



# CLAUD BUTLER'S LATEST

THE "AVANT-COUREUR" BICYCLE ROAD-TESTED

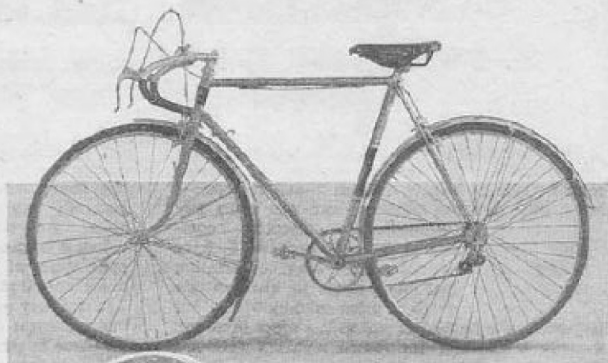
THE name "Avant-Coureur" (which is French for the "forerunner") is an appropriate title for the latest product of the Claud Butler

works. This roadman's machine is the first to be produced by the new company of Claud Butler, Ltd., and it introduces a new method of frame construction, the C.B. patented "Bi-laminated" process. To give additional strength to the frame and to eliminate "whip," the frame joints have sleeves which are air-bronze welded at the joints and brazed to the parent tubes, thereby providing the bi-lamination, while scroll cutaways blend to eliminate a quick change of section.

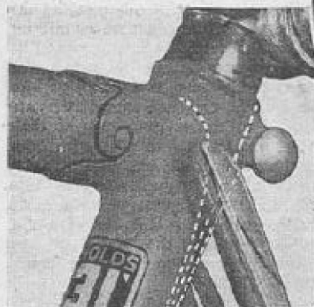
## Attractive

The design of the machine has been studied very carefully to give maximum performance coupled with attractive appearance, and the result is a first-class bicycle which sets a new high standard for post-war lightweight machines.

For the past three months I have been testing a prototype of the "Avant-Coureur" and have ridden it under all



(Top, right) The neat lines of the "Avant-Coureur" are apparent in this side view. (Above) A close-up of the head tube showing the "Bi-laminated" construction. (Left) The seat cluster. The dotted lines indicate a brazed-on support to the seat tube, fitted to later models, giving additional strength at this point.



conditions and on differing road surfaces in many parts of the country. It has not been a "cotton-wool" test, and any faults of construction or design would soon have become apparent. But the machine came through well, and I would have no hesitation in recommending it to the massed-start rider, time-trialist or any other lightweight connoisseur.

The liveliness of the machine and the steadiness of steering at all times and on even the worst road surfaces was remarkable, and to back up the manufacturer's confident assertion that "whip" is eliminated completely, I can say that never at any time did I feel the slightest sign of this unpleasant tendency.

A particular attraction is the neat layout of the machine. Clearance between the front wheel and the down-tube and the rear wheel and the seat tube has

been equalized, giving a balanced appearance, while a 23-in. parallel top-tube, and head and seat angles of 74 and 72 degrees give riding comfort. Clearance between the wheels and fork crown and seat-stay bridges is ample for the

fitment of mudguards and brakes. "C.B." fork-ends and stay-ends are fitted to all machines, and "C.B." two-plate fork crowns can be fitted if desired. Fork offset is 2½ ins., while the wheelbase of the machine is 40½ ins.

The machine, as supplied for testing purposes, was fitted with Williams chainset, G.B. brakes, and a Simplex Champion du Monde '46 three-speed derailleur gear giving gears of 62, 69, 77, with 27in. Dunlop High Pressure rims and tyres, and "Solite" hubs.

Another alternative fitting, which will appeal to the discerning rider, is the C.B. head fitting, designed and made in the Clapham factory. The diagram on this page gives an "exploded" view of the design, which gives positive and firm adjustment, as well as being an attractive engineering product.

Producing a first-class bicycle such as this is no easy matter in these days of shortages of steel, accessories and labour, and Claud Butler, Ltd., are to be congratulated on their courage in marketing a machine that, judged by any standards, would obtain the highest rating, and which, under present-day conditions is a definite reminder that British manufacturers still make the world's best bicycles.



An "exploded" view of the new C.B. head fitting.

## SPECIFICATION

Frame.—Renold's 531 tubing; 74 degrees head and 72 degrees seat angles; 10½-in. bracket height with 27-in. wheels; 23-in. top tube; 2-in. head; 40½-in. wheelbase (measured through measurement). "C.B." fork and stay ends. Built by "C.B." patent Bi-laminated process, welded and brazed. Fittings.—Williams chainset; Renold's chain; "C.B." head fittings and fork crowns; Brook's B.17 saddle; Bailey-type handlebars with Continental extension. Gear.—Simplex Champion du Monde. Wheels.—Dunlop lightweight rim; high-pressure tyre; hubs—London drilled barrow of R.H. Co. Airline Continental. Price.—£41 12s. 6d. (including £8 15s. 1d. Purchase Tax). Frame only, £45 15s.