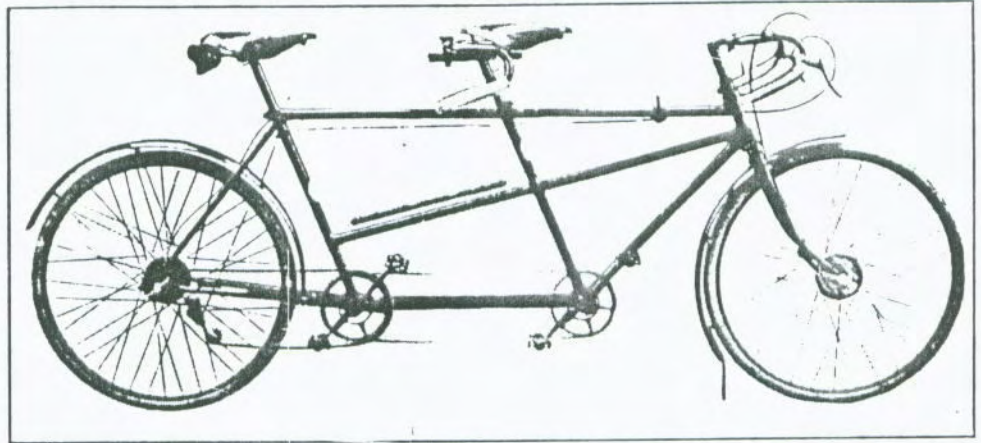


THIS Tandem is built to meet the requirements of the ever-increasing number of keen riders who are adopting the two-seater for perhaps the first time.

The completeness of its specification, its proved design, its 'Grubb' workmanship and finish, will be a source of pride and satisfaction to the owner.

Launched with full confidence that it will uphold my reputation and will take its proper place as

The Best  
TANDEM  
on  
the Road.



### SPECIFICATION:

**FRAME**—Double-Gents design (as illustration) sizes 20 20, 21 21 and 22 22, or Lady-back design, sizes to order. Grubb quick release. Frame and forks of finest quality steel tubing. Brazed-on mudguard eyes, pump pegs, chain hook, adjustable front fork lamp bracket, gear and brake fittings.

**WHEELS**—26 x 1 1/4 in or 1 1/2 in. black Endrick rims, with Cyclo internal expanding front and rear hub brakes, with brazed-on quick release attachments. Gears to order. Grubb Wing Nuts to both wheels.

**TYRES**—Dunlop Tandem or Palmer Paramount.

**SADDLES**—Brooks B.17.Ch. or B.18.Ch., Terry C.T.C. or Club.

**CHAINWHEELS and CRANKS**—Williams, with 6 1/2 in. cranks.

**PEDALS**—Brampton Race.

**HANDLEBARS**—Marsh front, North Road rear, in adjustable clips, with Constrictor long sponge grips.

**CHAINS**—New Renold.

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

**EQUIPMENT**—Bluemel's inflator and reflector, tool wallet and tools.

**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.

AND THE "PULLMAN" IS YOURS FOR 27/6 DOWN  
and 13 monthly payments of 27/6.

(Deferred Terms through the Grubb Finance Co. Ltd.)

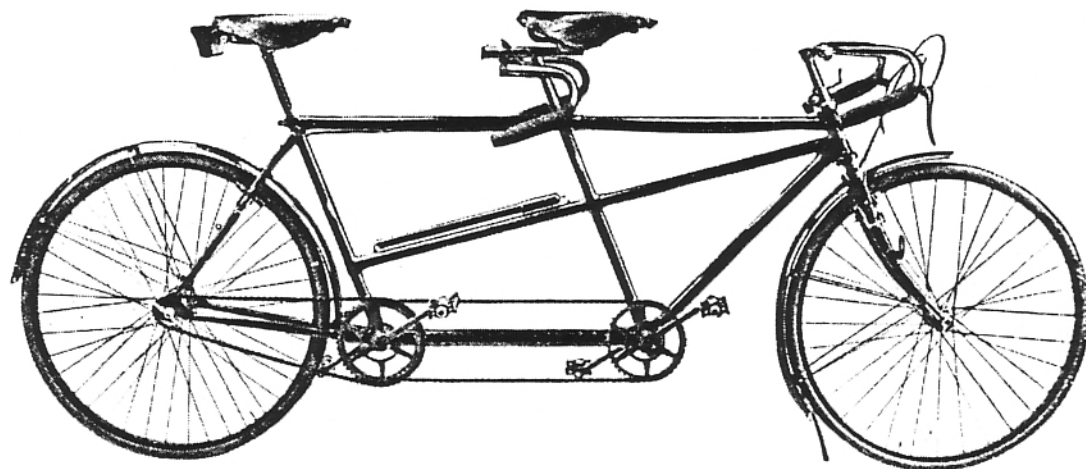
NETT CASH PRICE £16 16s.

"IT'S EASIER ON A GRUBB."

*A New*  
**"GRUBB"**  
**TANDEM!**

# The "TWICKENHAM EAGLE"

Built for Fast Touring or Racing, yet comfort in no way sacrificed for speed. Wheelbase can be reduced to 63 ins., and Chain Drive is shortened to 17½ ins. Note the Special Design Strut Bridge in Chain Stays which makes this improvement possible, with right-hand or cross-over drive.



There's Nothing  
**QUITE**  
 as good as a  
**"GRUBB"**  
**TANDEM**

*Count them on  
 the Road!*



**T**HIS is positively the fastest tandem you can buy, and like all Grubb machines is designed and built for speed, comfort and long service.

The Frame and Forks are dead true, wheels drop into place easily and are self-centring, giving perfect alignment.

All Grubb Tandems and Bicycles are fitted with special rear fork ends (made in our own works) which give ample clearance for chains and free wheels etc.

The finish too, is superior to anything else on the road, and will retain its smart appearance after many years of service.

Not the Cheapest  
 Tandem on the Road  
 but just the Best!

Quality Always  
**PAYS!**

## SPECIFICATION:

Frame sizes to order—Grubb Forward-opening Rear Fork-ends Oval to Round Taper Front Forks. Cut-away Lugs with feathered edges. Brazed on Mudguard Eyes, Pump Pegs, Chain Rest, Adjustable Front Fork Lamp Bracket and Brake Fixings.  
 26" x 1¼" or 1⅜" Endrick or Westwood Rims with Double Cogged Hub\*

Constrictor No. 3, Dunlop Tandem, John Bull Gristly or Palmer Paramount Tyres.

Fixed and Free Wheel, Gears to order.

Crank Lengths to order (6½" or 7").

Coventry Elite Chains.

Brampton Race Pedals.

\*Cantilever Brakes Front and Rear or Blumfield Internal Expanding Hubs with Quick-release Cable adjustment.

Bluemels' Celluloid or "Osolite" Duraluminium Mudguards with Front Extension.

Brooks' B17 Champion, or to order.

Handle Bars on adjustable stems to order, fitted with Shockstop No. 20 Grips.

Bluemels' Sterling Pump, Prismatic Reflector, Brooks' Tool Wallet and Tools.

Finish—Frame and Forks Rust-Proofed by the Patent Coslett Process, Crown and Tips of Front Forks nickel plated if desired. Enamelled in Black or any colour.

*The New Cyclo WITMY 2-Speed Gear ... .. 23/- extra*

*Cyclo Deraileur, 3-Speed Gear ... .. 34/- extra*

*Sturmey Archer combined hand applied brake and 3-speed Hub 26/- extra*

and the Price—

Deferred Terms

arranged with

The GRUBB FINANCE Co. Ltd.

**£17 17s.**

or 13 Payments of

**30/9**

**CASH.**

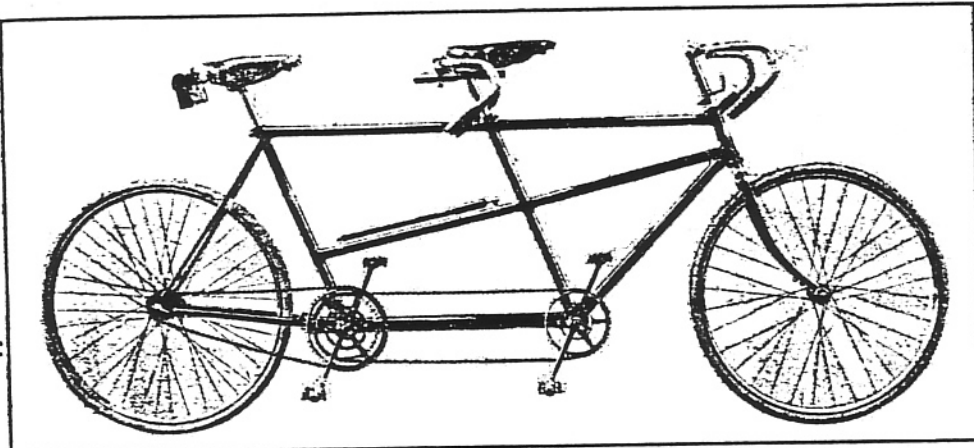
*"IT'S EASIER ON A GRUBB."*



# Grubb Racing and Touring Bicycles and Tandems

**DEFERRED  
TERMS IF  
DESIRED**

**DELIVERY  
14 to 21  
DAYS  
FROM DATE OF  
ORDER**



**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 coslettized 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.**

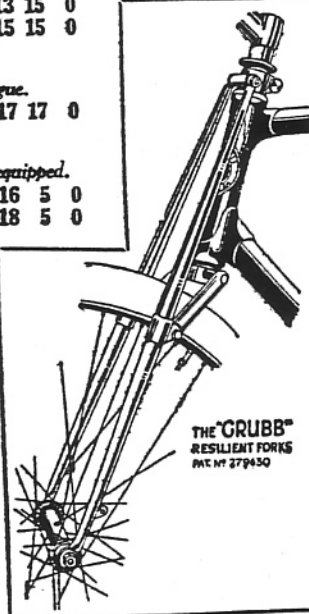
Cross Frame Design, fully equipped.

Brampton fittings .. £16 5 0  
Chater-Lea .. £18 5 0

## THE PATENT RESILIENT FRONT FORKS

**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.

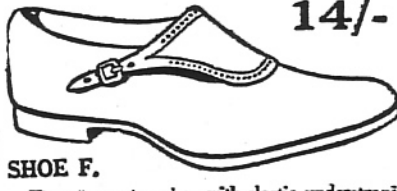


THE "GRUBB"  
RESILIENT FORKS  
PAT. NO. 279430



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.

**F.H.G. Cycling  
SUITS.**

**New Pattern Cards.**

**New Prices.**

**New Patterns.**

Send 6d. Deposit on Pat-  
terns, this will be refunded  
when patterns are returned

## F. H. Grubb

ROBSART STREET, BRIXTON, S.W.9

(Opposite Ye Olde White Horse.) Telephone: Brixton 3284

Works: Gould Road, Twickenham Green.

Phone: POPESGROVE, 1696.

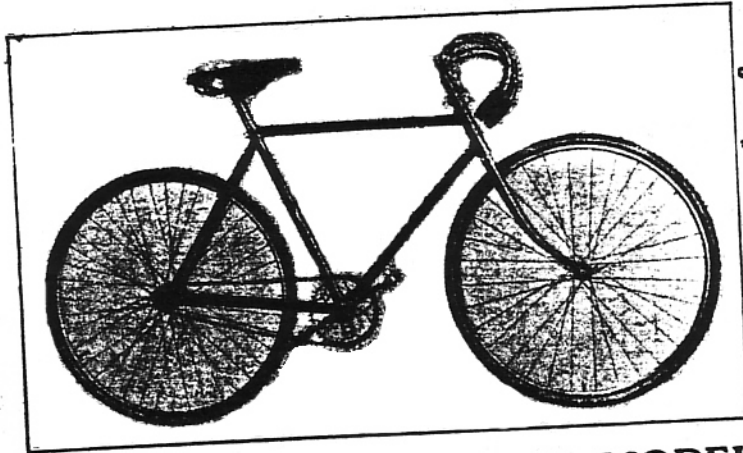
**LADIES' RATIONALS**

All-wool Gaberdine in smart  
fashionable shades .. 45/-  
Tweeds made in gent's suiting,  
many shades, from 32/6 to 45/-  
Tropical suiting, Fawn or Green  
Grey .. 37/-  
Brown or Navy Drill .. 25/-

MADE WITH LACE OR STRAP  
AND BUCKLE KNEE

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

**'It's Easier on a Grubb'**



### THE F. H. GRUBB SPEED MODEL

B.S.A. OR CHATER-LEA FITTINGS.

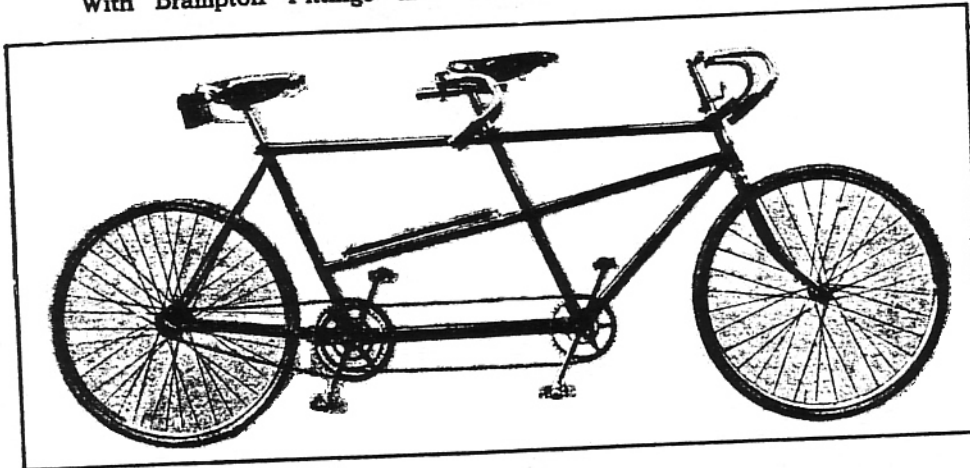
Price: with Sprints, £12; with Steels, £10 10s.  
With Brampton Fittings and Steels, £8 5s.

## Three of the Famous F. H. Grubb Range of Models

**A**LL Grubb Bicycles and Tandems are built and finished entirely in our own well-equipped complete works under the direct personal supervision of F. H. Grubb, who makes it his business to see that you get the satisfaction you naturally expect. Ask the man who rides one!

Every model, irrespective of price, is built of 'A' Quality Tubes and treated by the Patent Goslett Process before enamelling.

F. H. Grubb is responsible for many of the latest improvements in cycle construction, and every model possesses special features unobtainable in its entirety with any other make. A 'Grubb' is a 'last word' mount



### The F. H. GRUBB RACE TANDEM.

**Brampton Fittings**  
as illustrated,

£14:10s.

**Chater-Lea Fittings**  
£17

With or without Grubb Drop-out: Special T-pin, giving variety of positions to rear rider. Adjustable handlebar stem. Any colour enamel. Brazed-on pump pegs, mudguard eyes, etc., Recognised everywhere to be the leading tandem. Compare our claims.

### Delivery & Deferred Payments.

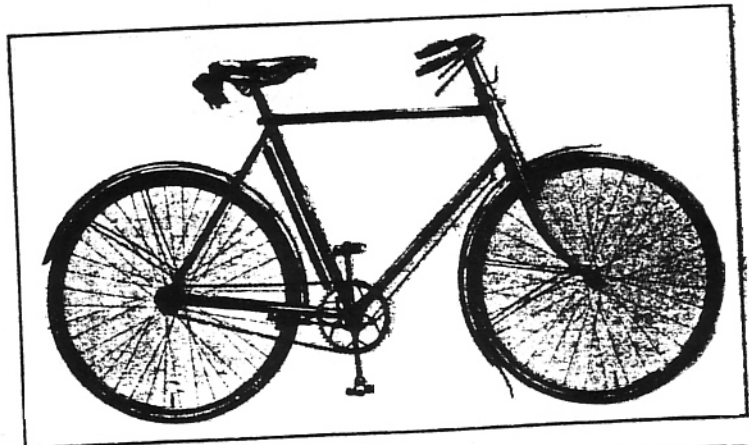
Our works are still running at full pressure and it is essential to order early to secure delivery in three weeks. Write for Catalogue and further details to-night. Do not put it off until the present delivery date has to be extended once again. Deferred payments are arranged with the object of meeting the convenience of our customer friends. It cannot be too clearly stated that all machines are built up to one standard of quality—the best—whether sold for cash or on Deferred Terms. This system is financed entirely by myself and customers will appreciate the privacy of our personal methods.

**All Models sent Carriage Free  
Company's Risk.**

WRITE FOR  
CATALOGUE

# F. H. Grubb

ROBART STREET, BRIXTON, S.W.9  
(Opposite the Old White Horse)  
Business-Hours, 8 till 8:  
Telephone: Brixton 3284  
Wednesdays, 8 till 1.



### THE F. H. GRUBB LIGHT ROADSTER

This model has all the refinements of the Grubb Racing Bicycle, frame brazed-up with cut-away lugs, low bracket and light build. The frame size is left to you, and we shall be pleased to alter the specification to suit you.

As illustrated  
**£8:15s.**



**"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 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 £8 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-



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

**GRUBB "SILVER FLASH."**

**Price:** £8 8s.  
**Weight:** 27½ lb.  
**Wheelbase:** 42 ins.  
**Frame:** 21 ins. Reynolds tubing. Brampton lugs. Bracket height, 10½ ins. Grubb F.O. quick-release fork ends.  
**Forks:** Reynolds D to round.  
**Wheels:** Endricks 26-in. by 1½-in. Racing lightweight hubs. Wing nuts front and rear.  
**Tyres:** Palmer Super-speed.  
**Hubs:** Racing lightweight.  
**Chain Wheel:** Williams three-arm.  
**Cranks:** 6½ ins.  
**Gear:** Cycle "Aco" or Osgear three-speed.  
**Saddle:** Brooks C32.  
**Brakes:** Chromium-plated Webb callipers, front and rear.  
**Pedals:** Brampton New Mark 10 Race.  
**Handlebars:** Bailey on 2-in. adjustable stem, celluloid-covered. Shock-stop grips.  
**Chain:** Coventry.  
**Finish:** Frame and forks rustproofed by Coslett process, with chromium-plated crown top, silvered and relieved in contrasting colours.  
**Equipment:** Pump, reflector, brazed-on pump pegs, mudguard eyes, chain hook, reflector eye, and lamp bracket on front forks.

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.

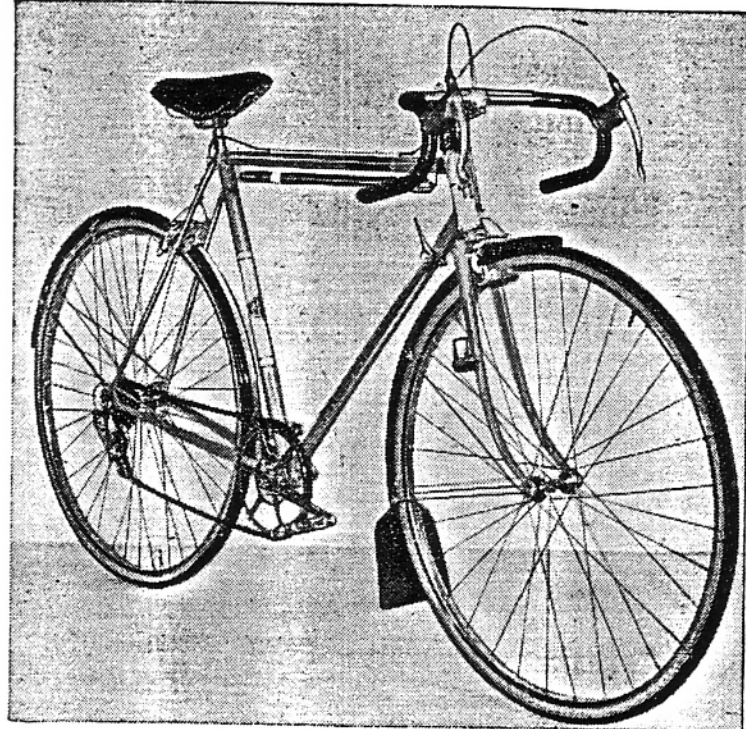
Because of the careful choice of forks and the accurate angles of the frame, I found steering to be practically effortless, and balancing to be almost unnoticeable, as, of course, one should when riding a bicycle of good workmanship. There was another very good point about this machine. It was

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.



## SPECIFICATION

(as tested)

**Frame:** 22½in. with 72° parallel angles, 22½in. top tube, 17½in. chainstays, and 10½in. bottom bracket height. Reynolds 531 tubing, featured lugs, brazed-on brake and gear cable guides and gear control clip stud.

**Forks:** Oval to round blades, 2½in. rake. Italia head fittings. Brazed-on lamp bracket boss, with bracket.

**Wheels:** Dunlop 27in. x 1½in. high pressure rims with Sprite amber wall tyres. Double butted spokes. British Hub Co.'s Defiance small-flange hubs.

**Handlebars:** G.B. 15in. Maes alloy bends on 3in. Il Primo badged stem. Taped and plugged (black).

**Brakes:** Universal model 61, centre-pull with quick-release. Full natural rubber hoods, grey plastic-covered cables. Universal brake blocks.

**Chainset:** Williams C34 48T ring, 6½in. fluted cranks, Brampton ½in. chain. Bayliss Wiley bottom bracket set.

**Pedals:** Lyotard, single-sided.

**Gear:** Campagnolo Gran Sport 5-speed, with 14-16-18-20-23T. Regina freewheel block.

**Mudguards:** Bluemels black Classique with plated centre strip. Bluemels No. 62 prismatic reflector. Non-rust adjustable stays fitted to eyes incorporated in fork ends.

**Saddle:** Lycett L15NR perforated.

**Pump:** Apex Ultralite 18in. alloy, with coloured bands.

**Weight:** 27½lb.

**Finish:** Blue enamel, head tube and seat panel in white, offset by narrow black bands. "Freddie Grubb" in large gold capitals on both sides of down tube, "Super Nova" on both sides of top tube.

**Price:** £31. 5s. 4d.

# THE F. H. GRUBB SUPER NOVA

A LITTLE over half a century ago Freddie Grubb was one of the top roadmen in this country.

With the first World War behind him Grubb turned to bicycle building and soon built up a "tailor-made" reputation the equal of his racing name.

Grubb, however, is no longer with us, and the marque is now one of three manufactured by the Holdsworth Co. Ltd., Lullington Road, Anerley, London, S.E.20. The Super Nova is the better of the two complete F. H. Grubb machines produced; there are also two frame sets.

I have enjoyed several outings on the 22½in. Super Nova (which is also made in 21½in. and 23½in.), and found it a most responsive, smooth-running machine in all circumstances. The frame design is an all-purpose one, suitable for the addition of tourist or road-racing fittings, or for time trials. My use was confined to touring, much of it fast, some of it under arduous conditions.

Throughout I rode the Super Nova with my touring bag added, complete with cape, tools and so forth, toe-clips and straps, front and rear battery lamps.

Ability of the frame and transmission to stand up to extra hard usage was tested on some of the steeper hills of the eastern Berkshire Downs, in the vicinity of East Ilsley and Streatley. There was no trace of whip or sponginess; even after a few miles of cross-country work on the Icknield Way, the Super Nova still ran smoothly, nothing loose or "out of line." Without all the "trappings" it had been equally rigid and responsive during sprint-brake-sprint-brake strain of getting through London traffic in a hurry.

## Safety Depends

Incidentally, I think riding in London traffic provides one of the best tests of brakes ever devised. Your safety depends on them more so under these conditions than any other—except, perhaps, touring in Alpine or similar conditions. The centre-pull Universal model 61 fitted to the Super Nova were thoroughly reliable though, like the majority of rim brakes, were a little less effective in wet weather—I was able to counteract this by applying the brakes slightly at frequent intervals thus drying off the rims.

I found the 15in. G.B. Maes bends as comfortable as ever, and the Universal brake hoods provided a firm, reliable grip. On a run in the North Oxon-Northamptonshire border area I was able to show a clean pair of heels on more than one occasion to my companions on the short, sharp hills, indicating a good selection of sprockets

for the Campagnolo 5-speed gear. The ratios ranged from 56.3in. to 92.6in., with most of my riding being done on 64.8in. and 72in., and the 81in. and top ratios being reserved for wind-assisted stretches, or hurrying down the hills.

The Lycett L15NR saddle wasn't too comfortable at the outset, but like all good leather saddles promised to settle down well. I am often tempted to transfer my own saddle to each test machine. It is perhaps the most "personal" part of any bicycle, and a rider's comfort and well-being depends largely on this piece of equipment particularly when a great deal of time is spent a-wheel. No wonder many talented racing men, and life-long tourists transfer their saddles through a succession of new bicycles.

## Saddlebag Support

Fitting a saddlebag support before going on one of my longer outings wasn't particularly easy. I tried three or four before finding one that wouldn't interfere with the action of the brakes, or its quick-release mechanism. The rear brake, by the way, is centred on the Super Nova by a clip on the opposite side of the seat pillar bolt to the nut—its position therefore isn't disturbed when the saddle height is adjusted. The open cable to this brake is carried on top of the top tube instead of in the more usual underneath position—a good thing perhaps to have it visible (where the necessity for oiling and so on can easily be assessed) even though it seems to be more exposed to the elements, and perspiration dripping from the rider! And, if the pump wasn't still left underneath the top tube, it would be much easier to fit race numbers under it, immediately behind the head. The pump fitted, the 18in. alloy Apex Ultralite, with its red, white and blue bands, is a first class job, but I had only to use it once in three weeks to maintain the high pressures.

Now to what I think is the only real "defect" on this machine. It is a "fault" which will have no effect on its popularity with anyone who rides the Super Nova, but may cause the intending purchaser to settle for something else. Choice of finish is the "fly in the ointment." In brief, there is no choice—"lagoon blue" enamel, with head tube and seat panel in white, offset by narrow black bands, and with Bluemels black Classique mudguards adding just the right touch. A really delightful appearance, stylish, yet durable. But individuality is the keynote with the rider of today, particularly in regard to the colour scheme applied to his mount. The Super Nova is worthy—as well as Holdsworth—of the widest possible range of finishes.

NIMROD.



# "THE CYCLIST" ROAD TEST OF NEW MODELS—No. 10. By MOTILUS



The Grubb "Wimbledon," which is a high-class standard speed machine.

## The Grubb "Wimbledon" Club No. 2

carrying a balance, dead-straight steering, and smoothness over bumpy roads that I have experienced before with bicycles of the same make. One gets the idea that there is some quality in a Grubb bicycle which has been put in by the maker, but which is not discernible to the eye. No doubt it can be defined in that cryptic word "class."

The Grubb "Wimbledon" Club No. 2 is a bicycle I would unhesitatingly recommend. And while it is true that I may not test a bicycle long enough to form a knowledge of its wearing qualities, I can, on the other hand, speak from past knowledge of Grubbs. There are large numbers on the road to-day that have stood up to many years of hard riding, racing and touring, and are to-day giving as efficient service as ever. If I were "sentenced" to ride this Grubb for a few years I could bear the "punishment" with equanimity, for it has the stamp of a machine made to last.

### Other Interesting Models

One point, perhaps a small one. The makers offer on all their standard models a choice of frame height by inches from 19in. to 23in. That shows a study of the needs of the men who know exactly what they want.

Of course, such a maker as Grubb has a number of other interesting models, ranging in weight down to the Path machine of 17½ lb., and costing anything up to £14. But Mr. Grubb is specially famous for his sporting tandems. He was, I believe, one of the first to specialise in the lightweight tandem since the war, and at present he lists three. The Eagle, a speed machine with derailleur gear, is priced at £18 5s. 0d.; the Pullman, for fast touring, is an attractive machine at 16 guineas, while there is a convertible model at 17 guineas. On this the rear top tube is instantly removable, so that the "crew" can be a skirted or non-skirted rider. It is a good idea, for woman may not want to don her plus-fours or shorts for an evening spin. There may not be the opportunity: evenings are all too short. Besides, I know some mixed couples who tandem to town for their work every day, but spend the week-ends far afield. There is clearly a case for two styles.

Featherweight mudguards—all this does not sound like a "cheap" equipment.

Handlebars of the purchaser's own choice are fitted, but I found the "Shallow Highgate" type fitted to my test model very comfortable. Even the "Shallow Highgate" shape is deeper than other standard handlebars, but the roomy straight top affords an ample hold for non-speeding purposes. The drop position is also perfectly comfortable and natural.

My Grubb machine had the three-arm pattern of chainwheel, fluted cranks, the special Grubb wing-nuts, and all the usual brazed-on frame accessories, including a chain-hook—that useful little gadget born out of many racing men's agonised wrestles with a greasy chain during a tyre-change. The celluloid accessories were white, and the rims black. During my use of the machine I could not find the slightest tendency for this black finish to wear under the effect of the braking.

### Light in Weight

When I first picked up this bicycle, on taking delivery, it seemed to leave the ground with remarkable ease, considering its equipment, and that gave me the idea of putting it on the scales. The needle showed 26 lb., which seemed at the time—and still seems—to be pretty good for a bicycle so sturdily built and carrying no light alloys. Obviously the real racing man could quickly fit it up for the road at a weight comparable with most of the speed-irons at higher prices.

I foresaw that its light weight would be reflected in its ease of running. This notion became an accomplished fact in the first few yards. It was a sweet-running machine,

## SPECIFICATION

### THE GRUBB "WIMBLEDON" CLUB No. 2.

A high-class lightweight built by a specialist, with modified equipment to avoid a high price.

Frame: H.M. or chrome molybdenum tubing: all fittings brazed. Feather-edged lugs.

Tyres: Dunlop or Palmer; Sprite, Pixie or Speed.

Rims: 26 by 1½in. Endrick.

Brakes: One Resilion, or two Webb calipers.

Saddle: Brooks champion, or equivalent Terry or Lycett.

Mudguards and Pump: Bluemel white celluloid.

Makers: F. H. G., Ltd., 130, Haydons Road, Wimbledon, London, S.W.9.

Handlebar: Chromium or celluloid finish, Highgate shape or to order.

Hubs: Brampton or Bayliss Wiley lightweight.

Chainwheel and Crank: Williams three-arm.

Finish: Rustproofed by Coslett process, enamelled any colour or in special Grubb silver or bronze. Front forks with chromium tip.

Price: £7 10s. cash, or 11s. 9d. and 14 payments of 11s. 9d.

THE name of F. H. Grubb stands for a great deal in the cycle-making world. Mr. Grubb was a very talented and highly successful racing cyclist, who won some of the greatest races between the years 1908 and 1913, and also put his name on the record books. In 1914 he became a professional, and only the war stopped what might have been the most successful English professional career of the present century.

During that time he was more than a racer. He took a very close interest in the construction of his bicycles; and in the quest for designs of bicycle best suited to reproduce his powerful pedalling efforts he made many suggestions to the manufacturers, resulting in modifications of design that have proved most valuable.

When, therefore, soon after the war, Mr. Grubb decided to commence the manufacture of racing bicycles on his own account, he was not tackling a subject to which he was a stranger. The Grubb bicycles soon acquired a reputation for speed, lightness, and general excellence of workmanship. They were used by sporting riders all over the country, and eventually Mr. Grubb was making bicycles on a bigger scale than any other "small" maker in history.

### A High-class Machine

I have just concluded a test of one of the Grubb range, the "Wimbledon" Club No. 2, and have been very favourably impressed. This machine is similar in build and quality to the costlier No. 1, but the equipment is modified to enable the maker to put a high-class standard speed machine on the market at a moderate price. A very large class of cyclists prefer to buy in this way, and then to add equipment in their own time, knowing that the machine is constructionally of a class that will be suited by the finest possible equipment.

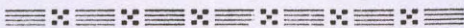
### A Handsome Frame

There was not, however, anything about my "Wimbledon" Club No. 2 to suggest that the accessories have been skimped for price. On the contrary. The frame was handsomely finished in a special bronze, a plated tip to the front forks setting off the effect very tastefully. All the chromium plating was of high class; the tubing was of Reynold's H.M. (chrome molybdenum is offered at the same price), well coslettised before enamelling. Dunlop (or Palmer) tyres on Endrick rims, Brampton (or B.W.) lightweight hubs, Brooks or equivalent saddle, two caliper brakes, fixed and free wheel, Brampton race pedals, and Bluemel white or black wide

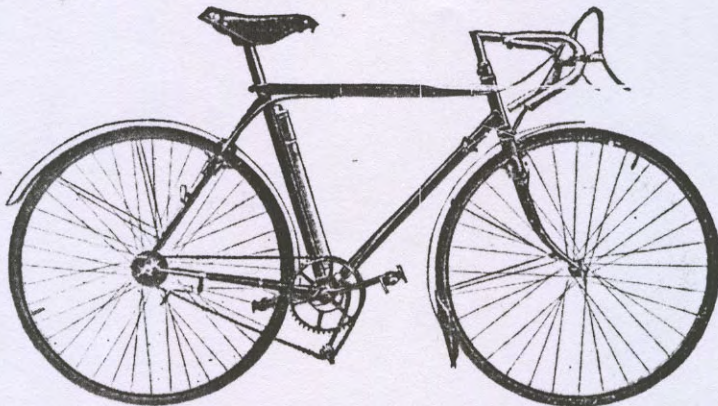


# IF IT'S SPEED!

## WE SELL IT!



### TWO FAMOUS 'GRUBBS'

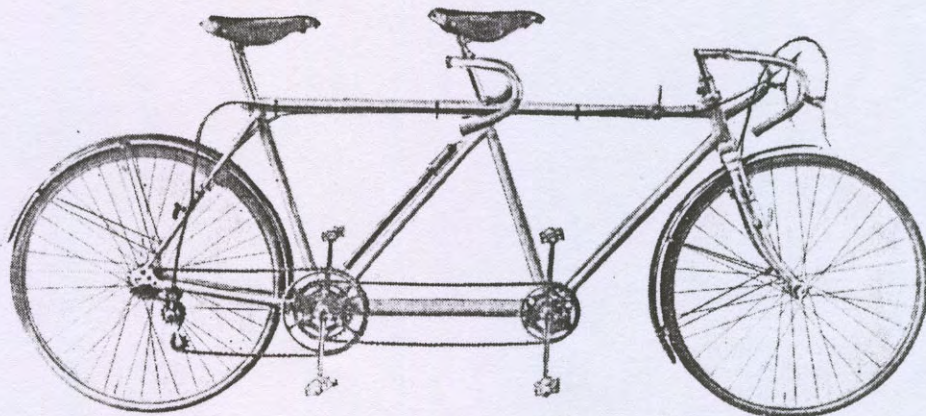


**F. H. GRUBB.**  
Famous Record Breaker and  
Pioneer of the Modern Speed  
Machine.

DUNLOP H.P. WHEELS,  
FEATHERWEIGHT HUBS,  
BROOKS CHAMPION,  
OSGEAR 3-SPEED, ETC.—IN  
FACT EVERYTHING OF THE  
BEST.

The "LONDON STREAK" **£12-7-6** cash  
THE MACHINE YOU CAN WIN ON— OR ON TERMS

A  
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D



The "STREAK" TANDEM

BUILT TO "GRUBB" TRADITIONS WITH  
ALL THAT'S BEST IN THE INDUSTRY.

Second to None among Speed Tandems! **£18-5-0** cash OR ON TERMS

PERSONAL  
SERVICE  
of  
"F.H.G."  
HIMSELF

**F. H. GRUBB LTD.**  
**147a & 130 HAYDON'S ROAD,**  
**WIMBLEDON.**

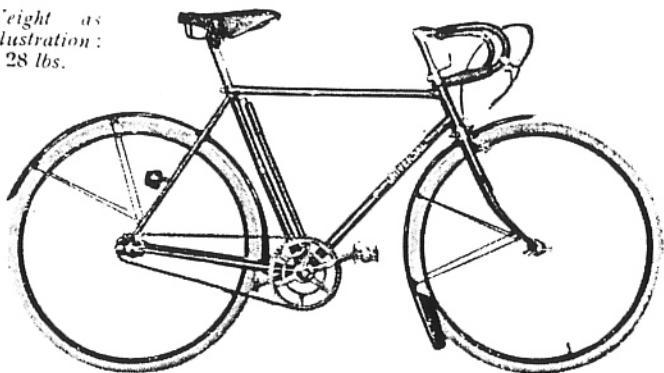
CATALOGUE  
and  
ADVICE  
WITH  
PLEASURE





# THE F. H. GRUBB GENT'S "UNIVERSAL" MODEL

Weight as  
Illustration:  
28 lbs.



This entirely new Model has been specially introduced to give every cyclist the opportunity of owning a genuine good-class Lightweight at a popular price.

Made throughout at our Twickenham Works, the "Universal" is a remarkable value-for-money machine, and behind it are the extensive organisation and modern plant, and the same guarantee of workmanship and quality, which have made the name "Grubb" supreme in the Lightweight cycling world.

**FRAME**—Sizes 19, 20, 21, 22 and 23in. ; bracket height, 10½in. ; wheelbase, 42in. Brazed-on chain hook, pump pegs and reflector eye ; detachable head and brazed-on fork lamp brackets.

**WHEELS**.—26in. × 1½in. Palmer new lightweight flat-sided all-black rims, Perry special lightweight hubs, D/C, two fixed gears ; Grubb Wing Nuts to both wheels.

**TYRES**.—Palmer Red Speed.

**SADDLE**.—Lycett's L.99.

**BRAKE**.—The new F. H. Grubb "Universal" (front).

**CHAINWHEEL AND CRANKS**.—46T × ½in. × ½in., 6½in. cranks, chromium.

**PEDALS**.—Brampton Race.

**HANDLEBAR**.—Marsh 15in. shallow drop, on 1in. or 2½in. straight extension, or curved.

**GRIPS**.—Shockstops Super Sponge.

**CHAIN**.—Renold.

**EQUIPMENT**.—Bluemel's Featherweight mudguards, extension combined ; inflator and reflector ; cone-key and spanner.

**FINISH**.—Frame and forks coslettised and enamelled "Continental Blue" or Black, with usual bright parts chromium-plated. Other colours, including White, Ivory and Cream, 5/- extra.

---

**Cash Price : £6 : 15 : 0**

Deferred Terms (arranged with the Grubb Finance Co. Ltd.), 10/3 deposit and 14 monthly payments of 10/3

**A Genuine "Grubb" for 10/3 down !**

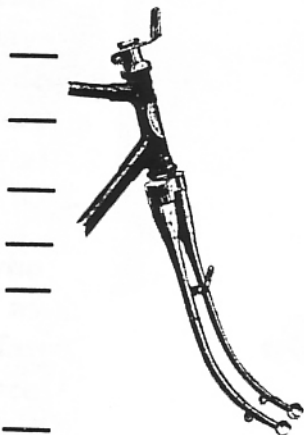


# The mount *SUPREME* for speedmen!

MY new "London Model" is a pedigree machine of exceedingly smart appearance, with every component carefully selected to give you the best possible service.

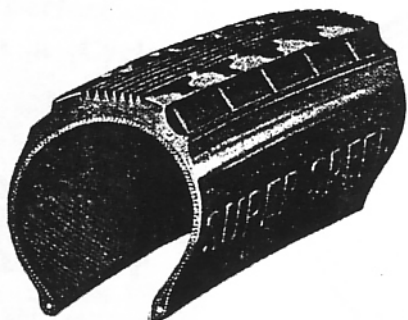
Note the special features of the Steering Head and Front Forks!

- (a) The Head Clip with its substantial locking-nut gives perfect adjustment of the bearings.
- (b) A stronger Steering Column—butted at the crown with thick walls at the top—obviating risk of fracture in any part of its length.
- (c) The top and bottom Head Lugs are machined after brazing—the hardened frame races fitting in perfect alignment. No tight and loose points in the steering.
- (d) The gracefully tapered Fork Blades give maximum strength with minimum weight. Their resilience damps out road-shocks—adding considerably to comfort.
- (e) The fork Lamp Bracket is readily adjustable or can be quickly removed if desired.
- (f) The Fork Ends are drop forgings of great strength yet extremely light. The slots provide easy wheel removal.



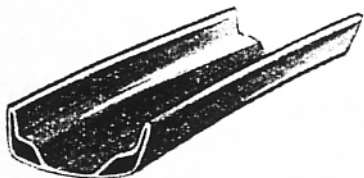
## PALMER SUPER SPEED TYRES.

Tyres that are really fast, yet give the mileage of the best roadsters. Built with a wonderful fabric and a safe tread—there's nothing to touch them for fast Club work.



## PALMER NEW LIGHTWEIGHT FLAT-SIDED RIMS.

Is several ounces lighter than a standard rim yet has astonishing strength and will stand the heaviest rider. Nickel plated in my own works.



# THE NEW GRUBB "LONDON MODEL"

## Full Specification

FRAME BUILT THROUGHOUT OF CHROME MOLYBDENUM STEEL TUBING IN USUAL SIZES 19", 20", 21", 22", with Accles' and Pollock's Patent Tapered Front Fork Blades. Brazed on pump pegs, mudguard eyes, chain rest, reflector eye, etc., with Grubb forward-opening quick release. Bracket height 10½" with 42" wheelbase.

And every Frame is Guaranteed Perfectly True.

PALMER NEW LIGHTWEIGHT  
RIMS, 26" x 1¼" or 1½".

PALMER NEW SUPER SPEED  
TYRES.

BRAMPTON SUPERB HUBS

D. Cogged Rear. Locked Cones.

GRUBB WING NUTS to both wheels.

GEARS—Two fixed, 71, 67,

or to order.

6½" or 7" lightweight 3-arm Cranks

and Chain Wheel.

CONSTRUCTOR BOA RACE  
PEDALS

CONSTRUCTOR VIPER FRONT  
OR REAR BRAKE.

CURVED HANDLEBAR STEM, or  
to order, with 15" Marsh Bend.

SHOCKSTOP No. 20 Handlegrips.

Renold Chain, ½" x ⅝".

Bluemel's Celluloid or Wadell's.

"Osolite" Mudguards with front  
extension.

Brooks' B17 Champion or  
Brooks' S25 Racer.

Bluemel's Sterling Pump and  
Prismatic Reflector.

Tool Wallet and Spanners.

FINISH—Frame rust-proofed by Coslett Patent process and stove enamelled DARK GREEN (or black to order). Front forks nickel plated (on copper) all over. Rims—nickel plated, green centres and all usual bright parts heavily nickel plated.

Hire Purchase

Terms:

16/4

Deposit

Price:

£9:10:0 Each

Carriage Paid to nearest  
:: Railway Station. ::

and 12

monthly

payments of

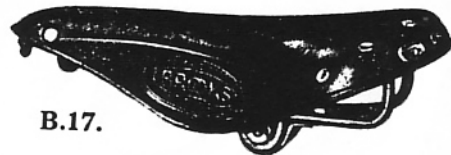
16/4

"IT'S EASIER ON A GRUBB."

TWICKENHAM  
MIDDLESEX

**F. H. GRUBB**  
M. J. I. E.

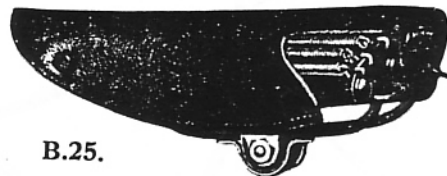
and at  
BRIXTON  
LONDON



B.17.

## BROOKS' SADDLE

Here is a choice of two—  
each the best in its class.



B.25.



My Two-Year  
Guarantee  
is given with  
every Machine

# THE GRUBB SPECIAL TOURER

£11:10:0

Cash

Deferred  
Terms  
on  
any  
Grubb  
Mount



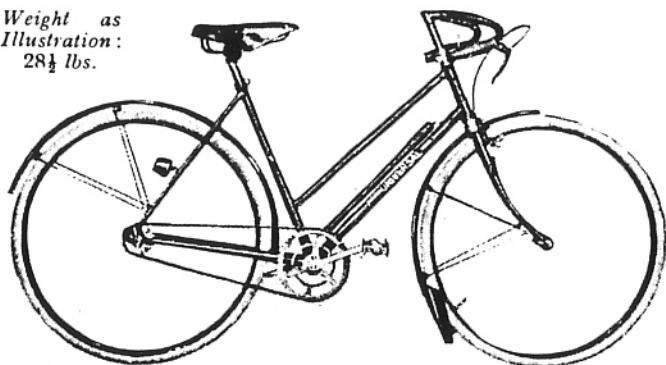
“A Mount  
Unstinted  
in  
Finish  
or  
Specification”  
*vide “Nimrod’s”  
report in “Cycling,”  
Dec. 12, 1930.*

The New Grubb Catalogue will  
give you full details of this and other  
new models. Send post card now to—**F. H. GRUBB, M.J.I.E., TWICKENHAM**



# THE F. H. GRUBB LADIES' "UNIVERSAL" MODEL

Weight as  
Illustration:  
28½ lbs.



This Lady's companion Model has been designed to satisfy the greatly increasing feminine demand for a genuine modern Lightweight of pleasing appearance and lively, effortless running.

It is a beautifully balanced little machine in which the rider's comfort has received special consideration, giving the utmost ease in handling and confidence in control. Identical in quality, workmanship and finish to the Gent's model, and at the same popular price.

**FRAME.**—Sizes 19, 20, 21 and 22in.; of improved splayed design. Bracket height, 10½in.; wheelbase, 42in. Brazed-on chain hook, pump pegs and reflector eye; detachable head and brazed-on fork lamp brackets.

**WHEELS.**—26in. × 1½in. or 1¾in. Palmer new lightweight flat-sided all-black rims, Perry special lightweight hubs, D/C, two fixed gears; Grubb Wing Nuts to both wheels.

**TYRES.**—Palmer Red Speed.

**SADDLE.**—Lycett's L.41 Lady's.

**BRAKE.**—The new F. H. Grubb "Universal" (front).

**CHAINWHEEL AND CRANKS.**—46T × ½in. × ¾in. cranks, chromium.

**PEDALS.**—Brampton race.

**HANDLEBAR.**—Middleton 16in., on 1in. or 2½in. straight extension, or curved.

**GRIPS.**—Shockstops Super Sponge.

**CHAIN.**—Renold.

**EQUIPMENT.**—Bluemel's Featherweight mudguards, extension combined; inflator and reflector; cone-key and spanner.

**FINISH.**—Frame and forks coslettised and enamelled "Continental Blue" or Black, with usual bright parts chromium-plated. Other colours, including White, Ivory and Cream 5/- extra.

If fitted with Free-wheel and additional Rear Brake 5/- extra.

---

**Cash Price: £6 : 15 : 0**

Deferred Terms (arranged with the Grubb Finance Co. Ltd.) 10/3 deposit and 14 monthly payments of 10/3

**A Genuine "Grubb" for 10/3 down!**

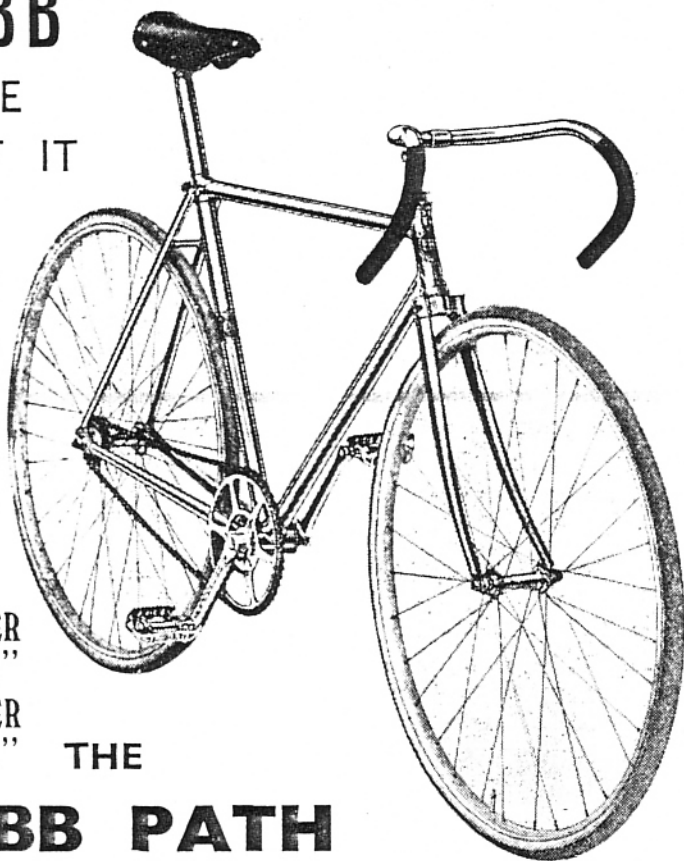
# IF YOU WANT SPEED!

THEN GET A  
'GRUBB'  
AND BE  
SURE OF IT

Decide on a  
well designed  
and carefully  
built 'iron'  
that will get  
you amongst  
the scratch  
men—

"IT'S EASIER  
ON A GRUBB."

"IT'S FASTER  
ON A GRUBB."



THE

## GRUBB PATH

MODEL

**£12.5.0** Cash

You may have  
your own  
ideas of the  
ideal machine  
for your pur-  
pose. Let us  
help you to  
turn them  
into a first-  
class bicycle  
—no firm is  
better fitted  
to do this—  
we specialise  
on those  
tricky little  
jobs that  
others give  
up.

Write to F. H. GRUBB and get the new Cycle and Tandem List—  
Advice and Quotation with pleasure.

## F. H. G. Ltd.

130 & 147a, HAYDONS ROAD, WIMBLEDON, S.W.19

'Phone: LIBERTY 4708.

Every machine is built under the personal supervision of F. H. GRUBB, famous record  
breaker and pioneer of the modern racing bicycle.

THE F. H. GRUBB

## "UNIVERSAL" FRAMES

Both Gent's and Lady's pattern "UNIVERSAL" frames are available as below, and they will appeal instantly to all sporting cyclists seeking a genuine Lightweight "quality" production at a very low price.

Every frame is jig-built, and the most up-to-date methods are used in their construction to ensure truth, strength, rigidity and liveliness. They are very smart in appearance, all lugs are neatly cut away, and the finish is of the renowned "Grubb" standard.

Each frame comprises :—

Frame, forks, head and bracket bearings, chain-wheel and cranks, seat pillar, brazed-on mudguard and reflector eyes, pump pegs and chain hook, and front-fork lamp bracket.

### GENT'S or LADY'S "UNIVERSAL" FRAME

Sizes as list, finished "Continental Blue" or Black, usual bright parts Chromium-plated.

Cash Price : **£3 : 5 : 0**

Other colours including White, Ivory and Cream - 5/- extra

N.B.—When ordering, please state frame size (viz., centre of bracket to top of seat lug) and finish required.

---

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

"GRUBB WORKS,"

**GOULD ROAD, TWICKENHAM, MIDDX.**

Phone : Popesgrove 2220-1

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London Depot : **ROBSART STREET, LONDON, S.W 9**

Phone : Brixton 3284

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

-----*Maker of Fast Bicycles*-----



THE LATEST ADDITION TO THE FAMOUS  
"GRUBB" RANGE:

*The Popular Priced . . .*

**"UNIVERSAL"**  
MODEL

**£6 : 15 : 0**

*Made throughout at our Twickenham Works and fully  
guaranteed by*

A stylized handwritten signature of F. H. Grubb, written in dark ink. The signature is written over a horizontal line.

"Grubb Works," Gould Road, Twickenham, Middlesex  
Phone : Popesgrove 2220-1

---

London Depot : **Robsart Street, Brixton, S.W. 9.**  
Phone : Brixton 3284



# FREDDIE GRUBB

**FREDDIE GRUBB GALIBIER.** A range of four models with five- or ten-speed Campagnolo Valentino Extra or Velox gears, aimed at the newcomer to cycling. Straightforward specifications and astute buying ensure bicycles which will be trouble-free in service.

Weight-saving cotterless light alloy chainsets for double or single rings are fitted to handbuilt frames, of plain gauge tubing, with Reynolds 531 double-buttet tapered forks and Holdsworth steel ends. Pump pegs, lamp bracket, gear eyes are all brazed on. Other equipment includes GB Ventoux bars in Nova stem, light-alloy large flange hubs in chromed steel hp rims, Michelin tyres, Weinmann 999 centre pull brakes, Bluemels Club Special guards and AFA pump, Lyotard 462 pedals.



## FREDDIE GRUBB

**FREDDIE GRUBB GALIBIER.** No doubt, for someone buying a first frame, this is unbeatable value. Specification includes Reynolds tubing hand-brazed into Prugnat lugs, a frame ready to make a touring or racing machine. No clips needed, all pegs, stops, guides brazed on ready for pump, brakes, gear and Holdsworth fork ends which accept mudguards, any hubs or gears.

**GRUBB TOURMALET.** Top frame of this old-established range, suitable for road racing or touring, light, rigid and responsive. Available either with plain Holdsworth drop-outs, or Campagnolo forged ends with gear hanger. Hand-brazed with plain gauge 531 tubing, into long spearpoint Prugnat lugs, in the classic 72° parallel Continental fashion for long-race comfort. 17¼in rear triangle, 10½in bottom bracket, oval fork blades, 5/8in rear stays. A fully-equipped frame with all brazed-on stops and tunnels and steel headset, ready to race.

