



**GRUBB
BICYCLES &
-TANDEMS-**

A Sign to "Look-Up" to

F·H·G LTD

**CYCLES & TANDEMS
OF QUALITY**

SHOWROOMS
**130 - HAYDONS ROAD
WIMBLEDON · S · W · 19**

WORKS
**147A HAYDONS RD
WIMBLEDON · S · W · 19**

Phone
**LIBERTY
4706**

FOREWORD.

By 'Clubman' of the *Sussex Daily News*.

I believe in Grubb. There are other makes that are rideable, ignoring the agonising mass production article flung together by the million, and tested with two bumps on the floor, but until you realise what the King of the Craftsman can do, you have missed the mark, although you may have ridden other makes and done wonders.

If a racing man, you know the Grubb will not fail you. You have added confidence. Speeding you is the racing experience of a world renowned rider, on many tracks, at home and abroad, plus the creative genius as an engineer that has made the name of Grubb something to conjure with wherever cyclists meet. Consider for one thing, the reputation of his tandems.

Grubb takes the "sigh" out of cycling. The fatigue fades out, in the ease and perfection of movement, that proclaims the masterpiece. The easiness of the Grubb is the secret of its speed.

Mr. Grubb supervises every machine and his whole outlook is to produce nothing but the best. He will understand your exact requirements, and surprise you with a machine that "fits" as though part of you.

Write now, sooner or later you will have a Grubb, and sooner the better. The new policy of dealing direct with the rider means advantages that you will instantly discover.

Write now,
J. H. DAVIS.

The Foreword above written in his own way, by a rider of long experience, describes very aptly the new ideals aimed for at the new Wimbledon Works.

Every machine is built under my closest personal supervision, with one idea in mind, to built the best yet.

The old slogan "It's easier on a Grubb" takes on a new lease to-day for by scrupulous care in every small detail throughout the whole process of production, I turn out a machine to-day, lighter, stronger, speedier, and more responsive than ever before.

Believe me "It's easier than ever on a Grubb." Letters of appreciation from customers confirm this slogan.

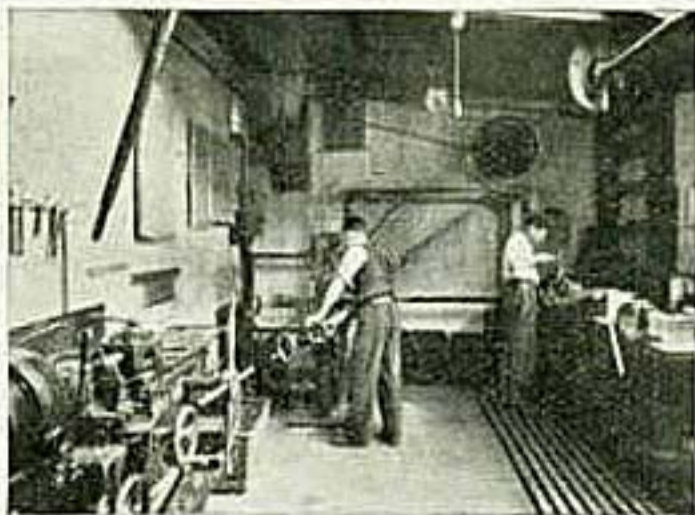
Yours faithfully,

F. H. Grubb



F. H. GRUBB, M.I.E., Famous Record Breaker and Pioneer of Fast Bicycles and Tandems since 1914

THE NEW GRUBB WORKS.



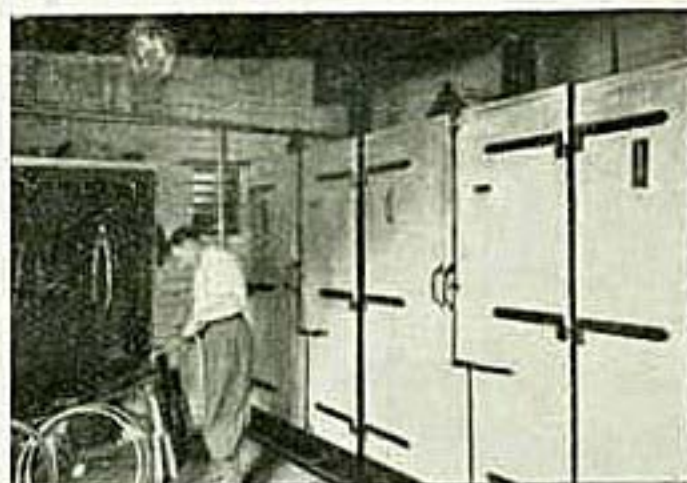
A section of the machine shop where wing nuts, fork ends, mudguard eyes etc., are made and lugs machined to ensure 'dead' accuracy.



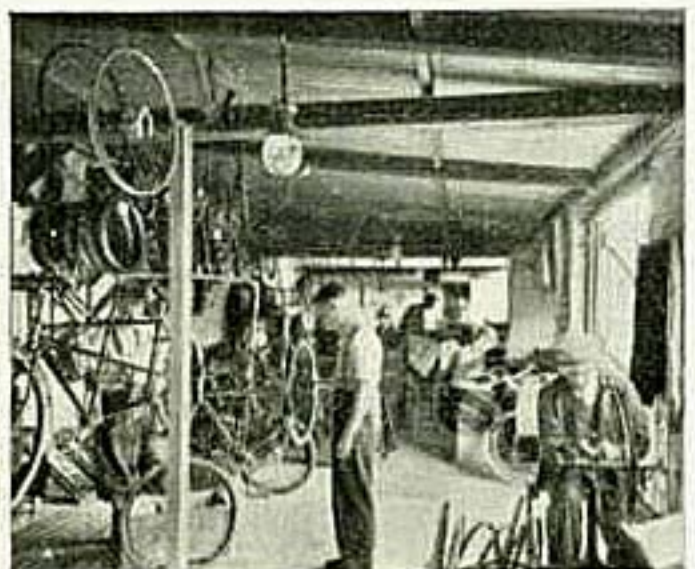
F. H. Grubb, M.J.I.E., personally tests every machine for its perfect alignment before passing them to their subsequent stages.



One of the tanks used to apply the patent rustproof process before frames and all Grubb Accessories are enamelled.



Perhaps our biggest feature; **FINISH**; over 16,000 Grubb machines have proved their superior road-worthiness and longer life by our superb finish.



Every detail rigidly adhered to, and only experienced men employed to complete and finish the last word in Bicycles and Tandems.



F. H. Grubb and members of the staff. Many of whom have served 12 years in the co-operative effort with Mr. Grubb to produce—

NOTHING BUT THE BEST.

IMPORTANT CONSIDERATIONS

1. WEIGHT.

The lightest bicycle is not always the fastest as many disillusioned riders now know to their cost. In a "Grubb" weight is reduced in the right place by choosing the most suitable materials and cutting away all unnecessary metal. The "Liveliness" for which a "Grubb" is famous is partly explained by the care taken to ensure that lightness and rigidity are in correct proportion.

Above all a "Grubb" is safe and will give years of trouble-free service under the hardest of conditions without losing its tune. For it is built dead true and not sprung into line after it is built.

2. SPEED.

Thousands of expensive Bicycles and Tandems are brought every year in search of that elusive quality "Speed" yet only a small proportion are really fast. At some time or other nearly every maker large and small has described his product as "fastest."

For this reason I only state that the "Grubb" is fast, but from the letters I receive from customers who have had long experience of racing and racing bicycles, it would seem that we make the "fastest" yet.

3. MATERIALS.

Every "Grubb" Bicycle and Tandem is now built with Aircraft tubing as standard. The research departments of Accles and Pollocks and Reynolds have made possible the use of lighter and yet stronger tubing than ever before and these big advantages are used to the fullest extent in the manufacture of my Bicycles and Tandems.

Every machine is now guaranteed for three years from date of purchase, which is surely a mark of confidence in our building, for the "Grubb" can be found everywhere it is possible to take a bicycle.

4. CRAFTSMANSHIP.

The backbone of the argument, for without craftsmanship there would be no place for the small maker. In quantity production time seems to be principal factor, whereas here we concentrate on quality first and the time taken must be allowed. You can turn a "Grubb" inside out and find no traces of rushed or shoddy workmanship.

Further a "Grubb" commands always a good secondhand price because of its wonderful finish, for by means of the patent "Coslett" process the frames show no signs of wear after years of service.

5. PRICE.

A "Grubb" is worth every penny of its price. Don't take my word for it, ask the man who rides one and he will quickly assure you that often the dearest becomes the cheapest in the long run. So don't buy a cut price job and find that the Brooks Saddle and the Dunlop Tyres

are the only good things about the machine. Obviously it has been cut down somewhere and I advise you from long experience to ponder carefully before you buy a machine that is equipped with quality fittings, yet pounds under its competitors in price.

Should you not find it convenient to purchase for cash, consider our Hire Purchase terms and get the best at one stroke.

6. HIRE PURCHASE TERMS.

For the convenience of our customers we have arranged Hire Purchase Terms at a moderate rate of interest, and financed by a private company under the personal control of F. H. Grubb.

The advantages of dealing direct in this way are obvious as every transaction is carried through in strict confidence and you are assured of the personal attention of F.H.G. from your first enquiry until the completion of your last payment.

7. SERVICE.

Service is very important to the customer who buys direct and I want to assure you that every order, large and small, is handled by an expert. Further it is our ambition to serve you with just the right goods in the quickest possible way.

Any complaints too are handled in a sympathetic way for with us goodwill is of paramount importance for we like to feel that "once a customer, always a customer."

All Machines Sent Carriage Paid.

Cash Cycle orders should be accompanied with a deposit of £2 and Tandems £3 which should be made payable to F.H.G. Ltd., 147a Haydons Road, Wimbledon.

Hire Purchase orders should be sent with deposit as stated in Catalogue specification and remittances should be made payable and addressed to the Grubb Finance Co. Ltd., of same address.

LONDON CUSTOMERS can always inspect a wide range of Bicycles and Tandems at the Showrooms, 130 Haydons Road, S.W.19 (opposite the Works), or at 31 Robsart Street, Brixton, S.W.9, and orders can be placed at either address. Business hours at both depots: 9 till 8, 9 till 1 Wednesdays, 9 till 9 Saturdays.

Haydons Road runs between the lower end of High Street, Merton and East Hill, Wandsworth. Bus 67 passing the door (alight at the Horse and Groom).

Underground. South Wimbledon Station 10 minutes' walk.
Southern and District Railway, Wimbledon. 12 minutes' walk, or tram to end of Haydons Road.

HOURS OF BUSINESS AT WORKS.

8 till 7

8 till 6 Wednesdays.

8 till 1 Saturdays.

Unless by appointment.

THE GRUBB
"WIMBLEDON CLUB" Model No. 1



Here is the ideal machine for fast club riding or touring. Designed and equipped on common-sense lines to give the utmost in comfort, speedy travel and long lasting service. **WEIGHT 27½ lbs.**

CASH PRICE **£8 17s. 6d.**

H.P. TERMS
 Deposit 13s. 11d. and 14 monthly payments of 13s. 11d.

SPECIFICATION—

FRAME—19in., 20in., 21in., 22in. and 23in. Built with A. and P. Chrome Molybdenum or Reynolds' H.M. tubing at your choice. All lugs cut away and feather-edged. Bracket height 10½ins., wheelbase 42ins. Grubb forward opening rear ends, brazed-on pump pegs, mudguard eyes, chain hook, and adjustable Front Fork lamp bracket on brazed boss.

TYRES—Dunlop Sprite or Speed, Palmer Pixie or Super speed.

WHEELS—26in. x 1½in. or 1½in., Chromium plated or Black Endrick lightweight rims, Bayliss Wiley or Brampton Lightweight hubs, fixed cog and free wheel. Grubb front and rear wing nuts.

PEDALS—Brampton race.

CHAIN WHEEL AND CRANKS—Williams' 3-arm with 6½in. fluted cranks.

CHAIN—Renold.

HANDLEBARS—Chromium plated or Black Celluloid covered Shallow Highgate or to order in adjustable stem and fitted with sponge grips.

SADDLE—B.17 Champion or narrow, B.18 Champion or Terry Club.

BRAKES—Resilion black "A" quality front and rear.

EQUIPMENT—Bluemel's black or white Noweight mudguards, Sterling inflator, prismatic reflector and set of spanners.

FINISH—Frame and Forks rustproofed by the patent Coslett process and crown and tips of front forks and rear ends of frame Chromium plated. Stove enamelled black or wide range of colours or special Grubb Silver or Bronze finish. Usual fittings chromium plated.

PLEASE NOTE.—The machine above is built with Brampton fittings. If you desire B.S.A. or Chater Lea fittings the following terms will interest you—

CASH PRICE **£11 5s.**

H.P. TERMS
 Deposit 17s. 6d. and 14 monthly payments of 17s. 6d.

THE GRUBB
"WIMBLEDON CLUB" Model No. 2



Built exactly in material and workmanship as the famous No. 1 but the equipment has been modified to meet the requirements of customers who want a quality machine at a slightly lower price. **WEIGHT 26½ lbs.**

CASH PRICE £7 10s.

H.P. TERMS
 Deposit, 11s. 9d., and 14 monthly payments of 11s. 9d.

SPECIFICATION—

FRAME—19in., 20in., 21in., 22in. and 23in. Built with A. and P. Chrome Molybdenum or Reynolds' H.M. tubing at your choice. All lugs cut away and feather-edged. Bracket height 10½ins., wheelbase 42ins. Grubb forward opening rear ends, brazed-on pump pegs, mudguard eyes, chain hook, and adjustable front fork lamp bracket on brazed boss.

WHEELS—26ins. x 1½in. or 1¼in., black Endrick lightweight rims, Brampton or Bayliss Wiley Lightweight hubs, two fixed cogs, Grubb front and rear wing nuts.

TYRES—Dunlop Sprite or Speed, Palmer Pixie or Super speed,

PEDALS—Brampton race.

CHAIN WHEEL AND CRANKS—Williams' 3-arm with 6½in. fluted cranks.

CHAIN—Coventry.

HANDLEBARS—Chromium plated or Black Celluloid covered Shallow Highgate or to order in adjustable stem and fitted with racing grips.

SADDLE—Brooks B.15ch (top as B.17ch) or Terry Club, or Lycetts A.2 S.

BRAKE(S)—Resilion black "A" quality front or rear only; or 2 Webb brakes and fixed and free.

EQUIPMENT—Bluemel's black or white wide Featherweight mudguards, Sterling pump, prismatic reflector and set of spanners.

FINISH—Frame and Forks rustproofed by the patent Coslett process and crown and tips of front forks chromium plated. Stove enamelled Black or wide range of colours or special Grubb Silver or Bronze finish. Usual fittings chromium plated.

FRAMES & FORKS. All frames are as specification under Cycles and Tandems, comprising Frame and Forks, Chainwheel and Cranks, Head and Brackets interiors and Seat pin. Frame and Forks may be finished according to catalogue specifications.

Wimbledon Club No. 1	£4/7/6 or 6/10	Deposit and 14 monthly payments of 6/10.
Wimbledon Club No. 2	£4/2/6 or 6/5	Deposit and 14 monthly payments of 6/5.
Wimbledon Club Lady's No. 1	As No. 1 Gents	
Wimbledon Club Lady's No. 2	As No. 2 Gents	
London Streak	£4/17/6 or 7/8	Deposit and 14 monthly payments of 7/8.
Path Model	£5/0/0 or 7/10	Deposit and 14 monthly payments of 7/10.
Pullman Tandem	£9/15/0 or 15/4	Deposit and 14 monthly payments of 15/4.
Eagle Tandem	£10/15/0 or 16/10	Deposit and 14 monthly payments of 16/10.

Should you require Chater Lea or B.S.A. components please let us quote.

THE GRUBB
"WIMBLEDON" LADY'S Model No. 1



A beautiful little machine for the ladies—light, responsive, yet extremely comfortable. You can add many pleasant miles to the day's total on this machine—
WEIGHT 27½ lbs.

CASH PRICE **£8 17s. 6d.**

H.P. TERMS
 Deposit 13s. 11d. and 14 monthly payments of 13s. 11d.

SPECIFICATION—

FRAME—Built in the following sizes, 19in., 20in., 21in. and 22in. on the design illustrated with A. and P. Chrome Molybdenum or Reynolds H.M. Tubing at your choice. All lugs cut away and feather-edged. Bracket height 10½in., wheelbase 42in. Grubb forward opening rear fork ends, brazed on pump pegs, mudguard eyes, chain hook, and adjustable lamp bracket on front forks.

WHEELS—26in. x 1½in. or 1¾in. Chromium plated or Black Endrick Lightweight rims, Bayliss-Wiley or Brampton lightweight hubs, fixed cog, and free wheel, Grubb front and rear wing nuts.

TYRES—Dunlop Sprite or Speed, Palmer Pixie or Super speed,

PEDALS—Brampton Race or Ladies' Rubber.

CHAIN WHEEL AND CRANKS—Williams' 3-arm with 6½in. fluted cranks.

CHAIN—Renold.

HANDLEBARS—Chromium plated or Black celluloid covered Lauterwasser, North Road flat or dropped or to order in adjustable stem and fitted with sponge grips.

SADDLE—Brooks' B.18 Lady's. B.18 Champion Lady's. Terry Club or to order.

BRAKES—Resilion black A quality, front and rear.

EQUIPMENT—Bluemels' black or white Noweight guards, Sterling pump, prismatic reflector and set of spanners.

FINISH—Frame and Forks rustproofed by the patent Coslett process and crown and tips of front forks and rear ends of frame Chromium plated. Stove enamelled black or wide range of colours or special Grubb Silver or Bronze finish. Usual parts chromium plated.

PLEASE NOTE—The machine above is built with Brampton fittings, if you desire B.S.A. or Chater-Lea fittings the following terms will interest you.

CASH PRICE **£11 5s.**

H.P. TERMS
 Deposit 17s. 6d. and 14 monthly payments of 17s. 6d.

THE GRUBB
"WIMBLEDON" LADY'S Model No. 2



Built exactly in material and workmanship as the famous No. 1 but the equipment has been modified to meet the requirements of customers who want a quality machine at a slightly lower price. **WEIGHT, 26½ lbs.**

CASH PRICE **£7 10s.**

H.P. TERMS
 Deposit 11s. 9d. and 14 monthly payments
 of 11s. 9d.

SPECIFICATION—

FRAME—19in., 20in., 21in., 22in. and 23in. Built with A. and P. Chrome Molybdenum or Reynolds' H.M. tubing at your choice. All lugs cut away and feather-edged. Bracket height 10½ins., wheelbase 42ins. Grubb forward opening rear ends, brazed-on pump pegs, mudguard eyes, chain hook, and adjustable front fork lamp bracket on brazed boss.

WHEELS—26ins. x 1¼ ins. or 1½ ins. black Endrick Lightweight rims. Brampton or Bayliss Wiley Lightweight hubs, two fixed cogs, Grubb front and rear wing nuts.

TYRES—Dunlop Sprite or Speed, Palmer Pixie or Super Speed.

PEDALS—Brampton race.

CHAINWHEEL AND CRANKS—Williams' 3-arm with 6½in. fluted cranks.

CHAIN—Coventry

HANDLEBARS—Chromium plated or Black Celluloid covered Lauterwasser, North Road flat or dropped, or to order in adjustable stem and fitted with racing grips.

SADDLE—Terry Club Lady's or to order.

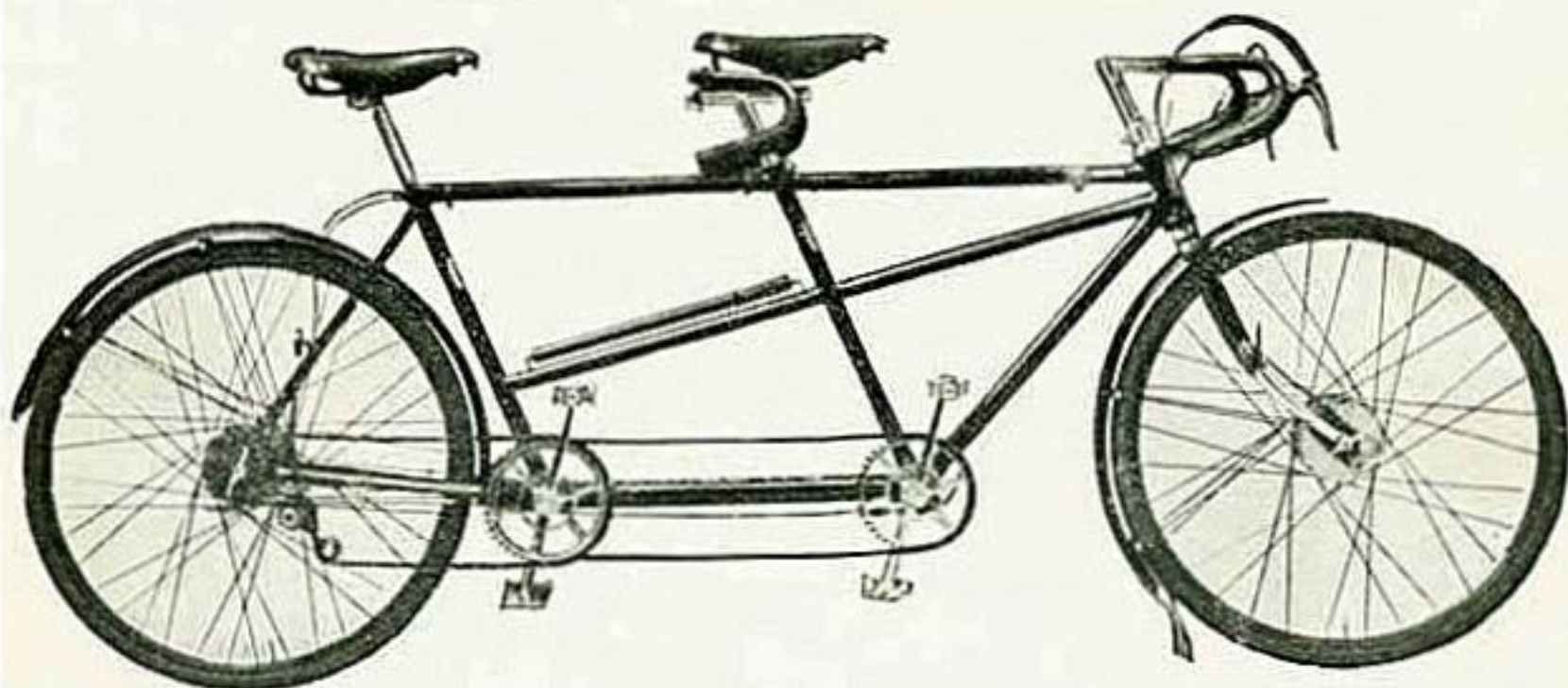
BRAKE(S)—Resilion Black "A" quality front or rear only; or two Webb brakes and fixed and free.

EQUIPMENT—Bluemel's black or white wide Featherweight mudguards, Sterling pump, prismatic reflector and set of spanners.

FINISH—Frame and Forks rustproofed by the patent Coslett process and crown and tips of front forks chromium plated. Stove enamelled black or wide range of colours or Special Grubb Silver or Bronze finish. Usual parts chromium plated.

Just the thing for the Ladies:
 Cyclo "WITMEY" Two-Speed gear fitted to any model 18/- extra.

THE GRUBB "PULLMAN" TANDEM



Positively the finest Touring Tandem on the road. Designed and built for speed and comfort; neither sacrificed for the other. Frame and Forks "dead true," with perfectly balanced steering. You can cover the miles out and home again without fatigue, and the short wheelbase makes this machine fast on hills.

CASH £16 16s. PRICE

H.P. terms 26/4 deposit and 14 monthly payments of 26/4

SPECIFICATION—

FRAME—Double Gent's central tube design as illustrated or Double Diamond design as Eagle Tandem (state design when ordering). Sizes 20/20, 21/21, 22/22 or to order. Wheelbase 64".

All lugs cut away and feather-edged. Forward opening fork ends, brazed-on pump pegs, mudguard eyes, adjustable lamp bracket on brazed boss, and chain hook

WHEELS—26in. x 1½in. Chromium plated or Black Endrick or Westwood rims. Heavy gauge tandem spokes and Cyklbrake front and rear hub brakes.

GEAR—Cyclo (1936) 3-speed chain gear, or Sturmey-Archer K.T.3-speed hub Brake. Gears to order.

TYRES—Dunlop Tandem, or Palmer Paramount Tandem

CHAIN WHEEL AND CRANKS—Williams' with 6½in. cranks.

PEDALS—Brampton race.

CHAINS—New Renold.

HANDLEBARS—Chromium plated or Black celluloid covered Marsh front and North Road dropped rear, both in adjustable stems or to order.

SADDLES—Brooks' B. 17 C., B. 18 C., Terry Club or Lycett's.

SEAT PILLARS—"T" front, straight rear.

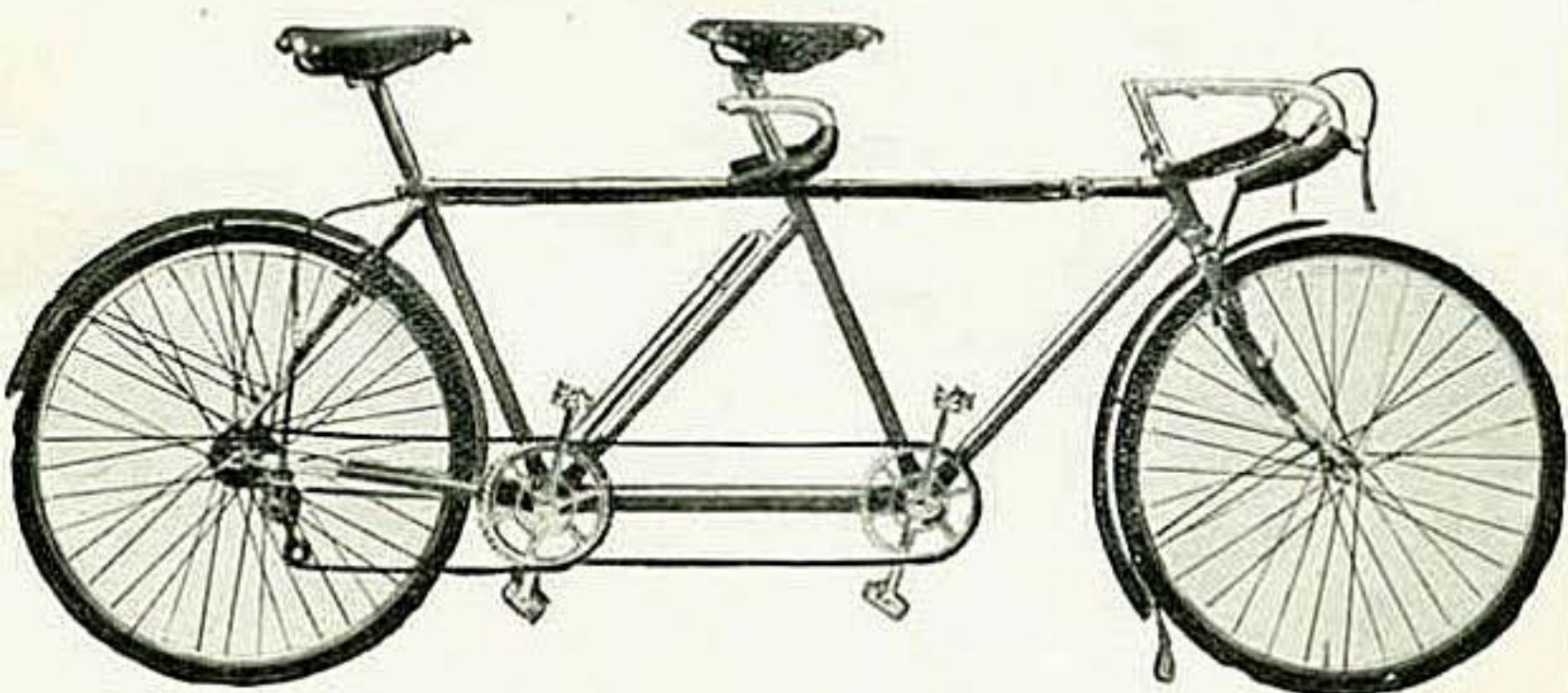
MUDGUARDS—Bluemel's black or white Noweight with front extension.

EQUIPMENT—Bluemel's Sterling pump, prismatic reflector and box and peg spanners.

FINISH—Frame and Forks rustproofed by the patent Coslett process and crown and tips of front forks and rear ends of frame chromium plated. Stove enamelled black or wide range of colours or special Grubb Silver or Bronze finish. All usual fittings chromium plated.

Tri-Velox 3-Speed Gear 5/- extra.

THE GRUBB "EAGLE" TANDEM



Built expressly for fast road work. The short rear-drive takes the sting out of the hills and the perfectly balanced steering makes for fast cornering. Just the fastest machine you can buy. Wheelbase 62½"–63"

CASH £18 5s. PRICE

H.P. terms 28/6 deposit and 14 monthly payments of 28/6

SPECIFICATION—

FRAME—Double Diamond design as illustrated or Central tube design as Pullman Tandem (state design when ordering) 20/20, 21/21, 22/22 or to order. All lugs cut away and feather-edged. Forward opening fork ends, brazed on pump pegs, mudguard eyes, adjustable lamp bracket on front forks and chain hook.

WHEELS—26in. x 1¼in. chrome Endrick rims, with racing Tandem hubs.

TYRES—Dunlop Tandem Sprite.

HUBS—Racing tandem, with two fixed sprockets.

CHAIN WHEEL AND CRANKS—Williams', with 6½in. fluted cranks.

PEDALS—Cyclo Record race. Boa, or Webb Quill.

GEAR—Cyclo (1936) 3-speed chain gear, or Sturmey-Archer K.T. 3-speed hub brake gears to order.

HANDLEBARS—Highgate as illustrated or to order. Chromium plated or celluloid covered, fitted with long sponge grips.

CHAINS—New Renold.

MUDGUARDS—Bluemel's Black or White Noweight with front extension.

SADDLES—Brooks' B.17 Champion standard or narrow.

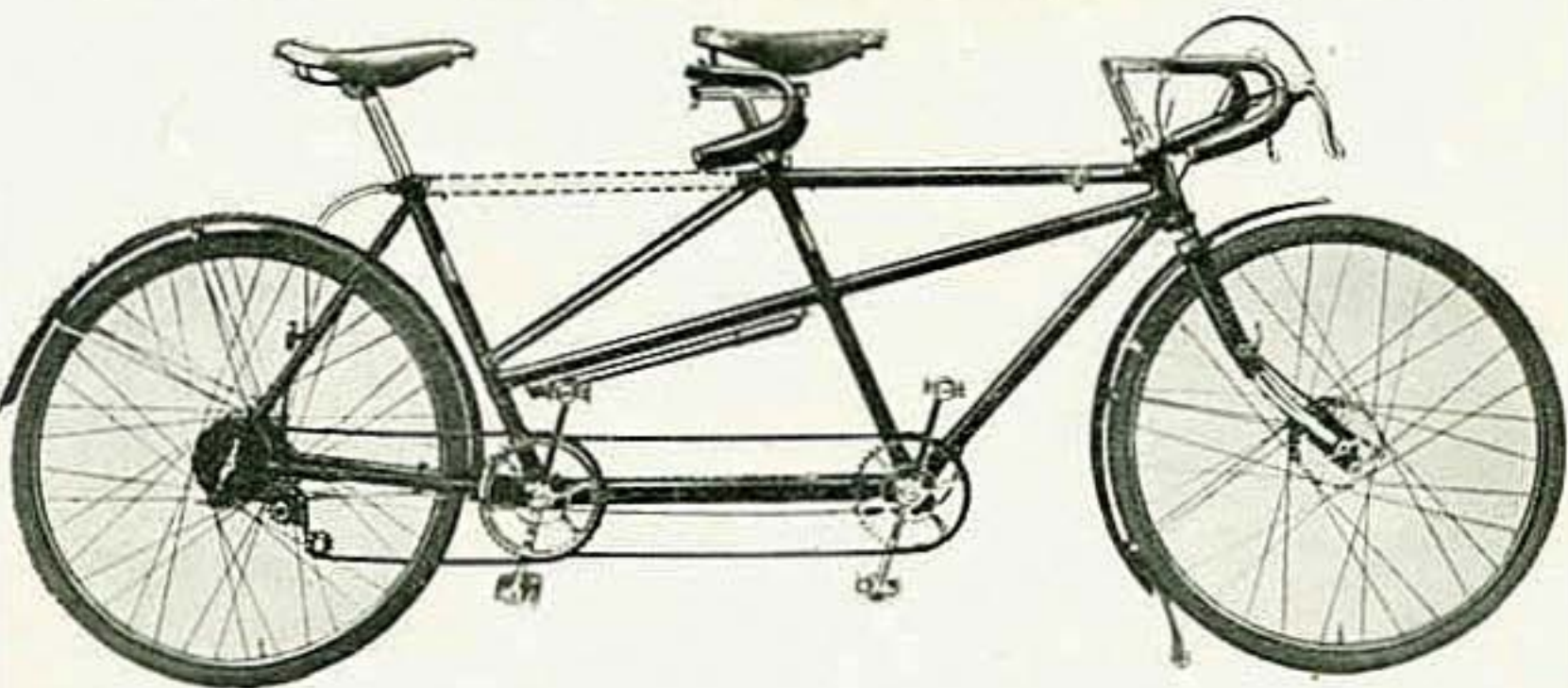
BRAKES—Resilion "A" quality Cantilever front and rear, Chromium plated.

EQUIPMENT—Bluemel's Sterling pump, prismatic reflector and box and peg spanners.

FINISH—Frame and Forks rustproofed by the patent Coslett process and crown and tips of front forks and rear ends of frame chromium plated. Stove enamelled black or wide range of colours or special Grubb Silver or Bronze finish. All usual fittings Chromium plated.

Tri-Velox 3-Speed Gear 5/- extra.

THE GRUBB DOUBLE GENT'S CUM LADY-BACK TANDEM



At last a practical Double Gent's Tandem easily convertible to Lady-Back by means of two fixing bolts and nuts. Designed so as to be perfectly rigid in either position and a boon for those mid-week rides in skirts.

CASH £17 10s. PRICE

H.P. terms 27/5 deposit and 14 monthly payments of 27/5

SPECIFICATION—

FRAME—Double Gent's central tube design, convertible to Lady-Back at will. 20/20, 21/21, 22/22 or to order. Wheelbase 64"

All lugs cut away and feather-edged. Forward opening fork ends, brazed on pump pegs, mudguard eyes, adjustable lamp bracket on brazed boss, and quick-release attachments for hub brakes, and gear.

WHEELS—26in. x 1½in. Chromium Plated or Black Endrick or Westwood rims. Heavy Gauge Tandem Spokes and Cyklbrake front and rear hub brakes.

GEAR—Cyclo (1936) 3-Speed chain gear. Gears to order.

TYRES—Dunlop Tandem or Palmer Paramount Tandem.

CHAIN WHEELS AND CRANKS—Williams with 6½in. Cranks.

PEDALS—Brampton Race and Ladies' Rubber Rear or Race Both.

CHAINS—Renold.

HANDLEBARS—Chromium Plated or Black Celluloid Covered Marsh Front and North Road Dropped Rear or to order in adjustable stems.

SADDLES—Brooks B. 17C, B. 18C, Terry Club, B. 18 Lady's or to order.

SEAT PILLARS—"T" Front, straight rear.

MUDGUARDS—Bluemel's black or white Noweight with front extension.

EQUIPMENT—Bluemel's Sterling pump, prismatic reflector and box and peg spanners.

FINISH—Frame and Forks rustproofed by the patent Coslett process and crown and tips of front forks and rear ends of frame chromium plated. Stove enamelled black or wide range of colours or special Grubb Silver or Bronze finish. All usual fittings Chromium Plated.

Tri-Velox 3-Speed Gear 5/- extra.

The Grubb "SPECIAL TOURER"



With the wide range of equipment now available to the "Tourist" it becomes impossible to suggest an "ideal," and the specification offered below is therefore a suggestion for your consideration. Whatever you decide on you can be sure your mount will be lively and comfortable if you entrust your order to F. H. Grubb. **WEIGHT 29lbs.**

CASH PRICE **£10**

H.P. TERMS
Deposit 15s. 8d. and 14 monthly payments
of 15s. 8d.

SPECIFICATION—

FRAME—Size to order. Built with A. and P. chrome molybdenum or Reynolds' H.M. tubing at your choice. All lugs cut away and feather-edged. Grubb forward opening rear ends, brazed-on pump pegs, speed gear fixings, mudguard eyes, chain hook and adjustable front fork lamp bracket on brazed boss.

WHEELS—26in. x 1½in. or 1¼in. black Endrick lightweight rims. Front and rear hub brakes or Bayliss Wiley lightweight front hub, Cyclo special rear hub and Resilion black "A" quality front and rear brakes.

GEAR—Cyclo 3-speed chain gear with gears to order.

CHAIN WHEEL AND CRANKS—Lightweight with 6½in. or 7in. cranks.

PEDALS—Brampton Race.

CHAIN—Renold.

HANDLEBARS—Black celluloid covered Marsh or to order, in adjustable clip and fitted with sponge grips.

SADDLE—Brooks' B.17, Lycett's Aero Dural, or Terry Club.

MUDGUARDS—Bluemel's black or white Noweight with front extension.

EQUIPMENT—Bluemel's pump and prismatic reflector, and tools.

FINISH—Frame and Forks rustproofed by the patent Coslett process and crown and tips of front forks chromium plated. Stove enamelled black or wide range of colours or special Grubb Silver or Bronze finish. Usual parts chromium plated. Or everything ALL BLACK.

Tri-Velox 3-Speed Gear 5/- extra.

The GRUBB "LONDON STREAK"



Specially designed by F. H. Grubb, M.J.I.E., for fast road work. Vertical design, $\frac{3}{4}$ in. chain stays, H.M. or Chrome tubing, short wheel base. All lugs beautifully cut away and feather-edged, with Grubb special D to round taper gauge fork blades. In all a magnificent machine.

WEIGHT 23 lbs.

CASH PRICE **£11 5s.** WITH STEELS

H.P. TERMS
Deposit 17s. 6d. and 14 monthly payments of 17s. 6d.

SPECIFICATION—

- FRAME**—Built as above, 19in., 20in., 21in., 22in., or to order. Taking 26in. road wheels and 27in. sprints with Grubb forward opening quick-release ends, brazed-on pump pegs, quick-release mudguard eyes, chain hook, adjustable front fork lamp bracket on brazed boss, reflector eye.
- WHEELS**—26in. or 27in. x $1\frac{1}{2}$ in. chromium plated, black centre, Dunlop High Pressure rims, Bayliss-Wiley featherweight high carbon hubs, two fixed sprockets to order. Grubb wing nuts or Path Nuts, double butted spokes, tied and soldered.
- TYRES**—DUNLOP HIGH PRESSURE (file or ribbed tread).
- CHAINWHEEL AND CRANKS**—Williams' C.1000 chromium plated racing set, sizes to order with $6\frac{1}{2}$ in. fluted cranks. Hollow bracket axle.
- PEDALS**—Constrictor Boa, B.S.A. Quill or Cyclo Standard Record, or Webb Quill.
- CHAIN**—Renold.
- HANDLEBARS**—Reynolds' ALUMINIUM Shallow Highgate in ALUMINIUM stem, fitted with Shockstop or Constrictor grips.
- SADDLE**—Brooks' B.17 Champion or narrow on ALUMINIUM seat pin.
- BRAKES**—Resilion "A" quality front or rear, chromium plated.
- MUDGUARD**—Bluemel's Noweight black or white with separate extension.
- FINISH**—Frame and Forks rustproofed by the Coslett patent process, crown and tips of front forks and rear ends chromium plated, stoved enamelled in black or wide choice of colours, or special Grubb Silver or Bronze finish. Usual fittings chromium plated.

Also supplied with 27in. Maple sprint rims and Constrictor No. 50 or Dunlop tubulars in place of steels and without mudguards.

WEIGHT 19½ lbs.

CASH PRICE **£12 7s. 6d.**

H.P. TERMS
Deposit 19s. 4d. and 14 monthly payments of 19s. 4d.

THE GRUBB "SUPER-LITE" MODEL



A superior machine you will be proud of. Extremely light, marvellously rigid and equipped with the lightest of Steel and Alloy fittings proved roadworthy by extensive research. **WEIGHT 24½ lbs.**

CASH PRICE £10 17s. 6d.

H.P. TERMS
Deposit 17s. and 14 monthly payments of 17s.

SPECIFICATION—

- FRAME**—19in., 20in., 21in., 22in. and 23in. Built with A. and P. Chrome Molybdenum or Reynolds' H.M. tubing at your choice. All lugs cut away and feather-edged. Bracket height 10½in., wheelbase 42in. Grubb forward opening rear ends, brazed-on pump pegs, mudguard eyes, chain hook, and adjustable front fork lamp bracket on brazed boss. Forks, Standard Dec to Round.
- WHEELS**—26in. x 1¼in. or 1½in. Chromium plated or black Endrick lightweight rims, Bayliss-Wiley featherweight high carbon hubs, fixed cog and free wheel, Grubb front and rear wing nuts.
- TYRES**—Dunlop Sprite or Speed, Palmer Pixie or Super speed.
- PEDALS**—Constrictor Boa, Cyclo Record or Webb Quill.
- CHAIN WHEEL AND CRANKS**—Williams' C.1000 with 6½in. fluted cranks, Hollow Bracket Axle.
- CHAIN**—Renold.
- HANDLEBARS**—ALUMINIUM Shallow Highgate, Marsh or to order, in ALUMINIUM adjustable stem and fitted with sponge grips.
- SADDLE**—Brooks B.16 Castalumin, B.17ch or Narrow or to order on ALUMINIUM seat pin.
- BRAKES**—Resilion black "A" quality front and rear.
- EQUIPMENT**—Bluemel's black or white Noweight mudguards, Sterling inflator, prismatic reflector and set of spanners.
- FINISH**—Frame and Forks rustproofed by the patent Coslett process and crown and tips of front forks and rear ends of frame chromium plated. Stove enamelled black or wide range of colours or special Grubb Silver or Bronze finish. All usual fittings chromium plated.

A USEFUL ADDITION—Sturmey-Archer 2-Speed Gear (fixed or free) 16s. extra.

The "GRUBB" PATH MODEL



Slightly more vertical than the Road Racing machine. Light, stiff and responsive to every effort. You cannot buy a faster machine, as many "Grubb" riders have proved for themselves by their many successes. **WEIGHT 17½ lbs.**

CASH PRICE £12 5s.

H.P. TERMS
Deposit 19s. 2d. and 14 monthly payments of 19s. 2d.

SPECIFICATION—

FRAME—20½in. or to order. Built with A. and P. Chrome Molybdenum or Reynolds' H.M. tubing to your choice. Bracket height 11½ins. with 27in. wheels 40½in. wheelbase. Drawback rear fork ends, front forks with expander fitted head, D to round or round taper blades with slight rake.

WHEELS—27in. x 1in. Flat or Crescent section Maple rims with Bayliss-Wiley featherweight high carbon hubs. Constrictor No. 1 or Dunlop Path tubulars. Double butted spokes, tied and soldered.

CHAIN WHEEL AND CRANKS—Williams' Chrome Plated 1in. Pitch with 6½in. or 7in. fluted cranks, hollow bracket axle.

CHAIN—Coventry 1in. block.

HANDLEBARS—ALUMINIUM bend to order in Major Taylor or other adjustable stem as required.

SADDLE—Brooks' Sprinter on ALUMINIUM Seat Pin.

PEDALS—Boa or B.S.A. Quill pattern or Webb Quill.

EQUIPMENT—No tools, pump, etc., supplied with this model.

FINISH—Front fork crown and tips chrome plated. Rear ends chrome plated. Frame and forks coslettised and enamelled in wide range of colours to choice or special Grubb Silver or Bronze finish. Usual fittings chromium plated.

Or Built With B.S.A. or Chater-Lea Fittings—

CASH PRICE £14

H.P. TERMS
Deposit 22s. and 14 monthly payments of 22s.

SPEED FOR ROAD AND TRACK



Starting Away

pedal
lightly,
and
increase
speed
gradually

All Out

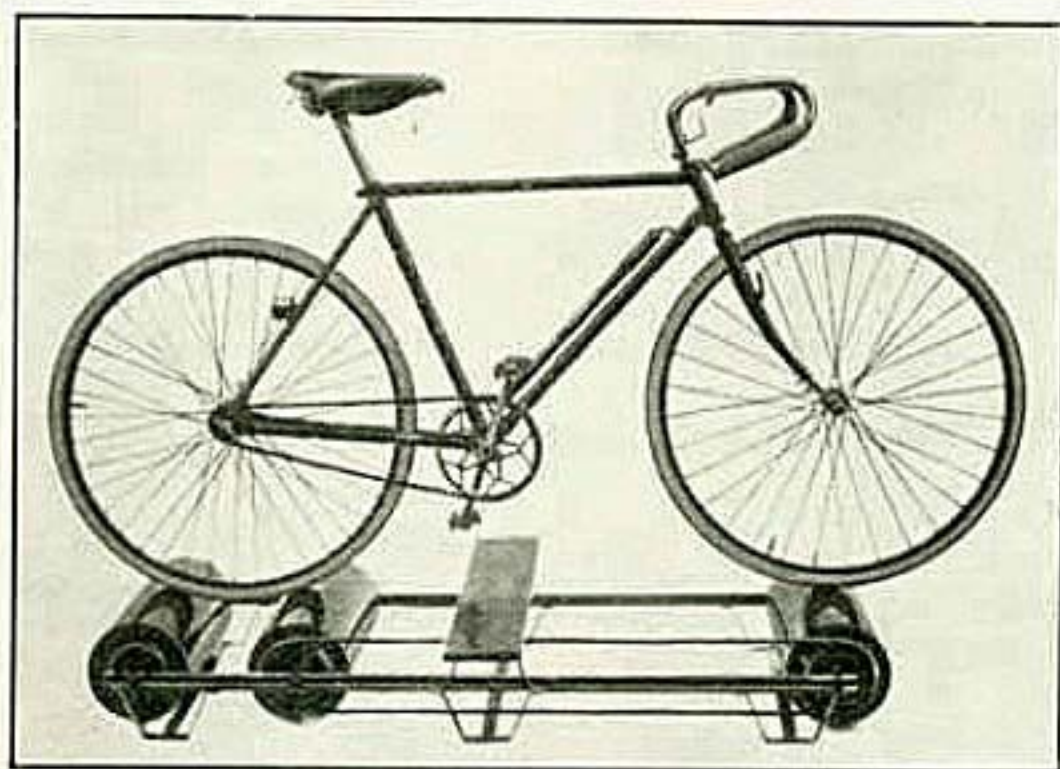
learn to
sprint
without
'wrestling'
with your
bicycle.



SPEED of movement comes from training—long diligent hours of practice—it is no man's special birthright, only by continuous training along the right lines can it be acquired

STYLE is the first qualification towards this development—regular balanced effort, muscles trained to race as the resistance lessens, that concentrate when it returns. Here's where style counts most; no lost motion, jerking or snatching, but clean, rhythmic movement.

PLUGGING along is out of date, higher speeds cancel out the muscle bound rider who knocks out a regular grind per hour—the present day scratch men are all stylists, and all rely upon the home trainer to maintain their top form.



ADJUSTABLE to varying wheelbases, with Rollers mounted on Ball Bearings. The illustration opposite shows how easily one can start and stop without assistance. You can learn to ride one in ten minutes—and will give you Years of Keen Enjoyment. It is well-made, with black enamelled Steel Frame and coloured rollers.

Cash
Price **£3 15s.**

H.P. terms 7/6 Deposit and 11
monthly payments of 7/6.

Packing and Carriage Free

IT IS NOT A TOY! IT IS BUILT FOR SERIOUS TRAINING

EXTRA CHARGES OVER CATALOGUE SPECIFICATIONS.

	Wimbledon Club No. 1 (Lady's or Gent's)	London Streak	Pullman Tandem
Frame and Forks chromium plated all over ...	£2 0 0	£2 0 0	£3 0 0
Front Forks chromium plated all over ...	5 0	5 0	7 6
Flamboyant finish in Amber, Red, Blue or Green on plating with chromium plated crown, front and Rear Fork Ends ...	1 2 6	1 2 6	£1 5 0
Cycle Frame built with Taper Tubes ...	5 0	—	—
Dunlop High Pressure Cycle Covers and Rims ...	7 6	—	—
Cyklbrake Hub Brakes as alternative to Resilion Rim-brakes and B.W. Hubs ...	No extra	No extra	—
Solite Cyklbrake Ditto ...	5 0	5 0	—
Sturmev-Archer 3-Speed K Hub ...	£1 0 0	£1 0 0	—
Ditto K.B. with internal expanding hub brake combined ...	£1 6 0	£1 6 0	No extra
Ditto K.S. close ratio 3-speed hub ...	£1 6 0	£1 6 0	—
Ditto 2-speed with fixed gear ...	16 0	16 0	—
Ditto 2-speed with free wheel ...	16 0	16 0	—
Ditto 2-speed with internal expanding hub brake, fixed gear or free wheel ...	£1 2 0	£1 2 0	No extra
Ditto K.S.W. 3-speed, medium ratio hub ...	£1 6 0	£1 6 0	—
Trivelox 3-speed Deraillieur gear ...	£1 10 0	£1 10 0	—
Trivelox 3-speed with hub brake ...	£2 0 6	£2 0 6	5 0
Cyclo 3-speed Deraillieur gear ...	£1 5 0	£1 5 0	—
Cyclo 2-speed Deraillieur gear ...	£1 0 0	£1 0 0	No extra
Cyclo 4-speed Deraillieur gear ...	£1 15 0	£1 15 0	10 0
For other Cyclo gears ask for Cyclo leaflet. We personally recommend "Cyclo" gears as "The" Gear.			
Super Cyclo Duralumin parts over above charges ...	5 0	5 0	5 0
Villiers 2-speed gear ...	15 0	15 0	—
Additional Cantilever "A" brake, black ...	—	10 6	—
Additional charge for Resilion Brakes in chromium plated finish ...	4 0	2 0	4 0
Conloy Seat Pillar ...	2 6	—	2 6
Aluminium Seat Pillar ...	3 6	—	3 6
Anodic colouring to same ...	1 0	1 0	1 0
Aluminium Handlebar Stem ...	6 6	—	—
Anodic colouring to same ...	1 6	1 6	—
Aluminium Handle Bends ...	5 6	—	11 0
Anodic colouring to same ...	3 0	3 0	6 0
Constrictor Anti-Shock Short Grips ...	9	9	1 6
Constrictor Anti-Shock Long Grips ...	1 3	1 3	2 6
Constrictor Boa Pedals or Webb Quill ...	3 0	—	6 0
Terry C.T.C. Saddle ...	3 0	3 0	6 0
C.1000 Chainwheel and Cranks ...	2 0	—	—

It will be appreciated that it is impossible to give all "Extras" over Catalogue specifications and we solicit the opportunity of quoting you.

A FEW GRUBB ACCESSORIES.

Made throughout at the new Wimbledon works and superbly finished exactly as the machines.

F. H. Grubb Bag Carrier with Stays ...	1/6 complete
Bag Support ...	1/- "
Wing Nuts front and rear	2/6 per set
Cyclometer Clips ...	1/3 each
Sprint Wheel Carriers ...	1/6 per pair

Wing Nuts and Cyclometer Clips are available in Black enamel or Chromium plated finish.

Respect your enamel by abolishing clips, have your Lightweight Carrier brazed on for a nominal inclusive charge of 2/6 when ordering your new mount. These are quickly detachable and only neat eyelets remain.

Here's a few extracts from recent letters, taken at random, giving riders views of the new Grubb Bicycles and Tandems. Please read them through and make up your mind to get a "Grubb" and be satisfied, or if still in doubt "Ask the man who rides one."

LONDON STREAK.

East Sheen, S.W.14.

Considering the upright design and short wheelbase it steers perfectly, for liveliness it is the last word, and even for the finish alone it is the best I have seen yet.

Wishing you every success,
Yours faithfully,

Hove, 3.

I must congratulate you on a really remarkable achievement, that of combining both extremes in perpendicular and short wheelbase frame designs.

I find also on the track, the extreme rigidity of the rear triangle coupled with the complete liveliness of the machine.

Yours faithfully,

WIMBLEDON CLUB.

Earlesfield.

I have now put my Cycle through its paces, and I consider that it is far and away the best lightweight on the market, the finish is excellent and the whole job has evoked envious comments from my friends.

Yours truly,

Kingston.

I would say during the short time I have had it and the distances I have so far accomplished, it has proved far better not only in speed but in its easiness in running than any other cycle I have ridden.

This coupled with the courtesy I have received from your staff, leaves nothing but complete satisfaction.

Yours faithfully,

PATH MODEL.

Gillingham.

Regarding the Cycle, I wish to take this opportunity to congratulate you upon the excellent workmanship and finish and I am confident that it is the fastest machine built.

The steering is perfect whilst at high speeds, and the wonderful manner in which it responds to every effort is truly amazing and I cannot in words express my appreciation.

Yours faithfully,

PULLMAN TANDEM.

Blackburn.

It may interest you to know that the Tandem is very satisfactory, it is very rigid, lively and fast and I think you are quite justified in stating (in your catalogue) that it is the most rigid Tandem on the road.

Yours faithfully,

Herne Bay.

I must congratulate you on the fine workmanship and finish, we have all we desire, a speedy and reliable Tandem and it is a pleasure to deal with the firm of Grubb.

Yours faithfully,

THE GRUBB GUARANTEE

The Guarantee that

No.....

is built in our own works, and we hereby warrant, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship.

Should any defect appear in the machine bearing the above number within **THREE YEARS** from the date of purchase, which has not been caused by ordinary wear and tear, misuse, accident or neglect, we undertake to make good such defect free of charge.

But we cannot accept responsibility for any consequential damage or expense, and the goods concerned are accepted by the purchaser on this understanding.

Any defective part must be sent to our works carriage paid with a detailed complaint giving full particulars of the machine, number and date of purchase as shown. Failing compliance with these conditions no claim will be entertained by us, and any goods sent will remain here at owner's risk.

We reserve the right to alter from time to time any detail we may consider to be an improvement on our Cycles and Tandems.

THIS GUARANTEE DOES NOT APPLY where the above machine has been let out on hire, sold to a second party, or where alterations or repairs have been made by other firms.

Tyres, other than racing, are guaranteed by their respective makers, to whom all complaints should be made, stating our name and date of purchase, with full particulars of complaint.

Saddles, adjustable handlebar stems, handlebar bends, speed gears, rims and specialities of other manufacturers are not covered by this Guarantee.

For and on behalf of *F.H.G. Ltd.*

Signed.....

A USEFUL GEAR TABLE

Number of Teeth on Chain wheel	Number of Teeth Hub Cog	Diameter of Wheel		
		26 in.	27 in.	
42	13	84.0	87.4	
	14	78.0	81.0	
	15	72.8	75.7	
	16	68.2	70.8	
	17	64.3	66.7	
	18	60.6	63.0	
	19	57.5	59.6	
	20	54.6	56.7	
	44	13	88.0	91.3
		14	81.7	84.8
15		76.2	78.6	
16		71.5	74.2	
17		67.2	69.8	
18		63.5	66.0	
19		60.2	62.5	
20		57.2	59.4	
46	13	92.0	95.5	
	14	85.4	88.7	
	15	79.7	82.1	
	16	74.7	77.6	

Number of Teeth on Chain wheel	Number of Teeth Hub Cog	Diameter of Wheel	
		26 in.	27 in.
46	17	70.3	73.0
	18	66.4	69.0
	19	63.0	65.4
	20	59.8	62.0
	48	13	96.0
14		89.1	92.5
15		83.2	86.4
16		78.0	81.0
17		73.4	76.2
18		69.3	72.0
19		65.7	68.2
20		62.4	64.8
52	13	104.0	108.0
	14	96.5	100.2
	15	90.1	93.6
	16	84.5	87.7
	17	78.5	82.3
	18	75.1	78.0
	19	71.2	74.0
	20	67.6	70.2