

March 1938

1938

THE  
**"F. H. GRUBB"**

*Catalogue*

of

**FAST**

**BICYCLES**

and

**TANDEM**

**MASTERS  
OF  
SPEED**



**F. H. GRUBB LTD.**

147a & 130, HAYDONS ROAD

WIMBLEDON, S.W.19

Telephone : LIBerty 4708

and at—

31, Robsart Street, Brixton, S.W.9

Telephone : BRixton 3284

# A PERSONAL MESSAGE

from "F.H.G."



F. H. GRUBB.

Famous Record Breaker and Pioneer  
of Fast Bicycles and Tandems since  
1914.

To Cycling Friends  
old and new

**H**ERE is our new Catalogue of Bicycles, Tandems and Home Trainers, and I think it will interest you. It is of necessity brief, and merely serves to illustrate the general lines and specifications of the range of fast machines we know as "standard" models. Our real business lies in building you a mount to meet your own ideals—and our bulging testimonial file proves that for many years we have succeeded in this ambition.

Every machine has my own personal supervision and attention, from the time your order is received until your new mount is in your hands. We do not endeavour to sell you the most expensive machine possible, that is not our policy. We try and find a specification that most suits your requirements, at a price that most suits your pocket. Then we build you a really first-class job. Ask the man who rides one!

If you are in any doubt concerning the best specification to meet your own individual needs, write to me personally, and I will give you the benefit of my experience of over twenty-five years of building "fast irons" and catering for the speed fraternity. I am here to help, where I can, cycling friends old and new.

Service is a big consideration with us, and this is very important to the Customer who buys direct; I want to assure you that every order, large or small, is handled by an expert. Any complaints, too, are handled in a sympathetic way by myself personally, because with us goodwill is of paramount importance, for we like to feel that "Once a Customer, always a Customer."

In conclusion, remember "It's easier on a GRUBB."

*F. H. Grubb*

# THE F. H. GRUBB WIMBLEDON WORKS



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



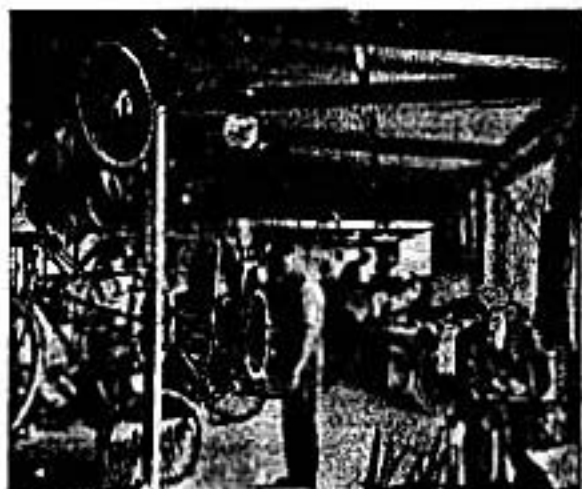
F. H. Grubb personally tests every machine for its perfect alignment before passing them to their subsequent stages.



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 18,000 Grubb machines have proved their superior road-worthiness and longer life by our superb finish.

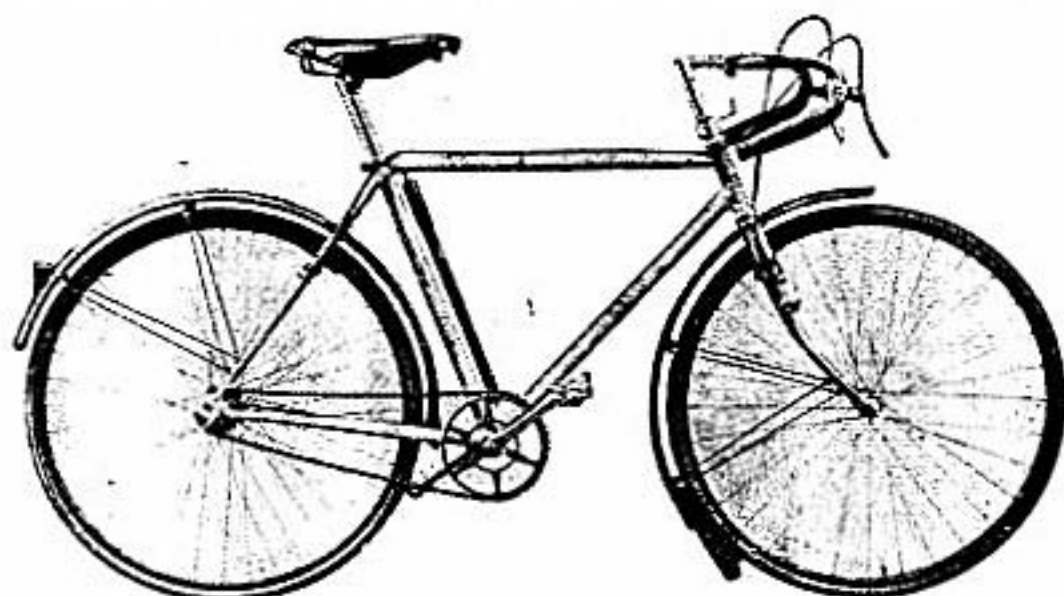


Every detail rigidly adhered to, and only experienced men employed to complete and finish the last word in Bicycles and Tandems.



F. H. Grubb and members of the staff. Many of whom have served 15 years in the co-operative effort with Mr. Grubb to produce—  
**NOTHING BUT THE BEST.**

# The F. H. Grubb "WIMBLEDON CLUB"



Here is an 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 27lbs.**

## SPECIFICATION—

**FRAME**—19in., 20in., 21in., 22in. and 23in. Built with Reynolds' H.M. tubing. All lugs cut away and feather-edged. Bracket height 10½in., wheelbase 42in. Frame angles: head 68degs., seat 68deg. Grubb F.O. 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 1¼in., chromium-plated or Black Endrick lightweight rims. Racing lightweight hubs, wing nuts, front and rear.

**PEDALS**—Brampton race or Phillips' Grande Vitesse.

**CHAIN**—Renold.

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

**HANDLEBARS**—Shallow Highgate or Continental, chromium-plated or black celluloid covered, or to order, in lightweight adjustable stem. Fitted with sponge racing grips.

**SADDLE**—B.17 Champion Standard or Narrow, B.18 Champion or Terry Club.

**BRAKES**—Resilion Cantilever "A" quality, black, front and rear.

**MUDGUARDS**—White or black Grubb celluloid with front extension.

**LUBRICATION**—By Tecalemit Force Feed Oiling System (Gun, if required, 2/6 extra).

**EQUIPMENT**—Celluloid inflator, prismatic reflector, and tools.

**FINISH**—Frame and Forks rustproofed by patent Coslett process, and finished in Grubb silver, with smart panel lining in blue; or stove enamelled in black, or colour to choice. Crown Top, front and rear ends chromium-plated.

**CASH PRICE**    **£9    12    6**

With fixed and Free Gear.

**H.P. TERMS.**  
20/- deposit and 14 monthly payments of 15/1.

**CASH PRICE**    **£10    15    0**

With Constrictor Osgear 3-speed or any Sturmey-Archer 2 or 3-speed hub.

**H.P. TERMS.**  
20/- deposit and 14 monthly payments of 16/10.

For Lady Riders of small stature, the "WIMBLEDON CLUB" can be built in diamond frame design with shorter top tube. For open frame model see the "WIMBLEDON LADY." Both at the same price.

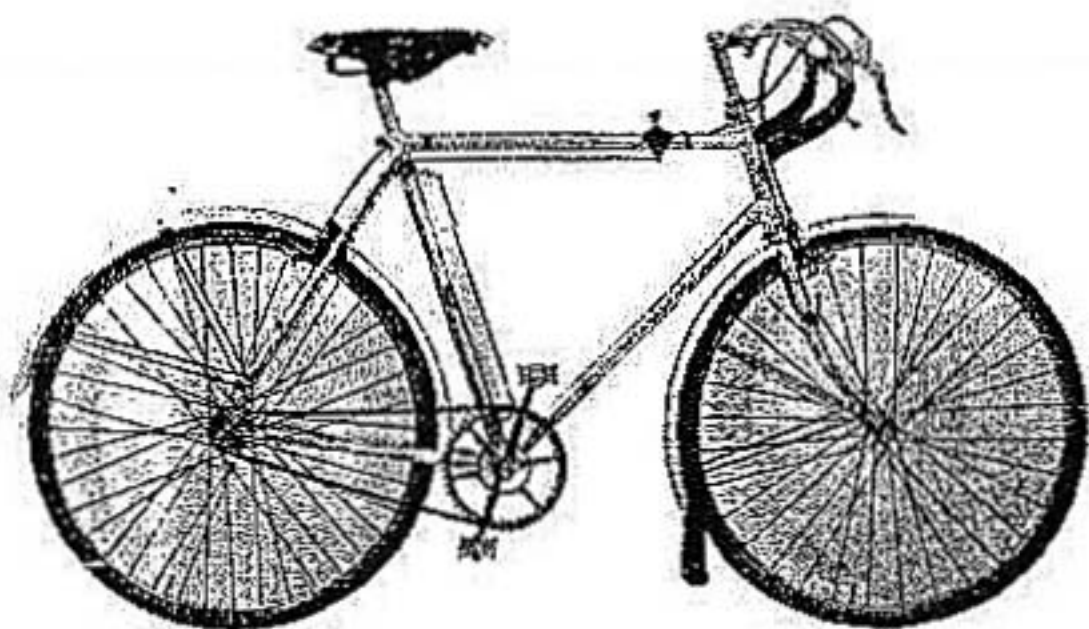
"WIMBLEDON CLUB" Frame and Forks, complete with seat pillar, chain wheel and cranks.

**CASH PRICE**    **£4    12    6**

**H.P. TERMS.**  
10/- deposit and 14 monthly payments of 7/3.



# The F. H. Grubb "SEVENTY-ONE"



For the Club rider who prefers a fast model of more upright design, at a competitive price. Speedy, lively, responsive—a pleasure to ride. WEIGHT 27½lbs.

## SPECIFICATION—

**FRAME**—Sizes 19in., 20in., 21in., 22in., or to order. Frame angles: head 71 deg., seat 71 deg. Bracket height 10½in. Wheelbase 41½in. All lugs cut away and feather-edged. Grubb F.O. quick-release fork ends. Brazed-on pump pegs, mudguard eyes, chain hook, reflector eye, and adjustable fork lamp bracket. Best quality lightweight lugs throughout. Solid slotted front fork ends.

**FITTINGS**—Best quality lightweight head and bracket bearings.

**WHEELS**—26in. x 1½in., chromium-plated or black Endrick rims. Racing lightweight front hub. Rear Sturmey-Archer "AR" hub. Black D.B. spokes. Wing nuts, front and rear.

**TYRES**—Dunlop Speed or Sprite or Palmer Pixie.

**GEAR**—The new Sturmey-Archer "AR" Close-ratio, 3-speed hub.

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

**CHAIN**—Renold.

**PEDALS**—Brompton Race or Phillips' Grande Vitesse.

**SADDLE**—Brooks' B.11 Champion.

**HANDLEBARS**—Shallow Highgate or Bailey, chromium-plated or black, in light adjustable stem. Fitted with sponge racing grips or taped.

**BRAKES**—Webb, chromium-plated, front and rear.

**LUBRICATION**—By Tecaemil Force Feed Oiling System (Gun, if required, 2/6 extra).

**MUDGUARDS**—White or black Grubb celluloid, with front extension.

**EQUIPMENT**—Celluloid inflator, prismatic reflector and tools.

**FINISH**—Frame and Forks rustproofed by patent Coslett process, and finished in Grubb silver, with smart panel lining in blue; or stove enamelled in black or colour to choice. Crown Top, front and rear ends chromium-plated.

CASH  
PRICE

**£10 5 0**

Specification as above.

H.P. TERMS.  
20/- deposit and 14 monthly  
payments of 16/1.

For Lady Riders of small stature, the "SEVENTY-ONE" can be built in diamond frame design with shorter top tube, or in the open frame design at the same price.

"SEVENTY-ONE" Frame and Forks, complete with seat pillar, chain wheel and cranks.

CASH  
PRICE

**£4 10 0**

H.P. TERMS.  
10/- deposit and 14 monthly  
payments of 7/1.

# The F. H. 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 upon you can be sure your mount will be lively and comfortable if you entrust your order to F. H. Grubb. WEIGHT 28½lbs.

## SPECIFICATION—

- FRAME**—Sizes 19in., 20in., 21in., 22in., or to order. Reynolds' H.M. Tubing. Frame angles: head 68deg., seat 68deg. Bracket height 10½in. Wheelbase 42in. All lugs cut away and feather-edged. Grubb F.O. rear ends. Brazed-on pump pegs, speed gear fixing, mudguard eyes, chain hook and adjustable lamp bracket on brazed boss.
- WHEELS**—26in. x 1½in. or 1¾in. Chromium-plated or black Endrick rims. Lightweight front hub and Cyclo rear hub unit, or two hub brakes. Wing nuts front and rear.
- GEAR**—Cyclo 3-speed chain gear or any Sturmey-Archer 2 or 3-speed hub.
- CHAIN WHEEL AND CRANKS**—Williams' 3-arm with 6½in. fluted cranks.
- PEDALS**—Brampton Race.
- CHAIN**—Renold.
- BRAKES**—Resillon Cantilever "A" quality, black, front and rear, or two hub brakes.
- HANDLEBARS**—Marsh or Shallow Highgate, chromium-plated or black celluloid covered, or to order, in lightweight adjustable clip. Fitted with sponge racing grips.
- SADDLE**—Brooks' B.18 Champion or Terry Club.
- LUBRICATION**—By Tecalemit Force Feed Oiling System (Gun, if required, 2/6 extra).
- MUDGUARDS**—Grubb white or black with front extension.
- EQUIPMENT**—Celluloid inflator, prismatic reflector, tools, and Grubb lightweight carrier fitted to brazed-on eyes.
- FINISH**—Frame and Forks rustproofed by patent Coslett process, and stove enamelled in black or colour to choice, or finished Grubb silver, with smart panel lining in blue. Crown, front and rear ends chromium-plated.

CASH  
PRICE

**£10 15 0**

Specification as above.

H.P. TERMS.  
20/- deposit and 14 monthly  
payments of 16/10.

For Lady Riders of small stature, the "SPECIAL TOURER" can be built in diamond frame design with shorter top tube, or in the open frame design at the same price.

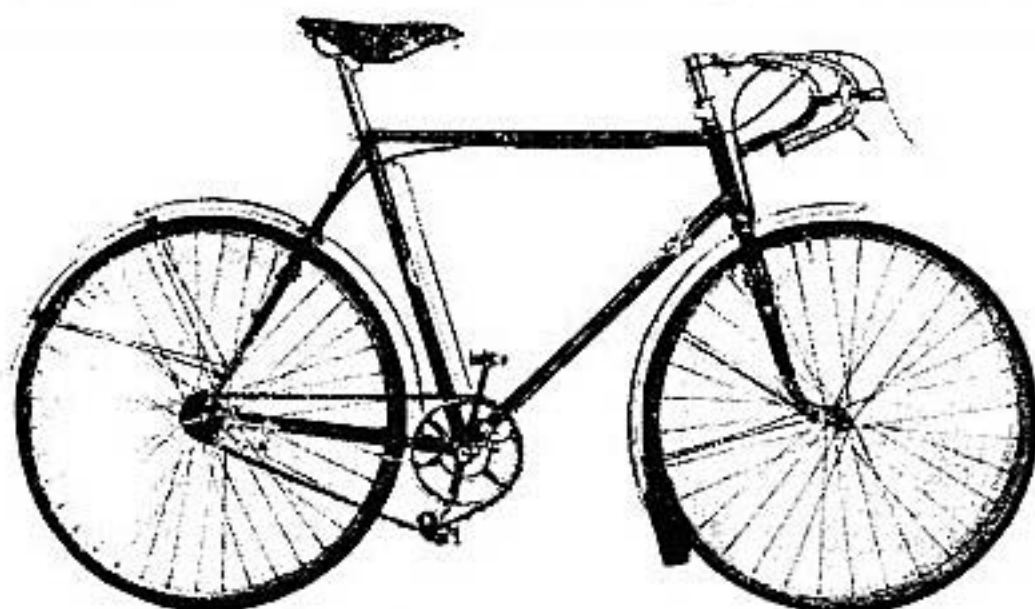
"SPECIAL TOURER" Frame and Forks, complete with seat pillar, chain wheel and cranks.

CASH  
PRICE

**£4 12 6**

H.P. TERMS.  
10/- deposit and 14 monthly  
payments of 7/3.

# The F. H. Grubb "LONDON STREAK"



Specially designed by F. H. Grubb for fast road work. Vertical design. "531" tubing. Short wheelbase. All lugs beautifully cut away and feather-edged. In all a magnificent machine. WEIGHT without Osgear 24½lbs. ; with Osgear 25½lbs.

### SPECIFICATION—

**FRAME**—Sizes 19in., 20in., 21in., 22in., or to order. Built with Reynolds' "531" tubing. Frame angles: head 73deg., seat 72deg. Wheelbase 41in. Bracket height 10½in. With Grubb F.O. quick release ends. D to Round Russ pattern forks. Brazed-on pump pegs, mudguard eyes, chain hook, reflector eye, adjustable lamp bracket on brazed boss.

**WHEELS**—26in. chromium-plated High Pressure Rims. Bayliss-Wiley Featherweight or B.H. Solite hubs, D.B. spokes, tied and soldered. Path or wing nuts, front and rear.

**TYRES**—Dunlop High Pressure (file or ribbed tread).

**CHAIN WHEEL AND CRANKS**—Williams' C.1000 racing set with 6½in. fluted cranks. Hollow bracket axle.

**CHAIN**—Renold.

**PEDALS**—Constrictor Boa, Cyclo Standard Record or Webb Quill.

**HANDLEBARS**—Continental or Shallow Highgate, or to order, chromium-plated, in light steel adjustable stem. Fitted with sponge racing grips or taped.

**SADDLE**—Brooks' B.17 Champion Narrow or Flyer, on Hiduminium seat pin.

**BRAKES**—Resilion Cantilever "A" quality, chromium-plated, front and rear.

**MUDGUARDS**—Grubb white or black celluloid with front extension.

**LUBRICATION**—By Focalemite Force Feed Oiling System (Gun, if required, 2/6 extra).

**EQUIPMENT**—Celluloid inflator, prismatic reflector and tools.

**FINISH**—Frame and Forks rustproofed by patent Coslett process. Finished Grubb silver with smart panel lining in blue, or stove enamelled black or colour to choice. Crown, and front and rear ends chromium-plated.

<b>CASH PRICE</b>	<b>£12 0 0</b>	Without Chain Gear	H.P. TERMS. 22/- deposit and 14 monthly payments of 18/10.
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<b>CASH PRICE</b>	<b>£13 5 0</b>	With Constrictor Conloy Osgear 3-speed.	H.P. TERMS. 22/- deposit and 14 monthly payments of 20/9.
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Supplied also with 26in. Maple sprint rims and Constrictor No. 50 or Dunlop Tubulars in place of steels, and without mudguards. WEIGHT: without Osgear 22lbs. ; with Osgear 23lbs.

<b>CASH PRICE</b>	<b>£13 5 0</b>	Without Chain Gear.	H.P. TERMS. 22/- deposit and 14 monthly payments of 20/9.
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<b>CASH PRICE</b>	<b>£14 10 0</b>	With Constrictor Conloy Osgear 3-speed.	H.P. TERMS. 25/- deposit and 14 monthly payments of 22/9.
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If desired, the "LONDON STREAK" can be built to take 27in. wheels with mudguard clearance, without extra charge. This must be mentioned if required. For Lady Riders of small stature, the "LONDON STREAK" can be built in diamond frame design, with shorter top tube, at the same price.

"LONDON STREAK" Frame and Forks, complete with chain wheel and cranks, and Hiduminium seat pillar.

<b>CASH PRICE</b>	<b>£5 10 0</b>	H.P. TERMS. 10/6 deposit and 14 monthly payments of 8/7.
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# The F. H. Grubb "CONTINENTAL SPECIAL"



Specially designed by F. H. Grubb to combine Continental and English ideals. Vertical design. Special Continental Lugs. "531" tubing. Short wheelbase. A superb job for really fast road work. WEIGHT with gear 25½lbs.

## SPECIFICATION—

**FRAME**—19in., 20in., 21in., 22in., or to order. Built of Reynolds' "531" tubing. Special Continental lightweight lugs machined to English dimensions. Frame angles: head 73deg., seat 72deg. Wheelbase 41in. Bracket height 10½in. With Grubb F.O. quick release fork ends. Brazed-on pump pegs, mudguard eyes, reflector eye, chain hook, and adjustable fork lamp bracket on brazed boss.

**WHEELS**—26in. chromium-plated high pressure rims. B.H. Airlite hubs. Black D.B. spokes, tied and soldered. Path or wing nuts, front and rear.

**TYRES**—Dunlop High Pressure (file or ribbed tread).

**GEAR**—Simplex Champion du Monde Professional 3-speed or Constrictor Conloy Osgear 3-speed.

**CHAIN WHEEL AND CRANKS**—Williams' C.1000 racing set with 6½in. fluted cranks. Hollow bracket axle.

**CHAIN**—Renold.

**PEDALS**—Constrictor Boa, Cyclo Standard Record or Webb Quill.

**HANDLEBARS**—Continental or Tour de France, chromium-plated, or to order, in light steel adjustable stem. Fitted with sponge racing grips or taped.

**BRAKES**—Resilien Cantilever "A" quality, chromium-plated front and rear.

**SADDLE**—Brooks' B.17 Champion Flyer on Hiduminium seat pin.

**MUDGUARDS**—Grubb white or black celluloid with front extension.

**LUBRICATION**—By Tecaletit Force Feed Oiling System (Gun, if required, 2/6 extra).

**EQUIPMENT**—Celluloid inflator, prismatic reflector and tools.

**FINISH**—Frame and Forks rustproofed by patent Coslett process. Stove enamelled black or colour to choice, or finished Grubb silver with smart Continental lining. Crown, and front and rear ends chromium-plated.

CASH PRICE **£14 10 0**

H.P. TERMS.  
25/- deposit and 14 monthly payments of 22/9.

Specification as above.

Supplied also with 26in. Maple sprint rims and Constrictor No. 50 or Dunlop Tubulars in place of steels, and without mudguards. WEIGHT with gear 23½lbs.

CASH PRICE **£15 15 0**

H.P. TERMS.  
27/6 deposit and 14 monthly payments of 24/8.

If desired, the "CONTINENTAL SPECIAL" can be built to take 27in. wheels with mudguard clearance, without extra charge. This must be mentioned if required. For Lady Riders of small stature, the "CONTINENTAL SPECIAL" can be built up in diamond frame design, with shorter top tube, at the same price.

"CONTINENTAL SPECIAL" Frame and Forks, complete with chain wheel and cranks, and Hiduminium seat pillar.

CASH PRICE **£6 0 0**

H.P. TERMS.  
11/- deposit and 14 monthly payments of 9/5.

1938

# The ( H. Grubb "SUPER PATH"



Slightly more vertical than the Road Racing machines. Light, rigid 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.**

### SPECIFICATION—

**FRAME**—20½ in. or to order. Built with Reynolds' "531" tubing. Frame angles: head 75deg., seat 73deg. Bracket height 11½ in. (with 27 in. wheels). Wheelbase 40½ in. Drawback rear fork ends, front forks with expander fitted head, D to round or round taper blades with 1½ in. front offset.

**WHEELS**—27 in. x 1 in. Flat or crescent section Maple rims, with B.H. Airlite hubs. Constrictor No. 1 or Dunlop Path Tubulars. Double-butted spokes, tied and soldered.

**CHAIN WHEEL AND CRANKS**—Williams' chromium-plated 1 in. pitch with 6½ in. or 7 in. fluted cranks, hollow bracket axle.

**CHAIN**—Coventry 1 in. block.

**HANDLEBARS**—Chromium-plated bend to order in Major Taylor or other adjustable stem as required.

**SADDLE**—Brooks' Sprinter or Hiduminium seat pin.

**PEDALS**—Constrictor Boa or Webb Quill.

**LUBRICATION**—By Tecaletmit Force Feed Oiling System (Gun, if required, 2/6 extra).

**FINISH**—Frame and Forks rustproofed by patent Coslett process, and stove enamelled black or colour to choice, or finished Grubb silver with smart panel lining in blue. Crown and front and rear ends chromium-plated.

CASH  
PRICE

**£13 7 6**

Specification as above.

H.P. TERMS.  
22/6 deposit and 14 monthly  
payments of 21/-.

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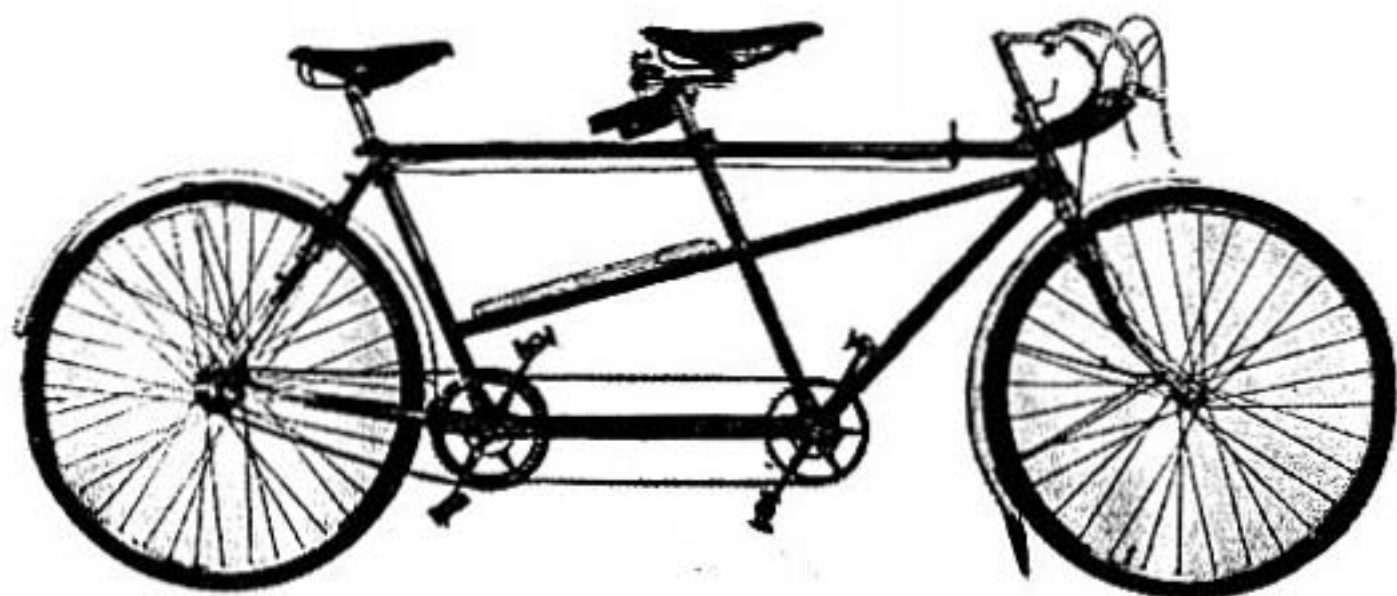
"SUPER PATH" Frame and Forks, complete with chain wheel and cranks, and Hiduminium seat pillar.

CASH  
PRICE

**£5 12 6**

H.P. TERMS.  
10/6 deposit and 14 monthly  
payments of 8/10.

# The F. H. Grubb "PULLMAN T. IDEM"



Positively the finest Touring Tandem on the road. Designed and built for its purpose. 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 the machine fast on hills. **WEIGHT 47lbs.**

### SPECIFICATION—

**FRAME**—Double Gent's central tube design as illustrated or Double Diamond design (as shown on Sreak Tandem (state design when ordering). Sizes 20/20, 21/21, 22/22 or to order. Wheelbase 63½ in. Bracket height 10½ in. Frame angles: head 68 deg., seat 68 deg. 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**—26 in. x 1½ in. chromium-plated or black Endrick rims. Heavy gauge tandem spokes. Bayliss-Wiley Tandem front hub. Rear Sturmey-Archer "AM" Hub. Wing nuts, front and rear.

**GEAR**—Sturmey-Archer "AM" medium ratio 3-speed hub.

**TYRES**—Dunlop Tandem or Tandem Sprite.

**PEDALS**—Brampton Race.

**CHAINS**—Renold.

**BRAKES**—Resilient Cantilever "A" quality, black, front and rear.

**CHAIN WHEELS AND CRANKS**—Williams', with 6½ in. cranks.

**HANDLEBARS**—Marsh or Continental front, North Road Dropped or Bailey rear, both in adjustable stems, or to order. Chromium-plated or black celluloid covered.

**SADDLES**—B.17 Champion Standard, B.18 Champion, Terry Club, or Lycett's.

**SEAT PILLARS**—"T" front, straight rear.

**MUDGUARDS**—Grubb white or black celluloid with front extension.

**LUBRICATION**—By Tecalemit Force Feed Oiling System (Gun, if required, 2/6 extra).

**EQUIPMENT**—Celluloid inflator, prismatic reflector and tools.

**FINISH**—Frame and Forks rustproofed by patent Coslett process. Stove enamelled black or colour to choice, or finished Grubb silver with smart panel lining in blue. Crown, front and rear ends chromium-plated.

CASH PRICE **£17 17 0**

Specification as above.

H.P. TERMS.  
32/6 deposit and 14 monthly payments of 28/-. 4

"PULLMAN" Tandem can also be built in DOUBLE-GENT'S-CUM-LADY-BACK design. Central-tube pattern, convertible to Lady-back at will. Other details as specification above.

CASH PRICE **£18 18 0**

H.P. TERMS.  
32/6 deposit and 14 monthly payments of 29/7.

"PULLMAN" TANDEM Frame and Forks, complete with seat pillars, chain wheels and cranks.

CASH PRICE **£10 10 0**

Standard Pattern.

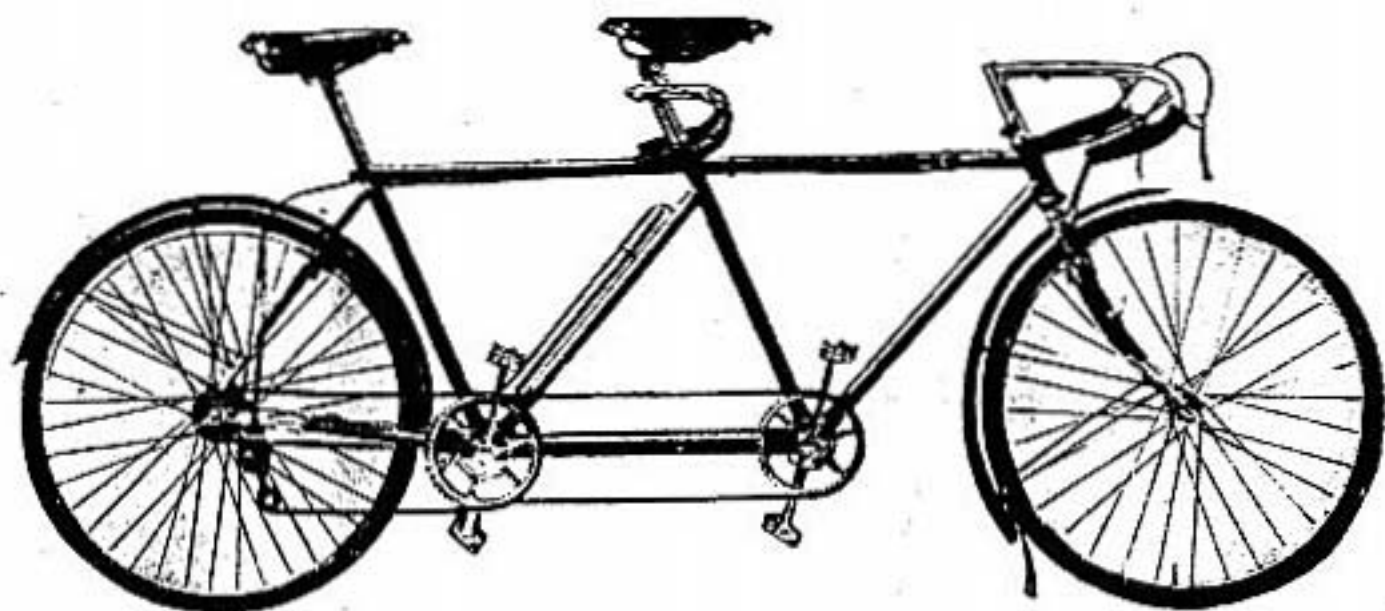
H.P. TERMS.  
20/- deposit and 14 monthly payments of 16/5.

CASH PRICE **£11 11 0**

Double-Gent's-Cum-Lady-Back.

H.P. TERMS.  
20/- deposit and 14 monthly payments of 18/1.

# The F. H. Grubb "STREAK" 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 at the price. WEIGHT 44lbs.

## SPECIFICATION—

**FRAME**—Double Diamond design as illustrated ~~as shown on Pullman Model~~ (as shown on Pullman Model) State design when ordering. Sizes 20/20, 21/21 or to order. Frame angles: head 70deg., seat 70deg. Bracket height 10 1/2 in. Wheelbase 6 1/2 in. All lugs cut away and feather-edged. Grubb F.O. fork ends, brazed-on pump pegs, mudguard eyes, chain hook, and adjustable lamp bracket on front forks.

**WHEELS**—26 in. x 1 1/4 in. chromium Endrick rims, with lightweight tandem hubs. **FRONT W. NUTS**

**TYRES**—Dunlop Tandem. **FORT. (BLACK)**

**GEAR**—Cycle ~~3 speed~~ Sturmey-Archer 3-speed hub. **A.W. (WING NUTS)**

**PEDALS**—Cycle ~~Boa~~ Constrictor Boa or Webb Quill.

**CHAIN WHEELS AND CRANKS**—Special lightweight racing set with 6 1/2 in. fluted cranks. **42-42-43**

**CHAINS**—Renold. **1 1/2" TRIUMPH FRONT — MASH. REAR 3" EXTENSION**

**HANDLEBARS**—Continental ~~to order~~. Chromium-plated ~~with rubber grips~~. Fitted with sponge racing grips ~~optional~~.

**SEAT PILLARS**—~~Reynolds'~~ straight, Reynolds' H.M. → **FRONT T SHAPE**

**SADDLES**—Brooks' B.17 Champion Standard ~~with springs~~.

**BRAKES**—Resilion Cantilever "A" quality, chromium-plated, front and rear.

**MUDGUARDS**—~~Celluloid~~ celluloid with front extension. **BLUEMELLS GREEN**

**EQUIPMENT**—Celluloid inflator, prismatic reflector and tools.

**LUBRICATION**—By the Tecaemit Force Feed Oiling System ~~(as required)~~

**FINISH**—Frame and forks rustproofed by patent Coslett process. Stove enamelled ~~black~~ or colour ~~to choice~~. Crown, and front and rear ends chromium-plated. **GREEN**

CASH PRICE

£19 5 0

H.P. TERMS.  
36/- deposit and 14 monthly payments of 30/2.

Specification as above.

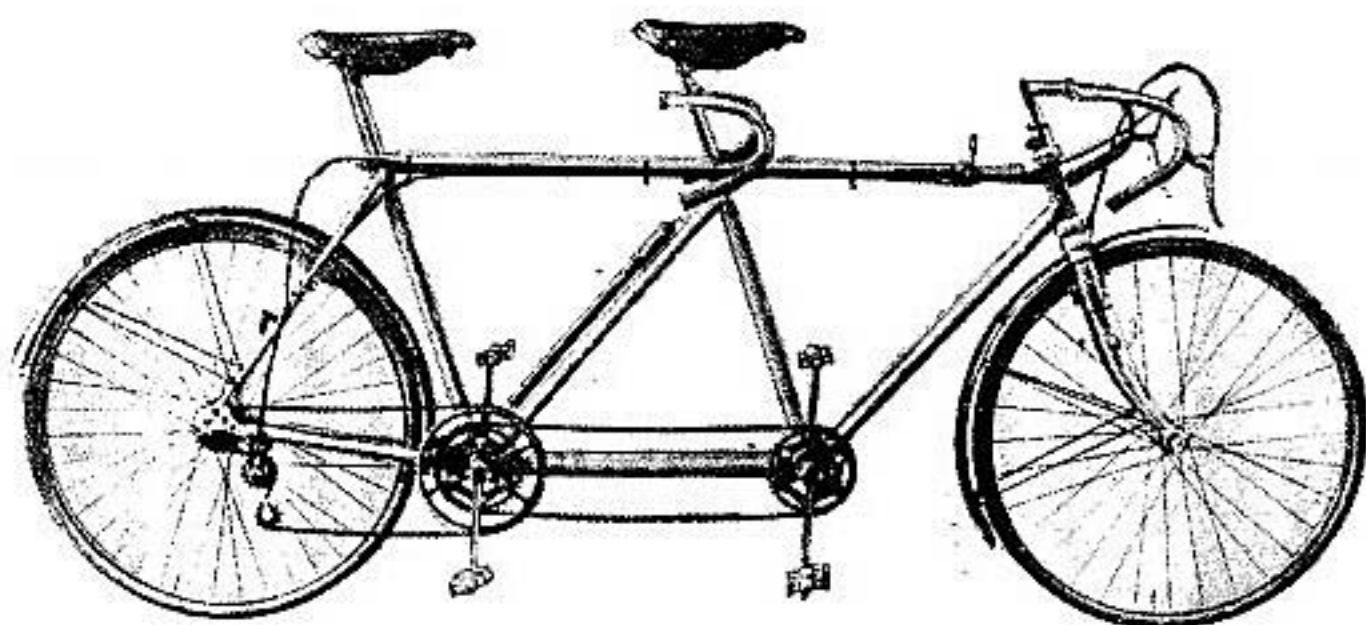
\* "STREAK" Tandem Frame and Forks, complete with chain wheels and cranks, and seat pillars.

CASH PRICE

£11 5 0

H.P. TERMS.  
21/- deposit and 14 monthly payments of 17/8.

# The F. H. Grubb "LONDON FLYER" Tandem



The last word in super-tandems—built of upright design specially for record-breaking and racing—the finest fastest and lightest tandem produced. Everything of the best regardless of cost. **WEIGHT 41lbs.**

## SPECIFICATION—

**FRAME**—Double diamond upright design as illustrated, or Central Tube design (as shown on Pullman Model). State design when ordering. Sizes 20/20, 21/21, 22/22, or to order. All lugs cut away and feather-edged. Grubb F.O. fork ends. Brazed-on pump pegs, chain hook, mud-guard eyes, and adjustable lamp bracket on front forks. Built with Reynolds' "531" tubing and as light as practical. Wheelbase 61½ in. Bracket height 10½ in. Frame angles: head 72deg., seat 72deg.

**WHEELS**—Dunlop 26in. High Pressure Rims with special quality butted spokes, tied and soldered. New Airlite tandem hubs.

**TYRES**—Dunlop High Pressure (file or ribbed tread).

**GEAR**—Super-Cyclo 3-speed chain gear; Close-rat or Ace, or any Sturmey-Archer 3-speed hub.

**CHAIN WHEELS AND CRANKS**—Special lightweight racing set, fitted with 6½ in. fluted cranks.

**PEDALS**—Cyclo Dural, Constrictor Boa, or Webb Quill.

**CHAINS**—Renold.

**HANDLEBARS**—Aluminium to order, with light steel handlebar stem. Fitted with sponge racing grips or taped.

**SEAT PILLARS**—Both straight, Aluminium.

**SADDLES**—Brooks' B.17 Flyers.

**BRAKES**—Resilient Cantilever "A" quality, chromium-plated, front and rear.

**LUBRICATION**—By Tecalet Force Feed Oiling System (Gun, if required, 2/6 extra).

**MUDGUARDS**—Grubb white or black celluloid with front extension.

**EQUIPMENT**—Celluloid inflator, prismatic reflector, wing nuts or track nuts, front and rear, and tools.

**FINISH**—Frame and Forks rustproofed by patent Coslett process. Stove enamelled black or colour to choice, or finished Grubb silver with smart panel lining in blue. Crown, and front and rear ends chromium-plated.

CASH  
PRICE

**£21**

**10**

**0**

40/- H.P. TERMS.  
deposit and 14 monthly  
payments of 33/8.

Specification as above.

"LONDON FLYER" TANDEM Frame and Forks, complete with chain wheels and cranks, and Aluminium seat pillars.

CASH  
PRICE

**£12**

**5**

**0**

22/- H.P. TERMS.  
deposit and 14 monthly  
payments of 19/3.

# The F. H. Grubb "PEDALLING MACHINE"



A famous F. H. Grubb product first brought for the first time into the Bicycle catalogue. The "Pedalling Machine" is the result of long experience and careful experiment, and was designed by Mr. Grubb, who realized the need of such a machine.

## SPECIFICATION—

Frame strongly constructed in tubular steel, of best quality British materials throughout. Sizes 20in., 22in., or to order. Resistance is arranged in the wheel hub, and can be varied whilst riding by movement of wing nut on handlebars. Fitted with all-rubber pedals and comfortable best quality Lycett's spring seat saddle. Machine is of handsome appearance, being stove-enamelled in best black with usual parts chromium-plated. Dimensions: length 44in., height 45in., width 25in. Machine can be secured to the floor if desired, but the wide base and low build make it impossible to overturn. It can be readily moved from room to room as it will pass through any ordinary doorway. Lubrication is by the Tecalemit Force Feed Oiling System (Gun, if required, 2/6 extra).

The "Pedalling Machine" has a variety of uses:

The Convalescent Invalid will find it invaluable, as it frees the leg joints and muscles, and provides mild and pleasant exercise without strain.

The Active Business Man will find appeal in the fact that he can have regular non-fatiguing exercise in the privacy of his home.

The Elderly Person will appreciate the practical value of gentle exercise without the need of leaving the house.

Hospitals, Institutions, Gymnasiums, Clubs, etc., will all find the "Pedalling Machine" a very necessary item of their equipment.

CASH  
PRICE

£7 7 0

H.P. TERMS.  
17/6 deposit and 11 monthly  
payments of 14/5.

## SPEEDOMETERS

The "Pedalling Machine" can be fitted with "Smith's" 40 m.p.h. Speedometer, complete with Mileage Recorder (non-trip).

CASH  
PRICE

£1 1 6

H.P. TERMS.  
2/2 deposit and 11 monthly  
payments of 2/2.

## 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 birth-right, 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, rhythmical 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 illustrations show how easily one can start and stop without assistance. You can learn to ride one in ten minutes—and it will give you years of keen enjoyment



### Slowing Up



ready  
to  
dismount  
quite  
easy,  
after  
a few  
tries.

---

It is now almost twenty years since F. H. GRUBB built his first Home Trainer. It was the result of careful thought and the realisation that there was a very definite need of something to keep the racing man fit during the winter months. Now, practically all the "cracks" use the Home Trainer for "ALL-THE-YEAR-ROUND" Fitness. Follow their example—and mark your improvement.

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# F. H. Grubb HOME TRAINERS



The "STANDARD MODEL."

The type primarily intended for private use, it is the smallest of the two models. Built up with hard wood chassis, it has three strengthened metal rollers of 5in. diameter, mounted on ball bearings. Drive is of strong round leather belting. This model is adjustable quickly to varying wheelbases. Platform is provided for easy starting and stopping. Chassis is finished in black, and the rollers in colour with distinctive bands of contrasting colour.

CASH PRICE **£3 15 0**

H.P. TERMS.  
7/6 deposit and 11 monthly payments of 7/6.



The "CLUB MODEL."

As the name suggests, this type is constructed for the use of Clubs, and for heavier work generally. Although of similar design to the "Standard Model," it is more robust, and is fitted with three strengthened metal rollers of 7in. diameter, mounted on ball bearings.

CASH PRICE **£4 10 0**

H.P. TERMS.  
9/- deposit and 11 monthly payments of 9/-.

Either of the above models can be fitted with chain drive in place of the belt drive for an extra charge of 10/-. For H.P. customers add 1/2 monthly to payments.

## SPEEDOMETERS

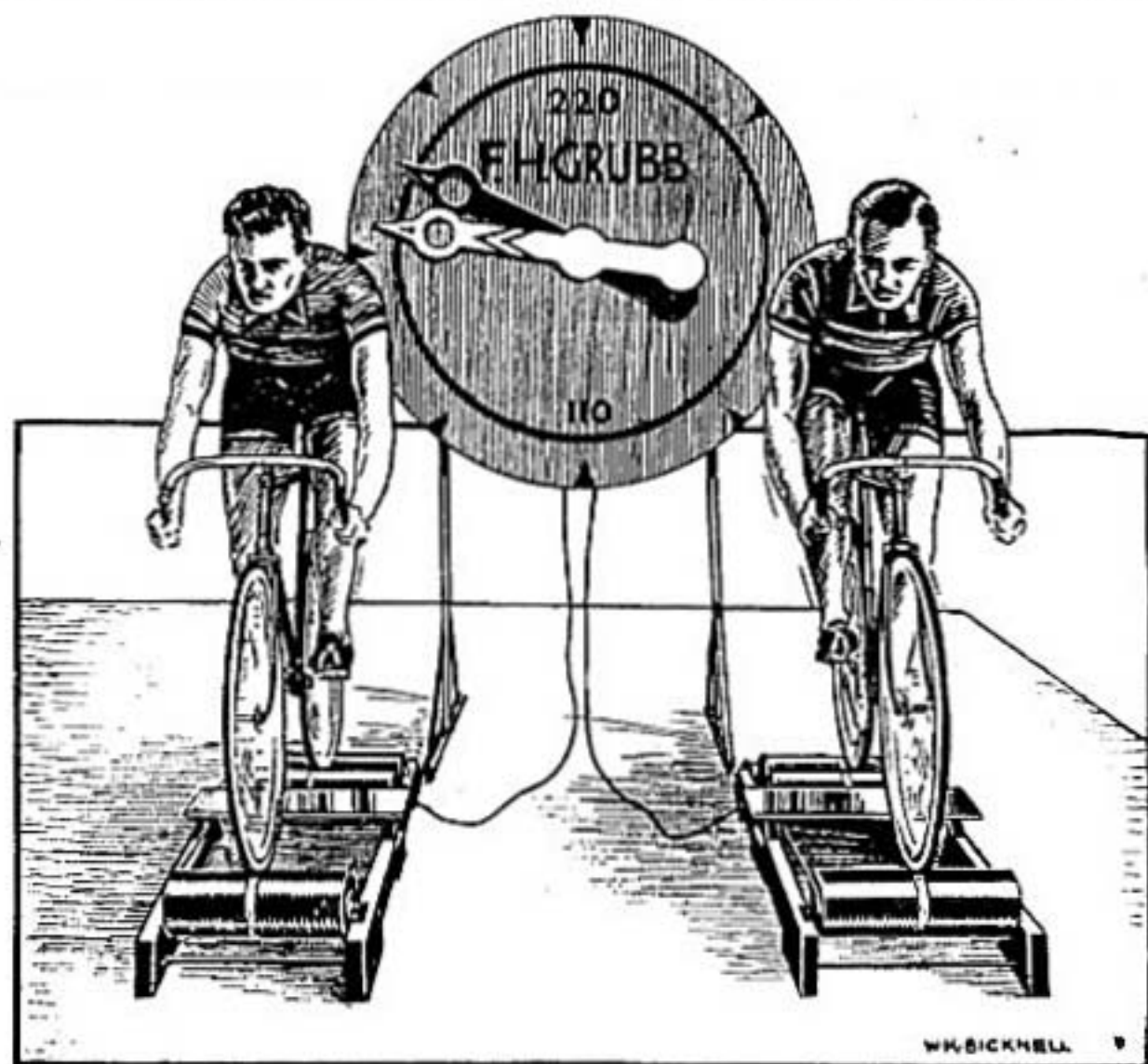
Either model can be fitted with "Cowey" 60 m.p.h. Speedometer complete with Mileage Recorder (non-trip). This is mounted on stand within easy view of rider, three feet from ground. Stand is fitted on side of Home Trainer, and is quickly detachable for packing away.



CASH PRICE **£2 5 0**

H.P. TERMS.  
4/5 deposit and 11 monthly payments of 4/5.

## F. H. Grubb COMPETITION ROLLER SETS



F. H. Grubb Competition Roller Sets are now world famous, and have been sent to the Colonies and the Continent. In this country they have been supplied to many large concerns, clubs, training quarters, etc., and are the very latest word in efficiency. They can be supplied in two, four, six or eight roller sets, with large clock face with corresponding number of hands. Designed by F. H. Grubb, they are the result

*of many years' of experimental work in this line.  
If you are interested, we shall be pleased to give  
you fuller details, and quote you prices for the  
type of set required.*

**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 5 passing the door (alight at the Horse and Groom). Underground, South Wimbledon Station 7 minutes' walk.

Southern and District Railways, 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**

## LIST OF EXTRA CHARGES OVER CATALOGUE SPECIFICATIONS

Where models are listed both with and without gears, these extras are based on single speed models.	"Silver Flash"	Wimbledon Club & Lady	Seventy-one	Special Tourer	London Streak	Continental Special	Super Path	Pullman Tandem	Streak Tandem	London Flyer Tandem
All chromium-plated Front Forks	5-0	5-0	5-0	5-0	5-0	5-0	5-0	7-6	7-6	7-6
All chromium-plated Frame and Forks	£2-0-0	£2-0-0	£2-0-0	£2-0-0	£2-0-0	£2-0-0	£2-0-0	£3-0-0	£3-0-0	£3-0-0
Chromium-plated Head Lugs and Head Tube	7-6	7-6	7-6	7-6	7-6	7-6	7-6	10-0	10-0	10-0
Flamboyant finish in Amber, Red, Blue or Green on nickel	12-6	12-6	12-6	12-6	12-6	12-6	12-6	£1-5-0	£1-5-0	£1-5-0
Lining Frame in contrasting colours	5-0	5-0	5-0	5-0	5-0	5-0	5-0	7-6	7-6	7-6
Chatter-Leas Fittings	£3-5-0	£3-0-0	£3-2-6	£3-0-0	£2-5-0	---	£2-5-0	£4-5-0	£3-15-0	£3-10
B.S.A. Fittings, using standard lin. head parts	£2-10-0	£2-5-0	£2-7-6	£2-5-0	£1-10-0	---	£1-10-0	---	---	---
High Pressure Wheels and Tyres	5-0	5-0	5-0	5-0	---	---	---	7-6	7-6	---
Reynolds "531" Tubing	15-0	7-6	10-0	No extra	---	---	---	No extra	No extra	No extra
Cyklarake Hub Brakes as alternative to brakes specified	---	---	---	---	---	---	---	---	---	---
Sturmev - Archer Wide Ratio 3-speed Hub, with Hub Brake combined; and Front Hub Brake, in place of brakes specified	---	---	---	---	---	---	---	---	---	---
Cyclo 2-speed Derailleur Gear	£1-15-0	£1-7-6	10-0	No extra	£1-0-0	---	---	No extra	No extra	No extra
Cyclo 3-speed Derailleur Gear	£1-0-0	£1-0-0	No extra	No extra	£1-5-0	No extra	---	No extra	No extra	No extra
Super Cyclo Duralumin parts over above charges	£1-5-0	£1-5-0	5-0	No extra	£1-5-0	No extra	---	No extra	No extra	No extra
Cyclo Ace 3-speed Gear	3-6	3-6	3-6	3-6	3-6	3-6	---	3-6	3-6	---
Cyclo Poly 3-speed Gear	17-6	17-6	No extra	No extra	17-6	No extra	---	---	---	---
Cyclo Witmy 2-speed Gear	£1-10-0	£1-10-0	10-0	No extra	£1-10-0	No extra	---	No extra	No extra	No extra
Brooks B19/N Champion Saddle	15-0	15-0	No extra	No extra	15-0	No extra	---	---	---	---
do. Champion Swallow	9-9	3-9	7-6	4-3	3-9	3-9	3-9	---	---	---
do. Champion B.17 Standard, Narrow, Flyer, Sprinter or B.66 Champion	11-0	5-0	8-9	5-6	5-0	5-0	5-0	7-6	7-6	7-6
do. B.17 Champion Flyweight	6-0	No extra	3-9	No extra	No extra	No extra	No extra	10-0	10-0	10-0
Resilient "A" Quality Cantilever Brakes, as alternative	5-6	No extra	3-9	No extra	No extra	No extra	No extra	No extra	No extra	No extra
Extras for chromium-plated finish over black on above	7-6	1-6	4-9	2-0	1-6	1-6	1-6	3-0	3-0	3-0
Williams C.1000 Chain Wheel Set	14-0	No extra	14-0	No extra	No extra	No extra	---	No extra	No extra	No extra
do. Durreel Chain Wheel Set	4-0	4-0	4-0	4-0	No extra	No extra	---	4-0	4-0	---
Constrictor Boa, Cyclo Record or Webb Quill Pedals	3-6	3-6	11-9	11-9	8-6	8-6	---	---	---	---
Hyduminium Seat Pillar, Polished (Anodic coloured 1/3 extra)	3-3	3-3	3-3	3-3	No extra	No extra	No extra	6-6	No extra	No extra
do. Handlebar Stem do. (Anodic coloured 1/8 extra)	2-6	2-6	2-6	2-6	No extra	No extra	No extra	2-6	3-0	No extra
do. Handlebar Bends do. (Anodic coloured 3/6 extra)	5-6	5-6	5-6	5-6	5-6	5-6	3-0	---	---	---
B.H. Solite or B.W. Featherweight Hubs	6-0	6-0	6-0	6-0	6-0	6-0	6-0	No extra	No extra	No extra
B.H. Airlite Hubs	9-3	9-3	9-3	9-3	No extra	No extra	No extra	---	---	---
B.H. Airlite Continental Hubs	15-3	15-3	15-3	15-3	13-0	7-0	7-0	---	---	---
Grubb Lightweight Carrier, brazed-on	£1-2-3	£1-2-3	£1-2-3	£1-2-3	2-6	2-6	2-6	2-6	2-6	2-6
do. Bag Support, brazed-on	2-6	1-6	1-6	1-6	1-6	1-6	---	1-6	1-6	1-6
Smith Speedometer and Mileage Recorder	19-6	19-6	19-6	19-6	19-6	19-6	---	19-6	19-6	19-6
Lucas Cyclometer	3-6	3-6	3-6	3-6	3-6	3-6	---	3-6	3-6	3-6
Lucas Challis Bell, chromium-plated	1-3	1-3	1-3	1-3	1-3	1-3	---	1-3	1-3	1-3
Tecalemit Force Feed Oil Gun	2-6	2-6	2-6	2-6	2-6	2-6	2-6	2-6	2-6	2-6

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



## JUDGE FOR YOURSELF

F. H. GRUBB Bicycles are designed by F. H. Grubb himself, and he gives you the benefit of his experience of many years of racing and record breaking. Coupled with this is twenty-five years of lightweight building for all classes of rider, from the "Champ" to the "Potterer." Lastly, and an extremely important point this, "F.G.H." is a qualified engineer, ensuring you a machine that is not only light and responsive, but a practical proposition as well.

F. H. GRUBB Bicycles are built by craftsmen, men "schooled" in their work by Mr. Grubb himself, and men justly proud of their job. Each man employed in the Grubb Works is an artist in his own particular sphere, and no man does a hundred and one different jobs. A frame builder is a frame builder only, and a good one too; the same applies to the assemblers, the enamellers, the filers, and all the others that go to make up a Cycle Works. You can have confidence in a lightweight turned out in conditions such as these.

F. H. GRUBB Bicycles are built of the very finest materials. A glance at the specifications will confirm this. In the Grubb Works, there is no such thing as saving a penny here and there by using materials that are "almost as good." The best only is good enough for a Grubb, quality is the keynote, and the specification is worked out first, the price arranged afterwards. There is no such thing as building to a price in the "Grubb" Works. If you ride a Grubb you KNOW you have the best.

NOW ASK THE MAN WHO RIDES ONE—THEN COME ALONG AND  
SEE US.



“————— the man who rides one”

*A few unsolicited testimonials—taken at random from the many in our files. They speak for themselves.*

**HENLOW.**

After an extensive trial, I have nothing but praise for the easy and really fast running of my Grubb, due no doubt to the excellent frame design and to the obvious meticulous care that has been evident in erection. I have not had a better cycle, and I doubt if one exists.

**BRADFORD.**

Many are the requests to have a ride on my machine, and usually the borrower is most enthusiastic in praising the Grubb.

**BIRMINGHAM.**

I have ridden several well-known lightweight makes, and never experienced such ease and comfort as the Grubb affords. I congratulate you.

**WIDNES.**

Riding a Grubb after a “Sausage” bicycle (local slang for mass produced—please pardon), is a revelation. To use motoring terms, acceleration good, road holding good, can cover the ground without labouring. Superlatives cannot describe such a magnificent machine. You will gather I am well satisfied.

**HANLEY.**

It is impossible for me to come to an end in my praise of your “Pullman” Tandem, for either finish or running capabilities.

**EAST SHEEN.**

I feel I must congratulate you on a wonderful machine, which during the last 12 months or so has given me every satisfaction, and is undoubtedly the finest I have ever ridden. Unknowingly I have been riding an 81 gear through the winter and not noticing it, my usual gear is 69—this speaks for itself.

**SLOUGH.**

The cycle is proving very satisfactory. I certainly find that although the machine is very light, weight has not been cut down to the detriment of rigidity, the result being a machine that is a delight to ride.

**SUNDERLAND.**

I really must congratulate you and your staff on the excellent workmanship and finish of the finest cycle I have yet ridden—the envy of all my friends.

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### 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.

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Cash Cycle orders should be accompanied with a deposit of £2 and Tandems £3, which should be made payable to F. H. GRUBB, 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.

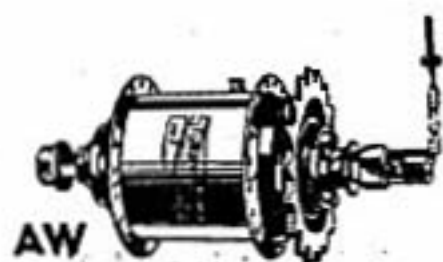
# The Gears that Make Cycles

We recommend



HUB GEARS AND HUB BRAKES

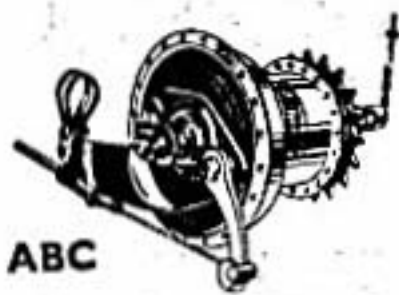
We recommend Sturmey-Archer Hubs as they provide a complete range of gears to suit every class of rider. Neat, light, totally enclosed, and oil bathed to ensure sweet and silky running. Sturmey-Archer Gears are renowned for their reliability under all riding conditions. The AR Ultra Close Ratio 3-speed Hub has been specially designed for fast road work, and has been perfected only after the most careful and severe testing under the most exacting conditions.



AW

**AW 21/-** 3-Speed Hub. 33 1/2% increase and 25% reduction from normal. Suitable for all types of cycles.

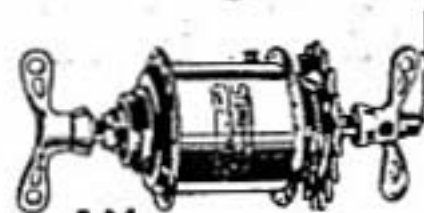
**BFC** Front Hub with internal expanding brake. Suitable for all types of Solo Cycles.



ABC

**ABC 27/6** Ratios as above. Incorporating a hand operated internal expanding brake. Suitable for all types of Cycles.

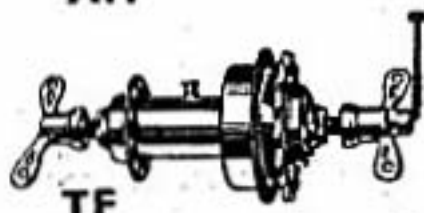
**BRC** Rear Single-Speed Hub with internal expanding brake. Suitable for all types of Solo cycles.



AM

**AM 21/-** Medium ratio 3-Speed Hub. 15.55% increase and 13.46% reduction from normal. Suitable for Sports and Racing machines.

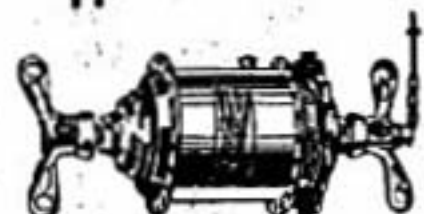
**TC 21/-** Close Ratio 2-Speed Hub. 13.46% reduction from normal. Supplied with either fixed or free-wheel. Suitable for sports, tandem and racing machines.



TF

**TF 16/9** 2-Speed Hub. 25% reduction from normal. Supplied with either fixed or free wheel. Suitable for sports tandem or carrier cycles. Adds 9 1/2 ozs. only to the weight of a machine.

**KT 28/6** Tandem 3-Speed Hub with internal expanding brake, large diameter (4 1/2") brake drum. 33 1/2% increase and 25% decrease from normal. Suitable for all types of tandems.

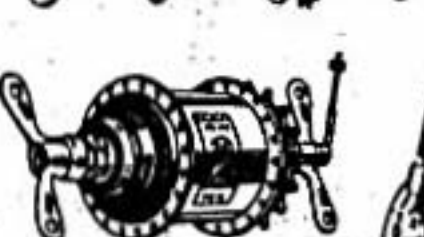


AR

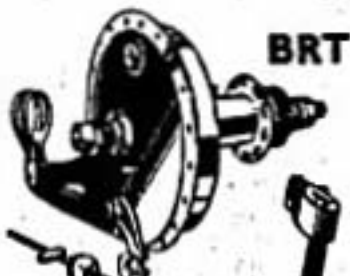
**AR 25/3** Ultra Close Ratio 3-Speed Hub. 7.24% increase, 6.76% decrease. A special feature is the instantaneous change of gear under all conditions. Suitable for sports and racing Cycles.

**BFT** Tandem front Hub. With internal expanding brake. Large diameter (4 1/2") brake drum.

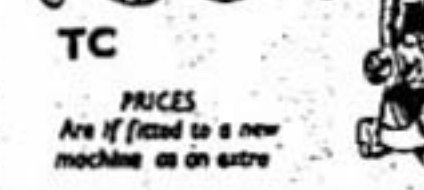
**BRT** Tandem single-speed Rear Hub. Large diameter (4 1/2") brake drum. Suitable for derailleur.



BRC

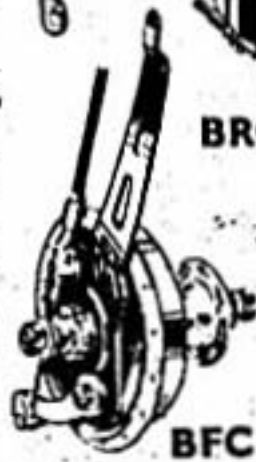


BFT

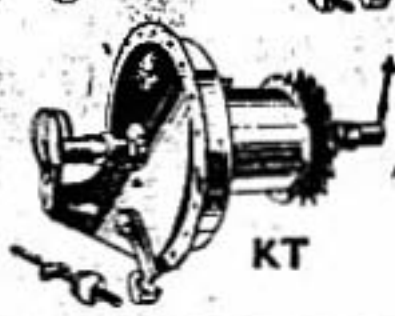


TC

PRICES  
Are if fitted to a new  
machine as on extra



BFC



KT



BFT

## The Brakes that Make Cycling safe

"The Sturmey-Archer A.R. Ultra Close Ratio 3-Speed Hub was used by Sid Ferris on his Edinburgh-London, Land's End to John O'Groats, and 1,000 miles records"

# THE GRUBB GUARANTEE

We 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, 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. Grubb, Ltd. Signed.....

## A USEFUL GEAR TABLE

### GEAR TABLE

For 26 & 27in. Wheels.

To find any gear not given in table, multiply diameter in inches of Rear Wheel by the number of teeth on Chain Wheel and divide by number of teeth on hub sprocket.

Chain Wheels :	38th	42nd	44th	46th	48th	52nd
Wheel sizes :	26in.	27in.	26in.	27in.	26in.	27in.
Sprocket Sizes	26in.	27in.	26in.	27in.	26in.	27in.
12	82.3	85.5	91	94.5	95.3	99
13	76	78.9	84	87.2	88	91.4
14	70.5	73.3	78	81	81.7	84.8
15	65.9	68.4	72.8	75.6	76.3	79.2
16	61.7	64.1	68.3	70.9	71.5	74.2
17	58.1	60.3	64.2	66.7	67.3	69.9
18	54.9	57	60.7	63	63.5	66
19	52	54	57.5	59.7	60.2	62.5
20	49.4	51.3	54.6	56.7	57.2	59.4
21	47	48.9	52	54	54.5	56.6
22	44.9	46.6	49.6	51.5	52	54
23	42.9	44.6	47.5	49.3	49.7	51.6
24	41.2	42.7	45.5	47.2	47.7	49.5
25	39.5	41	43.7	45.4	45.8	47.5
26	38	39.5	42	43.6	44	45.7
28	35.3	36.6	39	40.5	40.8	42.4