

FH Grubb MJIE

FH Grubb (FRED) was born on 27th May 1887, he was a very talented and successful racing cyclist, who held many records including the fastest 100 ever ridden on an English road. In 1912 he held the RRA London to Brighton and back record of 5h 9m 41 which stood for 14 years. In the Stockholm Olympics of 1912, Fred won two silver medals. In 1914 Fred turned Pro and raced on the continent for a short while, but found the racing there too dirty

During this time he was more than a racing cyclist he was a qualified engineer who took a close interest in the construction of his bicycles. In the quest for designs he used his racing experience and engineering skills in producing his bicycles and patent many new innovations.

Grubb cycles soon acquired a reputation for speed, and lightness, and excellence and quality of workmanship. His cycles were used by sporting riders all over the country, eventually was making cycles on a bigger scale than any other "small" maker in history.

~~For example;~~

In 1926 he patented the Grubb Grease-Gun System

In 1927 he patented the Grubb Patented the Grubb resilient front forks

In 1929 he Patented the McMillan Brakes

Fred First established his cycle business: F.H. Grubb (est. 1914), of Brixton, London SW9. It appears his clubmate Charley Davey helped finance the venture. The first frames may have been built at Brixton, but WW 1 soon intervened (4 Aug 1914 - 11 Nov 1918). During WW1 Fred worked in a London munitions factory until he managed to get in the navy.

After the war Charlie Davey again helped finance Fred, this time to go into partnership with Ching Allin. In 1919 Allin & Grubb of 132 Whitehorse Road Croydon was formed. Fred & Ching soon split after a serious fall-out, said to be over whether Fred or Charlie Davey be credited for the quick release dropout design. 'Allin & Grubb' kept trading, but soon became A H Allin and by 1922 they sold Davey Cycles instead of Grubbs.

In March / October 1920 Grubb started his own business at 250 London Road West Croydon

Then in Jan 1922 he opened his Robsart street shop in Brixton which was opposite the Ye Old White Horse pub. ~~Between May 1925 & June 1926 Grubb is also at Robsart Street, Brixton.~~

Then between June 1926 & late 1927 he opened his large factory at Gould Rd, Twickenham, London. Bill Rann (foreman) was the mechanical brains of the place, particularly remembered for the Rann kiddie trailer. — (about 1944)

In His 1930 Catalogue he states that He 1929 had been a phenomenal year for Grubb Bicycles and Tandems. The output has been actually doubled on the previous year, and the development has meant a complete reorganisation of the works, with addition of machinery & staff. He produced many new models such as —

In 1931 he produced a new Twickenham Model

The Grubb London was launched between 1931-1934.

In 1932 the Grubb Twin light road racer was shown, but it was not in production until included in the 1934 catalogue

~~In 1934 he also showed at the cycle show a small front wheel cycle which he said was for hill climbing there is no record of it going into production.~~

NOTE in catalogue he lists FH Grubb Ltd

The new yellow streak was new in 1934 as was the Grubb Pullman tandem which was advertised as the Rolls Royce of tandems

In 1934 he produced the new super Twickenham, plus cycle of xxx carried a description of the new Grubb Kingson recumbent bicycle.

Which was shown in production in xxxxx?

cycle of
November 1932
list
details

cycle of
August 24
1934

In November 1934 he went bust and formed a new company FHG Ltd with two directors

the Gould Road ~~Grubb~~ GRUBB

The day after (Twickenham factory closed in Jan 1935, he moved to smaller premises at 147a Hayden's road Wimbledon SW 19 London, and opened FHG Ltd. with c20 staff remaining from c50 at Twickenham when in May 1935 he produced a temporary catalogue, which had a drawing of their new head badge.

the... ..

From 1954 to 1971 Holdsworth continued to make Freddie Grubb cycles, which were considered by Holdsworth to be inferior to the Claud Butlers etc.

In about 1945 Holdsworth changed the name from FH Grubb to, Freddie Grubb.

FH GRUBB HISTORY

DATE	ADDRESS	COMMENTS	MAJOR CHANGES
		<i>Racer Dev stopped during the 1914 - 1918 war</i>	
Oct 1920 - Feb 1921	250 London Rd, West Croydon.	Started building cycles at this first address. <i>with the 14-18 war.</i>	First shop ?? : <input checked="" type="checkbox"/>
Jan-25 ✓ 1925 ✓	31 Robsart St Brixton, London, SW9.	Moved Sales and Showroom / Retail Dept . Opposite Ye Olde White Horse Pub .	Moved to new shop (sales) <i>in 1925</i>
✓ 1925	32 Gould Rd Twickenham, Middx <i>New Factory at Twickenham.</i>	Works / Factory	Moved to new shop (works)
✗ 1925	32 Gould Rd	Also Grubb Finance company	
1928	33 Gould Rd	Called this Address the London Dept	
1928	31 Robsart St and 32 Gould Rd	Patented the grease gun lubrication to bottom bracket, and head set	Patented grease gun lubrication
1927 / 1928		Put transfer on head and seat tubes.	Transfer listed in catalogue

FH GRUBB HISTORY

1929 - 1930	32 Robsart St and 32 Gould Rd	Doubled his output reorganised the works with more staff and more machinery	
1930 - 1931	77 London Rd, Leicester	Grubb also had a shop (for assessories) ??	Assessory shop
1931	32 Robsart St and 32 Gould Rd	Grubb Patented the McMillan Brakes	Patented McMillan Brakes
1933	33 Robsart St and 32 Gould Rd	Last Trike built, can find no more records in the Grubb caterlogues	Last Trike built
1935	147a Haydon's Road Wimbledon SW19	Moved from Factory from Gould Rd Twickenham to these new works	Moved factory to Haydon's Road Wimbledon
1936	130 Haydon's Rd Wimbledon. B4 ~ ~ ~	Opposite 147a was the showroom	Moved showroom to Haydon's Road Wimbledon
1936		Had had kept same staff for 12 years	
1936		Produced new head badge metal ?	New head badge designed

FH GRUBB HISTORY

1936	Robsart St Brixton	Still had a showroom here	
1936	Haydon's Road Wimbledon SW19 and Robsart ST	Became the agent for ALCYON cycles in Great Britian.	ALCYON agent
Oct-38	Haydon's Road Wimbledon SW19 and Robsart ST	Last records I have of Grubb,until after the war	
1939 -1945	Haydon's Road Wimbledon SW19 and Robsart ST	Now records due to World War 2,when all manufacture was for the war.Cycles still made but used the existing 1938 frames and parts.	
1946	Haydon's Road Wimbledon SW19 and Robsart ST	Started building cycles again	Started again after the War
1946	Haydon's Rd Wimbledon	Still had factory and showrooms at this address	
1949	Haydon's Road Wimbledon	HR Grubb died at the age of 62	HR Grubb died at the age of 62
	Haydon's Road Wimbledon	Staff kept on building Grubb Cycles at Haydon's Rd	Staff kept building Grubb cycles

FH GRUBB HISTORY

1950	Haydon's Road Wimbledon	New Catalogue produced by ex Grubb Staff	Last catalogue
May-51 <i>ing 1950 early 1951</i>		Grubb cycles went into liquidation	Grubb went into liquidation
1952 <i>ing 1951.</i>	<i>J Sep?</i>	Grubb Liquidation sale last frame numbers sold were 2600 to 2870	Frame numbers known
1953	Anerly Rd SE 20	Grubb brought out by Holdsworth Cycles Ltd of Anerly Rd SE 20, where they started with 2 models the 'Southern Cross' and the 'Rann Trailer'.	Grubb brought by Holdsworth Ltd
1955 <i>1950</i>	<i>Holdsworth 464 London Rd SE 20.</i>	<i>→</i>	
1959			
1961 <i>2</i>	<i>Anerly Rd - SE 20</i>	<i>Now made by Holdsworth now changed to - Freddie Grubb</i>	<i>→</i>
1965			

1970

*As longer made by
Holdsworth.*