

HAND-BUILT CYCLES

BY

J.H. Grubb
LIMITED

OF

130, 134 & 147_A, Haydon's Road,
Wimbledon, London, S.W.19.

Phone: LIBerty 4708.

AND AT

464, London Road, Croydon, Surrey.

Phone: THOrnton Heath 1588

IT'S EASIER ON A 'GRUBB.'

OF INTEREST TO YOU

First of all it must be borne in mind that the building of a high-class racing or touring frame is a job for the specialist. There is all the difference in the world between a mass-produced frame and a specialist built job. Our total production is comparatively small because each frame is hand built and proper attention is given to every detail.

Tubes are correctly mitred so that a perfect fit is assured between members before they are brazed and each joint is made individually. You, the rider, can only see the outside of the frame—you cannot tell how well it is built without cutting all the joints through the centre, to see that there is a film of brass everywhere between the lug and the tube. You must, therefore, be able to trust your frame-builder in this most vital point. We spend literally hours and hours upon the production of each single frame and that is the main reason for our hand-built frames being so much dearer than a mass-built job. We could, of course, reduce our prices considerably by "bath-brazing" but we could not keep up our "nothing but the best" standard.

From the prospective buyer's point of view there are many snags. You cannot judge the quality of a frame merely by the price. An unscrupulous firm can charge a high price for a very inferior article which may be decorated with a very "classy" finish. On the other hand, an inexperienced firm may spend so long on a job that they have to charge a heavy price for an article which is still second-grade.

The late F. H. Grubb, who founded our firm, knew the cycling game from both sides and would tolerate nothing but the best. He was a fine racing man, being the first man ever to beat five hours for 100 miles under Competition rules and he also held the Blue Riband of the Road—the "Brighton and Back" record. In addition he was a fully qualified engineer—the perfect combination for a successful frame builder.

Almost every week we are renovating frames from old-timers and their remarks are usually the same: "*I think it's about time it had a new coat of enamel as it has not been refinished since it was new 25 years ago.*" We always examine them before re-enamelling and hardly one out of 10 even needs re-tracking. A record of workmanship such as this is without equal in the trade. However, we do not rest on past laurels; as you will see, designs and materials are right up to date and in many details we still lead the field. You can look through this catalogue and choose your new "iron," knowing full well that you are buying the best—a frame that will last you a lifetime.

d'AVIGNON



SPECIFICATION

CHAINSET.

Williams C.34 3-arm detachable chainset, chrome plated.

WHEELS.

26" x 1 1/4" or 1 1/2" chrome plated Endrick rims built on Bayliss-Wiley 9/10 narrow barrel racing hubs with best quality double-buttet spokes. Dunlop Sprite tyres and tubes. Alternatively Palmer, John Bull or Michelin tyres may be specified. Two fixed cogs with lock rings. Set of "Sova" bronze-alloy wing nuts.

CHAIN.

Renold's Coventry 1/2" x 1/8" roller chain, or Perry.

PEDALS.

Chrome plated Phillips' "Apollo" double sided racing.

BRAKES.

Strata, G.B. or San Giorgio alloy with hooded levers. Alternatively the latest "Webb" steel/alloy brakes with hooded levers.

MUDGUARDS.

Cranford polished alloy in deep-sided Continental pattern.

HANDLEBAR SET.

Reynold's or Strata 15/16" diameter bars in any shape, fitted on steel Reynold's expander type stem. Shockstop handlebar grips.

SADDLE.

Mansfield 38.N. solid leather racing saddle.

PUMP.

15" or 18" Bluemel's or Britannialloy polished alloy inflator.

CASH PRICE - £27/10/0 (including £5/7/9 tax)
or with welded frame **£25/16/6** (including £5/1/3 tax)

It's easier on a 'Grubb'

d'AVIGNON

Designed for short distance road work
and club riding.



FRAME SPECIFICATION

SIZES.

In half-inch sizes from 20" up to 25".
Wheelbase 41". Head angle $73\frac{1}{2}^{\circ}$. Seat tube $71\frac{1}{2}^{\circ}$.
Top tube length $22\frac{3}{4}$ ". Built for 27" wheels with bare guard clearance.

MATERIALS.

Reynold's "531" Aircraft quality tubing throughout. Finest quality French or Belgian lugs carefully cut out to a pointed design. "Grubb's" own specially made solid long chamfered top eyes.

MAIN FRAME.

All tubing correctly mitred and brazed into lugs. Pencil diameter seat stays and $\frac{3}{8}$ " diameter chainstays. Mudguard bridges are lapped around the stays for strength. Stallard forward drop-out rear ends, with guard eyes.

FRONT FORKS.

Solid cast "Ekla" crown. Reynold's "531" fork blades in either oval section or "D" section, with $2\frac{1}{4}$ " rake. Stallard front drop-outs with guard eyes incorporated. Reynold's butted steering column.

BRAZED-ON FITTINGS.

Right or left-hand lamp bracket boss. Brake cable stops under the top tube. Pump pegs for 15" or 18" pump to down tube. (Any fittings may be omitted if desired.)

FINISH.

Duck-egg blue enamel. Either double lining in dark blue and gold, or lugs picked out in dark blue, to choice. Any other colour enamel or metallic lustre may be specified if desired, with any colour contrast. Top eyes outlined in colour. Full set of transfers.

INTERIOR FITTINGS.

Gnutti or Brampton Continental head fittings, chrome plated. Bayliss-Wiley bottom bracket fittings, chromed. Chater-Lea plated lamp bracket. Reynold's or Strata alloy seat pillar. Chater-Lea chromed seat lug bolt and nut.

£12 / 17 / 6

"d'AVIGNON" may be specified with a welded frame,
otherwise exactly as above, at

£11-10-0

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COTE d'AZUR



SPECIFICATION

CHAINSET.

Gnutti chrome plated 3-arm Continental chainset. Sizes 48T up to 51T.

WHEELS.

26" or 27" Dunlop chrome plated high pressure or San Giorgio alloy rims. Hubs either Atom alloy O.S.2, Solite steel O.S. or O.S.2, or Gnutti O.S. or O.S.2. Double butted spokes. Dunlop H.P. tyres and tubes. "Sova" bronze-alloy wingnuts.

GEAR.

Latest "Benelux" or Simplex 4-speed 14/16/18/20T or 15/17/19/21T.

CHAIN.

Renold's $\frac{1}{8}$ " x $\frac{1}{8}$ " Elite roller.

PEDALS.

Solid centre-racing quill pattern, either Webb or Brampton B.8.

BRAKES.

Strata, G.B. or San Giorgio alloy, with hooded levers.

MUDGUARDS.

Bluemels celluloid "Noweight" black or white. Bluemels or Cranford polished alloy.

HANDLEBAR SET.

Reynold's or Strata 15/16" diameter bars in any shape, fitted on Reynold's R.R.56 alloy or G.B. alloy expander stem. Shockstop grips or coloured tape.

SADDLE.

Brooks B.17 Champion, narrow or standard to choice. Alternatively, Mansfield R.R.56 Ormond.

PUMP.

Bluemels 18" Tour-de-France or Bluemels or Britannialloy polished alloy.

CASH PRICE - £37/3/2 (including £7/5/8 tax)
or with welded frame **£35/9/9** (including £6/18/11 tax)

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CÔTE d'AZUR

Designed for "massed starts" and long distance road events.



FRAME SPECIFICATION

SIZES.

In half-inch sizes from 20" up to 25".

Head angle and seat tube angle 72° parallel.

Wheelbase 41 $\frac{1}{4}$ ". Top tube length 22 $\frac{3}{4}$ ". Built for 27" wheels with bare mudguard clearance.

MATERIALS.

Reynold's "531" Aircraft quality tubing throughout. Special fancy cut-out Continental lugs with "windows" in the head lugs. "Grubb's" own specially made chamfered top eyes.

MAIN FRAME.

Similar to "d'Avignon" frame but with two major improvements. Seat stay bridge is the new double-curved reinforced pattern giving immense strength to the rear triangle. The seat stay top-eyes are curved up and over the seat lug and almost meet on the top of the lug. Just introduced by "Grubb," they are both extremely elegant and effective.

FRONT FORKS.

Solid cast "Ekla" crown and super-fine Continental blades with a 2 $\frac{3}{4}$ " rake, specially made for us in Reynold's "531" tubing. Reynold's butted steering column and Stallard drop-out ends.

BRAZED-ON FITTINGS.

Lever boss for Simplex gear and cable stops for Simplex gear cable and brake cable. 18" pump pegs behind the seat tube. R.H. or L.H. lamp bracket boss if required.

FINISH.

Eau-de-Nil green enamel with chrome plated crown. Lugs picked out in dark green or new "Grubb" lining in dark green. Alternatively, any other colour enamel or lustre to choice. Top eyes coloured and outlined. Full set of transfers.

INTERIOR FITTINGS.

Ten-sided Gnutti super head fittings, chrome-plated. Bayliss-Wiley bottom bracket fittings with hollow axle. Alloy seat pillar and Chater-Lea chromed seat lug bolt and nut.

£14/7/6

CÔTE d'AZUR may be specified with a welded frame, otherwise exactly as above, at £13-0-0

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Sprint Omnium



THE
PERFECT
TRACK
"IRON."

SPECIFICATION

CHAINSET.

Williams C.34 track set, with 23T or 24T x 1" pitch x 3/16" chainrings.

WHEELS.

Weinmann "Scherens" sprint rims either hollow alloy or wood-centred alloy. Alternatively, "Coppi" super-light alloy. Airlite wide-flange special track hubs. Double butted spokes. Rosa tracknuts. Dunlop No. 0 or No. 1 path tubulars.

CHAIN.

Renold's 1" pitch x 3/16" block.

PEDALS.

Webb or Brampton solid centre quill pattern.

HANDLEBAR SET.

Azureen or South of France 15/16" diameter alloy, or any steel or alloy bars to choice. Bars fitted with Shockstop sleeving or coloured tape with bar stops.

HANDLEBAR STEM.

"Grubb's" own hand-made steel stem in any length up to 4 1/2". Alternatively, Accles and Pollock "Major Taylor" sliding stem.

SADDLE.

Brooks' B.17 sprinter or B.17 narrow. Alternatively, Mansfield Ormond with R.R.56 frame, sprinter or narrow shape.

CASH PRICE £34/15/3 (including £6/16/3 tax)

Specially for Tourists :
OUR LEAFLET "TWO CYCLING MASTERPIECES."

It's easier on a 'Grubb'

Sprint Omnium

DESIGNED "EXPRESSLY" FOR THE TRACK.

FRAME SPECIFICATION

SIZES.

In half-inches up to 25". Head tube angle 75°. Seat tube angle 73°. Wheelbase 39 $\frac{3}{4}$ ". Top tube length 23". Built for 27" sprints, with no mudguard clearance.

MATERIALS.

Reynold's "531" Aircraft quality tubing throughout. Special fancy cut-out Continental lugs with "windows." "Grubb's" own special top eyes.

MAIN FRAME.

All tubes correctly mitred and brazed. $\frac{1}{8}$ " diameter heavy chainstays and $\frac{1}{2}$ " diameter seat stays. New double-curved seat stay bridge and top-eyes curved over seat lug. Special 3/16" thick rear path ends with extra long slot.

FRONT FORKS.

Solid cast "Ekla" round crown, with Reynold's "531" round fork blades. Chater-Lea front drop-outs.

FINISH.

A most attractive finish in keeping with the efficient machine that it is. Royal blue lustre to main frame triangle. Front forks and all seat and chain stays in gold lustre. All lugs picked out in contrast. Alternatively, any colour enamel or lustre to choice.

INTERIOR FITTINGS.

Ten-sided Gnutti head fittings. Bayliss-Wiley bracket fittings with hollow axle. Alloy seat pillar, and Chater-Lea chromed seat lug bolt and nut.

£13/17/6

Every frame and fork is rustproofed by the genuine "Bonderizing" process, as patented by Messrs. Pyrene. All processing tanks are regularly checked by them to ensure the accuracy of the treatment.

The specification of accessories on any machine may be altered in any way to suit your requirements. Write for a special quotation, which will be sent by return without any obligation to you.

If there is no "F. H. Grubb" branch near you, see your local Lightweight Agent. If he is not a "Grubb" agent, drop us a line and mention his name and address.

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PERFECTION



SPECIFICATION

CHAINSET.

Gnotti chrome-plated 3-arm Continental $\frac{1}{8}$ " or $\frac{3}{32}$ " width. Sizes 48T to 51T.

WHEELS.

26" or 27" Dunlop chrome plated H.P. or Weinmann H.P. alloy rims. Airlite O.S. or O.S.2 hubs, or F.B. hubs O.S.2. Double butted spokes. Latest Dunlop Ultra-Light H.P. tyres and tubes. "Sova" bronze-alloy wingnuts.

GEAR.

Any Sturmey-Archer gear. Latest "Benelux" or Simplex 4 or 5-speed gears with choice of sprockets.

CHAIN.

Brampton or Elios $\frac{3}{32}$ ". Reynold's "Elite" $\frac{1}{4}$ ".

PEDALS.

Allez, Faucheux, Lyotard or Chater-Lea.

BRAKES.

Alp, Strata, G.B. or San Giorgio, with hooded levers.

MUDGUARDS.

Front and rear racing extensions in polished alloy, as shown. Alternatively, Bluemels black or white celluloid "Noweight," or Bluemels or Cranford polished alloy.

HANDLEBAR SET.

Azureen or South of France bars, or any Reynold's or Strata 15/16" diameter, fitted to "Grubb" hand-made stem or Reynold's R.R.56 or G.B. alloy. Shockstop grips or coloured tape.

SADDLE.

Any in the new Brooks' Champion Lightweight series with alloy under-carriage. B.27, B.37 or B.47.

PUMP.

Bluemels 18" Tour-de-France. Bluemels or Britannialloy alloy.

CASH PRICE - £44/19/4

(including £8/16/3 tax)

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PERFECTION

This superb frame is built expressly for the connoisseur. As its name suggests, it is the last word in cycle frame construction. In every way it can be built entirely as you wish, and even the lug design can be to your fancy.

The "Exquisite" and the "de Triomphe" are two widely different patterns which we can suggest. The former incorporates scrolls and the latter has long points on the head lugs with many "windows." The designs are carried out on all the lugs, including the seat and bottom bracket. Each is a perfect example of the art of the lug-cutter at its best. Wherever they are seen these frames draw the admiration of all who behold them, and the owner is stamped as a man who must have the best.

SPECIFICATION

SIZES.

In half-inch sizes up to 26". Angles and tube sizes may be similar to the "d'Avignon," "Côte d'Azur" or "Sprint Omnium" frames. Alternatively, to your own specification.

MATERIALS.

Reynold's "531" Aircraft quality tubing throughout. Solid cast finest quality lugs, expertly cut out as described above. "Grubb's own special design long chamfered top eyes.

MAIN FRAME.

Similar to the "Côte d'Azur," including the double curved reinforced pattern seat stay bridge and the curved top-eyes. The "Perfection" frame may also be built with twin-seat tubes from seat lug to bottom bracket in order to give an ultra-short wheelbase if desired, in which case the bottom bracket assembly would be welded.

FRONT FORKS.

Solid cast "Ekla" 'Extralite' oval crown, or "Ekla" round or 'D' pattern crown to choice. Reynold's "531" oval, round or 'D' blades to suit. Reynold's butted steering column and Stallard ends.

BRAZED-ON FITTINGS.

As for "Côte d'Azur" frame or to choice.

FINISH.

Ivory enamel with red and black checkered band on seat tube. Lugs picked out in red and new "Grubb" double lining in red. Chrome plated crown if desired. Alternatively finished in any colour enamel or lustre to choice. Full set of transfers.

INTERIOR FITTINGS.

Ten-sided Gnutti super head fittings, chrome-plated. Gnutti bottom bracket fittings or Bayliss-Wiley with hollow axle. Alloy seat pillar and Chater-Lea chromed seat lug bolt and nut.

£16/16/0

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EXTRAS ON FRAMES IF REQUIRED

	£	s.	d.
Brazing-on Simplex lever boss and gear stops to d'Avignon frame	10	0	
Finishing any frame in flamboyant on silver lustre. (Wine red; Helyett green; Amber; Ultra blue) ...	10	0	
Checked band in two colours on seat tube	5	0	
Merken's "Crackle" finish to any frame (no lining needed). Any colour enamel or lustre base ...	No extra		
As above, on flamboyant base	10	0	
Continental spearpoint panelling in the new "Grubb" style. All panels edged in contrasting colour	1	0	0
Picking out edges of lugs in contrasting colour (where not standard)	10	0	
Chrome plating crown	5	0	
.. .. front and rear ends	1	0	0
.. .. front and rear ends. (Three-quarter length)	1	15	0
.. .. head tube and head lugs	1	0	0
.. .. frame and forks all over	5	0	0
.. .. frame and forks all over in latest Duo-chrome polished and unpolished chrome with etched transfers	7	10	0



REPAIRS, RENOVATIONS AND OVERHAULS

We are specialists in carrying out all classes of repairs and renovations. We also carry out all types of insurance work and will negotiate with the Insurance Companies on your behalf. Send along your frame or machine and we will do the rest.

All frames should be carefully wrapped and sent to our Wimbledon address by passenger train or carrier. Our work is first-class, prompt and inexpensive.

CONDITIONS OF SALE.

Deposit of 25% should accompany all orders. Balance is payable upon notification that frame or machine is ready for despatch.

Frames and machines are sent and insured per passenger train to your address. Packing and carriage charge for frames is 2/6 and for complete cycles 10/-.

Any damage sustained in transit should be notified both to the railway company and to us within three days, in order to lodge a claim.

H.P. terms will gladly be arranged for personal callers.

The right is reserved to alter specifications or prices without notice.



