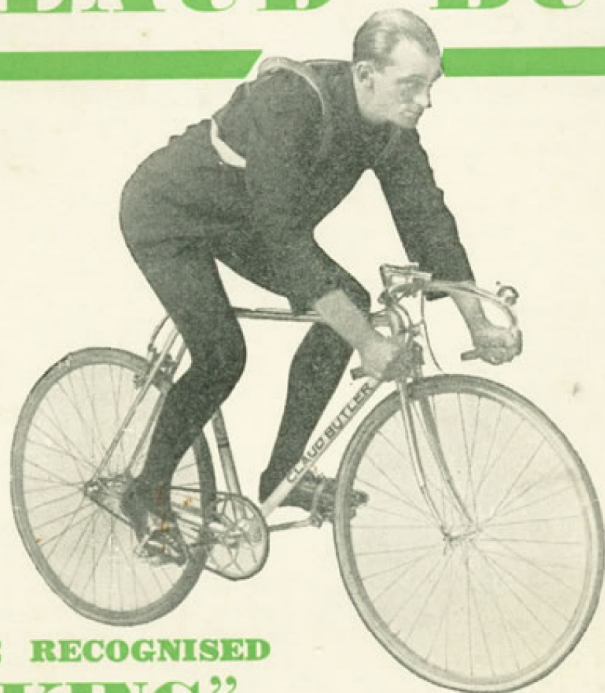


1936

CLAUD BUTLER



Claud Butler on his famous "ROAD-PATH" model. A personal concern with personal supervision throughout.

THE RECOGNISED

"KING"

OF LIGHTWEIGHT

CYCLES & TANDEMIS

IMPORTANT

All Orders and Enquiries by post must be sent to Head Office and Works :

MANOR STREET, CLAPHAM, LONDON, S.W.4

Phone Macaulay 2241 (3 lines). Hours 8 a.m. to 6 p.m. Saturdays close 1 p.m.
(View only by appointment).

Manufacturer of High-Class Lightweight Racing and Touring Cycles, Tandems and Tricycles.

Officially appointed by the C.T.C. and N.C.U., etc.

SHOWROOMS and SERVICE DEPOTS :

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Hours of business 9 a.m. to 8 p.m. Saturdays 9 a.m. to 9 p.m. Closed Thursdays 1 p.m.

Introduction

By CLAUD BUTLER

THE Giant Strides made in popularity by C.B. Lightweights and the corresponding increase in demand both at home and abroad is an outstanding example of progress in any industry. It has indeed made CLAUD BUTLER so much a household name among cyclists who appreciate a genuine Lightweight that an introduction to this catalogue is almost superfluous. But the successes and recommendations of C.B. riders, that are my biggest advertisement, bring shoals of enquiries from newcomers to serious cycling, and it is to them that I address these notes.

Cycling on a real Lightweight bicycle is a very pleasureable sport. The ease with which a rider can cover thousands of miles annually will never be realized by riding a heavy roadster or so-called "Sports" type of machine. The first step to enjoyable cycling is to own, what cyclists term a "real" lightweight, built by a specialist who has a flair for design and construction—and they are not so numerous as you may suppose.

All my life I have been connected with the cycle trade. I specialise only in the manufacture of Real Lightweights of the highest class. My machines are definitely different, nothing freakish is ever incorporated in the specification or construction of C.B. cycles and tandems. Their marvellous qualities of speed, lightness and strength are the outcome of original but scientific design and super-grade materials. Whether for touring or racing, place your confidence in me to build you a genuine lightweight.

I have competed, with some success, in the majority of road events and also track races and have enjoyed long distance touring, camping and club life to a very great extent, thereby gaining invaluable experience that has taught me how a real cycle should be built and every C.B. machine is so built under my personal supervision. I am an actual manufacturer, my entire experience and energy is now devoted to the improvement

of the lightweight bicycle, hence the reason why numerous detail refinements and improvements of exclusive design will be found on C.B. machines. No piece-work or mass production methods are employed in manufacture and all frame fitting, brazing, filing, etc., is done in my own Works: Manor Street, London, S.W.4, which are open to inspection.

Claud Butler cycles and tandems are used in nearly all countries and are ridden by the majority of champions. C.B. cycles and tandems were used in the Olympic Games which were held in America 1932, and also used in the World Championships at Copenhagen 1931, Italy 1932, France 1933, Germany 1934 and Belgium, 1935.

E. H. Chambers, that popular English Champion, who has ridden in World Championships, and on two occasions has represented England in the Olympic Games, is a permanent member of my staff, and has been with me for many years. Whatever your cycling query you may rest assured that my experience and advice, and that of my staff, is freely at your disposal to help you enjoy to the full Real cycling.

The proof of Claud Butler successes were never more in evidence than during the past years. C.B. cycles and tandems are seen everywhere on all club runs and at sports meetings throughout the country. When on tour one came across these sturdy lightweights in the most remote parts of the country, in many instances they were loaded up with camping kit, which clearly demonstrates the strength and rigidity of these genuine high class lightweight machines.

I wish to emphasize in conclusion that all C.B. products are built entirely to customers orders. The models listed herein are a guide to price. The specification of all have been thoroughly demonstrated in action and proved themselves sound. My designs and components are thoroughly tested by experts before being offered to the cycling public.

CLAUD BUTLER HIGH - CLASS LIGHTWEIGHT CYCLES & TANDEM

COMBINE STRENGTH WITH LIGHTNESS



Lilian Dredge, that plucky and popular cyclist who put up the remarkable ride from Land's End to London, a distance of over 300 miles in the remarkable time of 22 hrs. 13 mins. 50 secs. officially timed by Mr. L. F. Dixon of the N.C.U., writes stating how pleased she was with her famous Claud Butler "Road-Path" model. Read her personal letter below. This ride was the first attempt on the Women's R.R.A. records and was all the more wonderful in view of the fact that the weather conditions were definitely against her. She encountered wind, rain and storm, yet she pluckily continued the attempt, which was a glorious failure against an extremely "hot" standard.

Dear Mr. Butler,

I feel now that it is all over I must confirm my appreciation for your assistance. As you know, one could not possibly attempt such a ride without help. I am naturally disappointed that I did not quite beat the W.R.R.A. standard, but then you and the helpers alone knew the conditions and your encouraging remarks throughout the ride were appreciated by me.

You're a real sport for ever backing me financially and otherwise in an attempt on a standard, which you in the first place considered far too hot. Your keen interest in the sport again prompted you to be the first to encourage such Ladies Record attempts.

The bicycle was perfect, and as you know, I experienced no trouble throughout the whole of this gruelling test, even when I felt tired the machine itself felt full of life and literally pushed me along.

Sincerely yours,
LILIAN DREDGE (Uxbridge, Middx.)

Mr. Frank Nott, that popular and well known sportsman, Hon. Secretary of Balham C.C., Road Secretary S.C.C.U., Assist. Secretary S.R.R.A., is an extremely enthusiastic C.B. "Cad." He recently took delivery of a "Road-Path" model to include in his stable of C.B. "Irons." His young son is also following in his father's footsteps and has taken delivery of his first real lightweight, naturally a Claud Butler, the beginner's choice, a "Silver Arrow" model.

Dear Claud,

I have now covered something over 40,000 miles on my C.B. "All-Rounder" and I want to say how pleased I still am with the easy running and reliability of this machine.

As an enthusiastic cycle-camper I have given the "C.B." some really rough usage, and believe me it takes a good bike to stand up to the bashings I give it. The "C.B." has never let me down, it is a credit to your fine workmanship. I can honestly say that during my 27 years of racing and long distance touring it is the finest bicycle it has been my pleasure to possess.

Since taking delivery of my "Road-Path" model this year it is difficult to know which machine to get astride when I take the road. I have had many a friendly scrap with the young 'uns when on the "R.P." model and have surprised them all, not so bad for an old "un," eh? . . . By the way, had a spot of lumbago or something last week—my cure—120 miles bash on "Road-Path" last Sunday dodging thunder storms, result now as fit as a fiddle again. Good old Dr. Claud! All the Best,

FRANK R. NOTT (Carshalton, Surrey).



*Yours sincerely,
Frank R. Nott*

CLAUD BUTLER, famous all over the world

Special Features of

CLAUD BUTLER High-Class Cycles & Tandems

(intended to be of assistance when ordering).

1 **Claud Butler** cycles, tandems and tricycles are definitely in a class of their own, they are recognised as the finest lightweights of to-day, being the outcome of a unique method of manufacture based upon a policy of quality before quantity. Every order is an individual job in the C.B. Workshop, each machine being built entirely to the customers own specification.

Write direct to Claud Butler, who will be pleased to assist customers with their specification, or if near any C.B. depot, call in and have a chat to the managers, who are experienced cyclists. They will be pleased to help you likewise.

2 **The value** in Claud Butler products lies not only in design, workmanship and finish, but also in careful selection of right materials, particular attention having been paid to the tubing and the fittings of which the frames are built. Each lug is accurately machined and the profile skilfully filed thereby avoiding distortion during brazing and the unique C.B. cutaway to all fittings actually increases strength, whilst reducing weight.

C.B. cycles, tandems and tricycles are built to give ever lasting service and dependability.

3 **First and foremost** is the tubing from which the frame is made. C.B. machines are built of an improved High Manganese steel which was first introduced by Claud Butler. This improved "H.M." steel is made in special C.B. gauges by the Reynolds Tube Company of Birmingham. It is a butted steel tubing and not a cheaper variety of plain gauge. C.B. chain and seat stays, front forks, head stems, etc., are also made from this improved "H.M." steel, which is the same as that which is used for aircraft construction as specified by H.M. Government.

It has a high tensile strength and toughness given by the High Manganese content and not by the increase of carbon, it possesses high strength after heating to brazing temperatures. In addition to this and other advantages, considerable weight saving is effected. The 1936 Reynolds "531" tubing, however, may be specified if desired or A. & P. Chrome Molybdenum.

4 **C.B. front forks** are of a special taper gauge, the greatest thickness is at the top end inside fork crown. The great advantage of this graduated thickness is obvious.

C.B. forks are the strongest obtainable, each manufacturing process is done cold thus retaining the smooth close surface of the steel, giving maximum strength with resilience.

5 **Refinements.** Detachable front fork blade lamp bracket boss, mudguard eyes, chain catch, and pump pegs, etc. are incorporated in the frame building as standard, unless otherwise specified. By the C.B. unique process of construction, these refinements, contrary to general belief, in no way reduce the strength of the completed frame. Other attachments, such as Dynamo brackets, etc. may be permanently attached to the frame, but

these heavier attachments although not to be thoroughly recommended, if considered of great advantage to the individual, then may be specified.

If customers extreme instructions in this direction are not advised they will be notified to that effect before building.

6 **C.B. force feed oiling.** The Tecalet oiling system is fitted as standard to all models, *twin oilers* are fitted to bracket in addition to head and wheel bearings, the oil is then forced direct, which insures the maximum ease coupled with dependability.

7 **C.B. seat stays.** Fine over-all taper Alloy steel seat stays of special gauge and dimensions are fitted to all models except the "Silver Arrow" and "East Hill" models, on which the usual straight taper is used. In addition to improving the appearance of the machine, these special "C.B." taper stays are extremely rigid and light in weight.

8 **C.B. chain stay.** An improved design Alloy steel stay of tapered D section is fitted to the majority of machines. This chain stay is exceptionally rigid and gives far greater tyre clearance, no indent being necessary. This special stay is fitted as standard to all path models and the like, and is recommended on short wheel base frames.

9 **C.B. Serrated rear ends.** The "C.B." forward drop out quick release fork end is the most reliable and simple of its kind. It is serrated and special loose washer wing nuts are provided which when tightened hold wheel securely in accurate place, chain tension is automatic. The front fork ends are also solid brazed-up quick release. Particular attention has been paid to fork ends and these by actual demonstration have proved to be the most practical. Special dual purpose rear end of unique design is fitted to the "Road-Path" model.

10 **Hub brakes** of the internal expanding type are fitted and may be specified to any model where not standard, by adjustment in price. By special method of conversion wheels fitted with these powerful drum brakes can be instantly released.

11 **Variable gears.** The same simple method of wheel removal applies to machines fitted with these gears, of which there are many types to be recommended including the popular Cyclo derailleur, the new Tri-Velox internal operating, the Constrictor Osgear, Simplex or Sturmey-Archer hub gears, not overlooking the Witmy and Villiers 2-speed. Special fork ends where necessary are fitted to accommodate these gears, accurate chain adjustment is thereby automatically obtained.

12 **C.B. light steel hubs** are of the wide flange type pencil barrel, British made, weight only 14½ ozs. per pair. They are oil retaining and dependable. All the bearings are built on the inside flanges and are extremely neat in appearance.

CLAUD BUTLER, *famous all over the world*

13 C.B. handlebar stems. These are now made on the premises of special C.B. handlebar lugs, they are light in weight and are built of High Manganese steel tubing. Any stem, however, may be specified from the various types which are on the market, in addition any length extension.

14 Gear ratios. Here no doubt the advice and experience of Claud Butler will assist the purchaser. If at all in doubt leave it to us, we will fit those considered most suitable.

15 C.B. Tandems are the most popular of the lightweight class on the roads, they are the outcome of careful designing and are a speciality in the C.B. Workshop. Skilled engineers concentrate on tandems only as with all sections of manufacture. Special attention has been paid to the wheel-base and general design of frame. Any design can be incorporated in the various models illustrated without extra charge. The illustrations are so published to demonstrate the various types which are built, all of which are the outcome of extensive research and practical demonstration.

16 Frame size should be calculated by inside leg measurement. It is often said it is good to have as little of a bicycle as possible, but this should not be carried to the extreme. When ordering upright or semi-upright designs nothing smaller than 20½ in. is recommended or advised. With smaller frames the tendency is to have seat and handlebar stem far out, this is a dangerous practice and is liable to fracture the seat lug and steering column. Both stems should be inserted well below the adjusting cluster bolts.

17 C.B. Finishes. Of all the various types from which the customer is able to choose the "C.B. Silver" remains the most popular, although with touring machines the C.B. "Glass Hard" black is perhaps the more usual. The C.B. Silver finish is definitely to be recommended, it has advantages too numerous to mention here. Definitely one of the reasons for its great popularity is the fact that it is the finest wearing finish of all, even better than enamel. It has the advantage also when night riding of being easily distinguishable.

C.B. Special Electric flamboyant, which is an improved flamboyant process can be supplied in mauve, ruby, emerald, bronze, golden, etc., and is also extremely popular. This new electric flamboyant process is similar to the C.B. Silver, except that the flamboyant has a semi-polished plated undercoat. The new C.B. Lustre finishes in varying shades are also fast becoming popular. This process was introduced the latter part of 1935, and has a powdered effect, the undercoat being similar to the C.B. Silver. Any colour enamels may also be ordered, which are now completed by the C.B. "Glass Hard" process.

18 Chromium plating to all usual bright parts is now standard on all C.B. machines, *the crown, front fork ends and rear chain and seat ends* are chromium plated as standard unless otherwise specified. This liberal chromium plating is done by the special "C.B. double deposition" process and is extremely durable, with which we are able to give a guarantee.

Chromium plating, however, is of course, as with all items of specification, optional and all black finish may still be specified, in addition to the omission if desired, of chromium plating to the rear ends, which is

very often the case with path machines where rear wheel is continually being removed.

19 Pattern Making and Machining. Claud Butler was the first to introduce the upright and semi-upright designs in single bicycles and tandems now fast becoming universal. Special "patterns," "castings" and tools for machining lugs to accurate angles have been especially made. Lug "pulling," which is a dangerous practice is entirely obviated in the C.B. Workshop.

We have gone to an enormous expense in having these castings etc., made, which enables us to build machines in any variation of angles, without resorting to this dangerous practice of stretching lugs.

20 Frame angles. The mention of actual degrees has been purposely avoided in this list to prevent complication. Specified frame angles can be most misleading. The customer has the widest choice of any in the C.B. range of specifications. "C.B." Specialisation in this direction gives the customer the greatest variety of angles.

Each design has been scientifically drawn up, the angles of models vary in many instances to half a degree. Customers should have no difficulty in selecting a design suitable for their particular purpose.

Please remember the advice of Claud Butler and his experts is always at your disposal.

21 You Are The Customer. The C.B. Establishment is one of Service to you, special instructions will be carried out in detail and to your entire satisfaction. Nothing is too much trouble. Customers may specify any component parts, tubing or fittings, including C.B., B.S.A., or Chatter-Lea on any model listed.

Quotations for a machine built to your ideal specification is sent by return, distance is no object. Claud Butler attends to your enquiries *personally* and deals with you through the intimacy of the post in the same way as though you paid a personal visit to the works. Claud Butler's satisfied clientele extends throughout the world. The most complicated designs and specifications have been built for our numerous clients abroad with entire satisfaction and personal service by post.

22 Goodwill. This is considered the most valuable asset. The C.B. Establishment has a reputation of which we are all extremely proud. A dissatisfied customer will not be tolerated, complaints if any, will be dealt with generously, promptly and with courtesy. Proof of this is emphasized by the shoals of letters of satisfaction Claud Butler receives from all parts. You may safely place your confidence in Claud Butler.

23 The C.B. Staff. Only the highest paid skilled engineers in the trade build C.B. machines. All mechanics are permanent members of the staff, none are "put off" or ever on "short time." They are paid for all holidays, including an annual holiday of 7 to 14 days on full pay.

24 Reliability. C.B. machines now hold a pre-eminent position in the Cycle World and the rapid progress of the C.B. establishment is the result of scientific designing, coupled with an expert and unique method of manufacture, combined with the loyal and brilliant co-operation of an enthusiastic and administrative staff, who are themselves keen cyclists, taking a personal interest in the progress of their firm through your individual order.

CLAUD BUTLER, famous all over the world

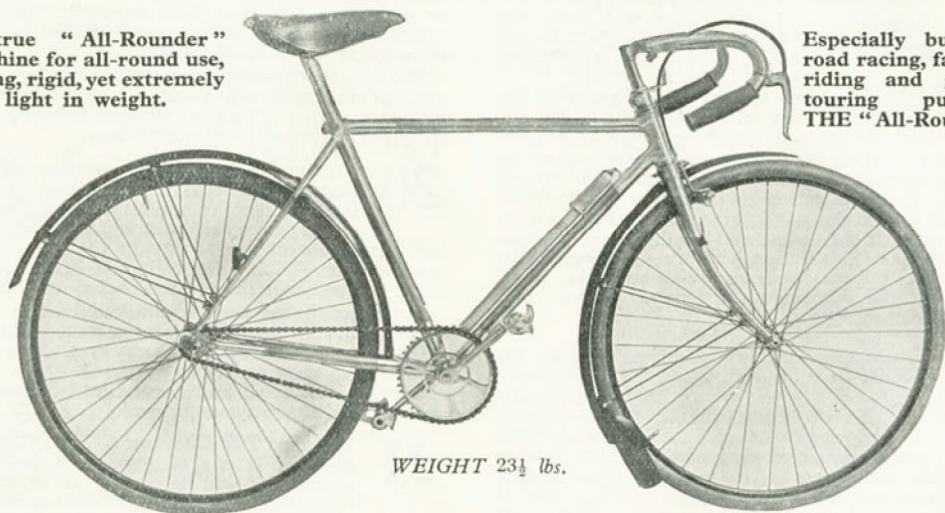
"C.B." ALL-ROUNDER MODEL

The "All-Rounder" is the most popular road model. The "All-Rounder" was the first Bicycle ever built with High Manganese aircraft tubing now so widely followed by other manufacturers.

Following the modern trend it is built slightly more upright this year.

A true "All-Rounder" machine for all-round use, strong, rigid, yet extremely light in weight.

Especially built for road racing, fast club riding and general touring purposes. THE "All-Rounder."



WEIGHT 23½ lbs.

FRAME :—

My special design, built throughout with improved "H.M." special gauge butted steel in addition to "H.M." butted finely tapered "C.B." chain and seat stays. Solid brazed up with "C.B." forward opening serrated drop-out ends, "C.B." fittings, unique design cut-away lugs beautifully filed to featheredge. All "C.B." brazed-on refinements. Sizes to order, wheelbase 42 ins. or to order, 10½ ins. bracket.

FORKS :—

"C.B." D/Rd. or ¾ in. Round section taper butted solid ends offset as illustrated or to order. Reynolds Super Resilient or any design blades.

WHEELS :—

26×1¼ ins. Endrick light steel or Westwood pattern rims, D/B spokes, "C.B." light steel Double cog hubs, locked cones. Dunlop "High Pressure" racing rims in 26 in. or 27 in. to order.

TYRES :—

Ambra Superga, Dunlop, or Constrictor open sided or Dunlop H.P. tyres in 26 in. or 27 in. to order.

SADDLE :—

Brooks' Champion Lightweight duralumin, or to order.

HANDLEBARS :—

"H.M." special gauge in Shallow Level Grip

Highgate or "C.B." 15 in. or 17×3¼ in. drop, or to order, "C.B." chrome or celluloid finish, on own make "H.M." adjustable stem, 1¼ in. to any length extension.

CHAIN :—

Elite ½×⅛ in. roller.

PEDALS :—

"C.B." solid centre racing, B.O.A. or to order.

BRAKE :—

"C.B." Special Lightweight Calliper, front or rear.

CHAIN WHEEL and CRANKS :—

6½ in. Special light pattern, Lightweight steel chain wheel, flanged detachable, 3-pin fixing.

GUARDS :—

Bluemels "Noweight" special detachable, brazed eyes and fly nuts, white or black.

LUBRICATION :—

"C.B." twin force feed to head and bracket, etc., with oilgun.

EQUIPMENT :—

Bluemels reflector and inflater, tool roll and tools.

FINISH :—

"C.B." Silver recommended or "C.B." Electric Flamboyants with "C.B." Chrome plating to crown, front, and rear ends, or any finish to order.

C.B. FITTINGS £10-17-6 CASH

Easy Terms :—15/6 deposit and 15 monthly payments of 15/3 each.

"All-Rounder" Sprint Model fitted with Constrictor or Tabucchi best wood rims and new "50" or No. 3 (or to order) tubular tyres, less guards and steels, weight 19 lbs.

£11-11-0 CASH

Easy Terms : 16/- Deposit and 15 Monthly Payments of 16/-.

CLAUD BUTLER, famous all over the world

"C.B." DE LUXE TOURER MODEL

Especially built for touring in all parts, built for comfort, yet speedy and responsive—lightness combined with extreme strength and rigidity.

Ideal for hilly country and enthusiastic tourists, built to individual specifications.



Quotations for any specification without obligation.

WEIGHT INSIDE 27lbs.

(with alloy rims).

FRAME :—

Special design, built of Reynolds improved "H.M." butted steel tubes and "C.B." fittings. Straight taper seat and chain stays brazed up special design quick release solid frame ends. Brazed on refinements including gear parts—Super finish to all fittings. Frame sizes to order, 42 in. wheelbase, or to order, low bracket.

FORKS :—

"C.B." D/Rd. or $\frac{7}{8}$ in. Round Section, as illustrated, or Resilient design to order, solid ends.

WHEELS :—

26 x $1\frac{1}{4}$ in. or $1\frac{3}{8}$ in. Light Steel rims, Endrick or Westwood pattern, internal expanding hub brakes, front and rear, best D/B spokes.

TYRES :—

Dunlop, or Constrictor No. 3, open sided, or any to order.

BRAKES :—

Front and rear internal expanding "B.H. Solite" hub type or two Cantilevers, or to order.

SADDLE :—

Brooks Champion Series, Terrys C.T.C. or Lycetts "Aero."

CHAIN WHEEL and CRANKS :—

Special light type flanged detachable, with $6\frac{1}{2}$ ins. Light Steel cranks or to order.

GEARS :—

Cyclo Derailleur 3-speed, Sturmey Archer, or Tri-Velox, or to order.

GUARDS :—

"Noweight" detachable clip fitting with fly nuts—brazed eyelets. White or Black finish.

HANDLEBARS :—

17 in. wide x $3\frac{1}{2}$ in. drop Special "C.B." or any to order, Celluloid covered or Chrome plated, on "C.B." $1\frac{3}{8}$ in. extension (reversible), (or flat bend as illustrated).

PEDALS :—

"C.B." Solid Centre. Width to order.

LUBRICATION :—

"C.B." twin force feed to bracket and head, etc.

EQUIPMENT :—

Bluemels reflector and inflator 15 in. x $\frac{7}{8}$ in., Shockstop or Constrictor Sponge Rubber Grips, tool roll, tools and oilgun.

FINISH :—

Optional—Black or coloured enamels, "C.B." Silver, Golden or Flamboyants with "C.B." Chrome ends front and rear, and bright parts or all Black throughout.

"C.B." FITTINGS £12 - 17 - 6 CASH

Easy Terms :—18/- deposit and 15 monthly payments of 18/- each.

Ditto with new Tabucchi or Constrictor Hollow Alloy Rims **£14 - 7 - 6 CASH**

Easy Terms :—20/- deposit and 15 monthly payments of 20/- each.

Single Speed Model fitted with 2 hub brakes and Endrick steel rims **£11 - 11 - 0 CASH**

Easy Terms :—16/- deposit and 15 monthly payments of 16/- each.

CLAUD BUTLER, famous all over the world

"C.B." LADY LIGHTWEIGHT MODEL

A "C.B." Open-frame Machine of rigid design—strength in the right places, but with lightness and easy running—(Vide "Cycling.")

An unusual design of particularly rigid type and pleasing appearance.



A Lady's Machine with all the advantages of the Gent's diamond frame type.

WEIGHT INSIDE 26 lbs.

FRAME :—

19, 20 and 21 in. Wheelbase 41 in. Bracket 10½ in. "C.B." specially designed suitable for both rational costume or skirts, absolutely rigid and comfortable. Built of H.M. butted tubing, including straight brazed up tapered seat and chain stays. Quick release front and rear frame ends with chain catch, pump pegs, etc., all brazed on.

FORKS :—

"C.B." (H.M.) especially designed. Solid ends.

WHEELS :—

26 × 1¼ in. or 1⅝ in. Endrick light steel rims, D/B spokes, D/Cog race hubs, fitted with Dunlop tyres (non-skid tread), or to order.

SADDLE :—

Terrys Club, or Brooks B.18.

HANDLEBARS :—

As illustrated or to order, on adjustable stem giving option of drop or raised bar.

CHAIN :—

Coventry best roller, ½ × ⅝ in.

PEDALS :—

Ladies steel race "Quill" type or rubber.

BRAKES :—

Front and rear lightweight callipers (2 brakes), or to order—see footnote.

GEARS :—

Reversible free and fixed.

CRANKS :—

Lightweight 6½ in. with detachable 3-arm chain wheel.

GUARDS :—

Bluemels full width, white finish celluloid, clip fitting, with brazed on eyes.

EQUIPMENT :—

Bluemels reflector and inflator, Constrictor grips, tool roll and tools and detachable lamp bracket, including "C.B." force-feed oiler.

FINISH :—

"C.B." Cambridge Blue with chrome plated crown, front and rear ends. "C.B." Silver, or to order.

BRAMPTON FITTINGS £8-10-0 CASH

Easy Terms :—12/6 deposit and 15 monthly payments of 11/9 each.

"C.B." FITTINGS £10-0-0 CASH

Easy Terms :—15/- deposit and 15 monthly payments of 13/9 each.

CHATER-LEA FITTINGS £11-15-0 CASH

Easy Terms :—16/3 deposit and 15 monthly payments of 16/3 each.

Note :—Flamboyant finishes, Brooks' Champion Saddles, Cantilever or hub brakes are only extra on Brampton fittings model.

CLAUD BUTLER, famous all over the world

"C.B." MISS MODERN MODEL

An advanced design Ladies' Bicycle with diamond frame incorporating short top tube.

A replica of the C.B. machine used by Miss Hamilton in her various demonstration rides.

Especially shortened top tube, but retaining correct angles.



WEIGHT 24 lbs.

FRAME :—

"C.B." special design, built of H.M. butted steel tubes with straight fine taper chain and seat stays brazed up, correct top tube giving ideal position for Lady. Short wheelbase, $10\frac{1}{2}$ in. bracket. "C.B." especially manufactured lugs with serrated quick release frame ends. All refinements brazed on.

FORKS :—

$\frac{3}{4}$ in. round or D/Rd. rake as illustrated, or to order. Reynold R.R. or to instructions.

WHEELS :—

$26 \times 1\frac{1}{4}$ in. Light Steel Endrick rims. D/B spokes. Light steel hubs.

SADDLE :—

Brooks S.25/N.H. Butt-hide top with spiral sprung undercarriage, or to order.

HANDLEBARS :—

Any to order or as illustrated on adjustable stem.

Brampton Fittings, 3-speed model **£10-0-0 CASH**

Easy Terms :—15/- deposit and 15 monthly payments of 13/9

Ditto, less 3-speed gear, Brampton Fittings **£8-10-0 CASH**

Easy Terms :—12/9 deposit and 15 monthly payments of 11/9.

CHAIN :—

Coventry best, $\frac{1}{2} \times \frac{1}{8}$ in.

PEDALS :—

"C.B." Quill, to order.

BRAKE :—

Two brakes inclusive, front and rear "A" Cantilevers, C.B. lightweight Calipers, or to order.

GEARS :—

The new Constrictor Osgear 3-speed, as illustrated, or Simplex 3-speed to order.

CHAIN WHEEL :—

Single flange lightweight, 3 pin, with $6\frac{1}{2}$ in. cranks. Williams chrome plated.

GUARDS :—

Bluemels full width, White, detachable, with brazed eyes.

FINISH :—

"C.B." popular Silver or any colour Enamel with chrome front and rear ends and crown no extra.

"C.B." FITTINGS 3-speed model **£11-10-0 CASH**

Easy Terms :—16/- deposit and 15 monthly payments of 16/-.

Ditto, less 3-speed gear, C.B. Fittings **£10-0-0 CASH**

Easy Terms :—15/- deposit and 15 monthly payments of 13/9.

Note :—Flamboyant finishes, Brooks Champion Saddles, Cantilever or hub brakes are extra only on Brampton fittings model.

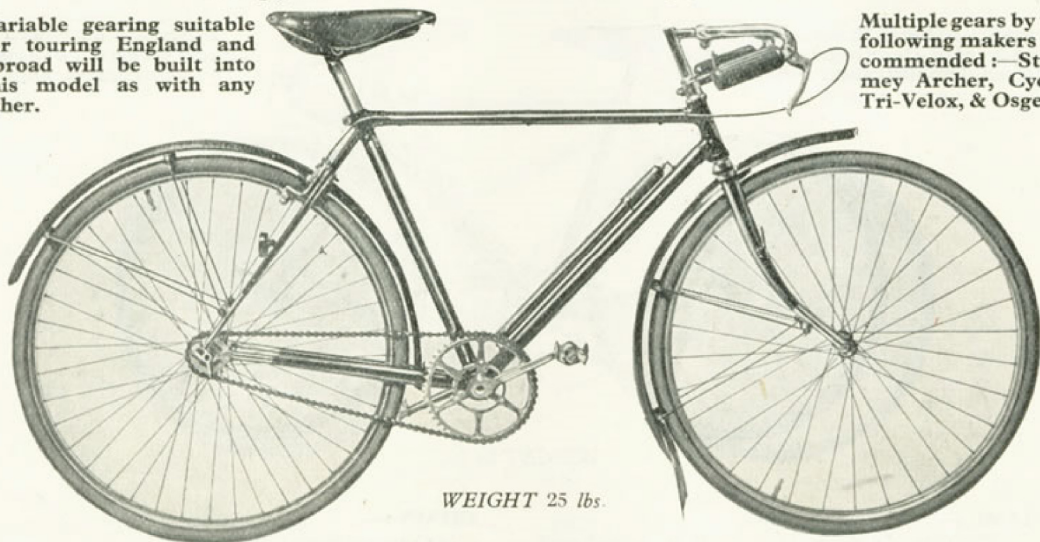
CLAUD BUTLER, famous all over the world

"C.B." SUPREME MODEL

A lively fast clubman's machine especially built entirely to customer's own specification of "C.B." fittings, also in B.S.A. or Chater-Lea fittings, if desired.

Variable gearing suitable for touring England and abroad will be built into this model as with any other.

Multiple gears by the following makers recommended:—Sturmev Archer, Cyclo, Tri-Velox, & Osgear.



WEIGHT 25 lbs.

FRAME :—

Special design, sizes to order, wheelbase 42 ins., bracket height $10\frac{1}{2}$ ins., or special to suit individual and conditions, built throughout with Reynolds "H.M." High Tensile butted steel tubes, straight tapered seat and chain stays brazed up. "C.B." forward opening quick release frame ends or special "C.B." ends to suit type of variable gears ordered (if any). All lugs beautifully machined, unique cut-away design. All refinements brazed to frame.

FORKS :—

Design to order or as illustrated in D to Rd. or $\frac{3}{4}$ in. Round section, or Reynolds Super Resilient. Solid brazed up quick release ends. Taper gauge butted tubing.

WHEELS :—

26 in. Endrick or Westwood steel rims, D/C hubs, locked cones, D/B black spokes.

TYRES :—

Dunlop, or to order.

SADDLE :—

Brooks B.18 or 17 Champion, Terrys C.T.C. or Lycetts duralumin "Aero" elastic.

HANDLEBARS :—

Any to order, chrome or celluloid finish on adjustable stem.

CHAIN :—

Renolds "Elite" or to order.

PEDALS :—

B.O.A. or to order.

CHAIN WHEEL and CRANKS :—

Special light $6\frac{1}{2}$ in. cranks and flanged detachable chain ring.

GUARDS :—

Bluemels "Noweight" finish to order, detachable clip fixing with wing nuts—brazed eyelets.

BRAKE :—

Front or rear Lightweight Calliper, Cantilever "A," internal expanding hub brake or any to order.

LUBRICATION :—

"C.B." Twin force feed oiling system throughout, oilgun and instructions provided.

EQUIPMENT :—

Bluemels reflector and inflator, Shockstop or Constrictor grips, and tools including detachable and adjusting fork blade lamp bracket (boss brazed to frame).

FINISH :—

All Black throughout or all Black frame with chromium plating to usual bright parts or Black or coloured enamels with chrome plated crown, front and rear frame ends, etc., or "C.B." Silver or Flamboyant finishes, no extra charge.

"C.B." FITTINGS **£10-0-0 CASH**

Easy Terms :—13/9 deposit and 15 monthly payments of 13/9 each.

CHATER-LEA or B.S.A. FITTINGS **£11-17-6 CASH**

Easy Terms :—16/- deposit and 15 monthly payments of 16/6 each.

See extras on page 26 for variable gears (incorporating "C.B." improved brazed on attachments).

CLAUD BUTLER, famous all over the world

"C.B." ANGLO-CONTINENTAL MODEL

A true stayer machine of Continental design with head and seat out of parallel, built on upright lines—both "Sprint" and "Road" model demand your serious consideration.

An entirely new design built from "C.B." specially manufactured lugs.

Recommended for all road purposes and general road racing.



WEIGHT 24½ lbs. as illustrated

FRAME :—

Special exclusive "C.B." design with "Steep" head. "C.B." fittings throughout—all lugs beautifully filed to feather-edge and including the unique "C.B." cut-away which actually increases strength and rigidity, whilst reducing weight. High Manganese butted steel tubing of special taper gauge throughout. "C.B." Straight tapered chain and seat stays of special dimensions. Solid brazed-up front and rear forward drop-out "C.B." quick release. Wheelbase 41 in., frame sizes 20½ in. or 21½ in. or to order. "C.B." refinements brazed-on.

FORKS :—

D/Rd. or ⅞ in. round, special taper gauge "H.M." butted. Rake as illustrated recommended or special to order.

WHEELS :—

27 in. or 26 in. sprints—Constrictor, Tabucchi, or "C.B." wood rims on "C.B." special race hubs, D/B. spokes, tied and soldered at crossings.

TYRES :—

Tubular racing—Dunlop, Constrictor, Tabucchi or "C.B." Continental.

PEDALS :—

C.B. Quill solid centre race, or B.O.A.

SADDLE :—

New Brooks Champion Lightweight duralumin or any to order on "H.M." light steel pin.

BRAKE :—

Two "C.B." lightweight callipers—front and rear—bolt fixing.

CRANKS :—

Lightweight steel best quality with single flange light chain ring—detachable 3-pin fixing.

CHAIN :—

Elite roller ½ × ⅝ in.

HANDLEBARS :—

"C.B." Anglo-Continental (new type) on "C.B." stem or to order.

GEARS :—

"Cyclo" 3-speed Deraillleur, Super "Simplex" duralumin, "Simplex" or Osgear to order.

EQUIPMENT :—

Bluemels reflector and inflator 15 × ⅝ in., tool roll and tools, force feed oilgun, etc. with "C.B." twin oiling to all bearings.

FINISH :—

"C.B." famous Silver, delicately lined out in black, with the "C.B." international bands round seat tube giving an attractive continental appearance—any other of the "C.B." finishes, however, including the New Electric Flamboyants, may be specified at no extra charge.

"C.B." FITTINGS **£13 - 17 - 6** CASH (specifications complete as above) with 3-speed gear.

Easy Terms : 25/- deposit and 15 monthly payments of 19/- each.

ANGLO-CONTINENTAL ROAD MODEL **£11 - 7 - 6** CASH LESS 3-SPEED GEAR see specifications below.

Easy Terms : 20/- deposit and 15 monthly payments of 16/- each.

Road Model is fitted with Dunlop "High Pressure" road racing tyres and light steel "H.P." rims, Double Cog race C.B. hubs, Bluemels Mudguards, etc., complete as a road machine, but less 3 speed gear and one brake.

IMPORTANT.

The road model specification is adapted from the above, and is especially built for fast club riding and road racing. The majority of riders commencing their first "real" cycling, hardly know whether they are "suited" to road racing—this Anglo-Continental road model is so built as to be suitable for both "competitive racing" and general club riding—the purchase of "Sprints and Tubulars" is an expensive experiment with such "new comers" to the sport, and the new H.P. wheels and tyres fitted to the Anglo-Continental road model are equally suitable for both, thereby obviating the necessity of buying "sprints and tubs" until the rider has had a "season" at "trying himself out."

CLAUD BUTLER, famous all over the world

"C.B." SUPER TAPER TUBE MODEL

A lightweight taper tube model built to "All-Rounder" angles of the semi-upright type or as "Anglo-Continental" with head and seat out of parallel.

"C.B." Special design with seat and down tubes tapering from $1\frac{1}{2}$ in. to $1\frac{1}{8}$ in. outside. 1 in. parallel top tubes.

Appealing to those who prefer larger diameter tubes at the bottom bracket.



WEIGHT approx. $23\frac{1}{2}$ lbs.

FRAME :—

Special "C.B." design, 41 in. wheelbase or to order $10\frac{1}{2}$ in. bracket, frame sizes to order from 19 in. on "All-Rounder" angles, $20\frac{1}{2}$ in. upwards on "Anglo-Continental" angles. Built throughout of High Tensile steel tubes taper down and seat, solid brazed up straight taper seat and chain stays, "C.B." forward quick release rear serrated ends. All "C.B." refinements attached to frame. Lugs beautifully machined incorporating "C.B." unique cut-away.

FORKS :—

"H.M." butted steel $\frac{3}{8}$ Rd. or D/Rd. with solid drop-out ends and butted steering column.

WHEELS :—

$26 \times 1\frac{1}{4}$ in. "C.B." Light steel race hubs, D/Cog rear, double butted spokes built with Endrick special gauge light steel rims.

TYRES :—

Dunlop or Constrictor No. 3. $26 \times 1\frac{1}{4}$ in. W.O.

CRANKS :—

$6\frac{1}{2}$ in. Special light steel, Williams "Dureel" chain-ring, detachable.

SADDLE :—

Mansfield "Ormond" or Brooks Champion or any to order.

HANDLEBARS :—

As illustrated or any to order on "C.B." adjustable stem—extension to order.

PEDALS :—

"C.B." solid Centre (Quill type) Brampton or B.O.A.

CHAIN :—

$\frac{1}{2}$ in. \times $\frac{3}{8}$ in. roller, "Elite" or Renolds.

BRAKE :—

"C.B." front or rear lightweight calliper, bolt fixing.

GUARDS :—

Bluemels "Noweight" white or black, quick release fittings.

EQUIPMENT :—

Bluemels reflector, pump $15 \times \frac{7}{8}$ in. "Sterling" tool roll and tools, oilgun and instructions.

LUBRICATION :—

"C.B." force feed (twin) throughout.

FINISH :—

"C.B." famous Silver or any "C.B." Electric Flam. or enamel finish to order inclusive with "C.B." chrome front and rear ends and crown, no extra.

"C.B." FITTINGS **£11 - 11 - 0** CASH

Easy Terms : 20/- deposit and 15 monthly payments of 16/- each.

CHATER-LEA FITTINGS **£12 - 10 - 0** CASH

Easy Terms : 30/- deposit and 15 monthly payments of 16/6 each.

CLAUD BUTLER, famous all over the world

"C.B." SILVER ARROW MODEL

And now a famous individually built "C.B." Real Lightweight, reduced in price to within the reach of all who are about to seriously take up "cycling" for pleasure—what the "Old Timer" would call the "right idea."

A masterpiece of Lightweight building at such low cost. Far ahead in a class of its own.



Not mass produced, but individually built—competing with the mass produced.

WEIGHT 27 lbs.

FRAME :—

Special design, size to order, 19, 20, 21 or 22 ins. Wheelbase 42½ ins. Bracket height 10½ ins., built of Reynolds "H.M." butted tubes and unique design cut-away lugs, straight tapered and brazed up seat and chain stays, D to R front forks "C.B." solid drop-out quick release frame and fork ends, mudguard eyes, pump pegs, chain catch, and fork blade lamp bracket, all brazed to frame.

WHEELS :—

26 × 1¼ in. "Endrick" chrome rims, double butted spokes, built on Bayliss Wiley chrome-plated double cog race hubs. Pattern Nos. 9 and 10.

TYRES :—

Dunlop Trans. R.R. Covers and tubes.

SADDLE :—

Brooks B.15 Champion or Lycetts mattress A2.

HANDLEBARS :—

"C.B." original as illustrated 3½ in. drop, on patent straight adjustable stem. Chrome plated.

PEDALS :—

Brampton racing.

BRAKE :—

1936 improved C.B. Calliper or "Super Cam." Front or rear to order.

CHAIN :—

Renolds roller ½ × ⅝ in.

CRANKS :—

Williams C.34. 3 pin flanged detachable with 6½ in. cranks. Chrome plated.

MUDGUARDS :—

Bluemels "Featherweight" white or black—detachable quick release fittings.

EQUIPMENT :—

Bluemels pump 15 × ¾ in. and Prismatic reflector, tool roll and tools, etc.

LUBRICATION :—

C.B. force feed oilgun and instructions included.

FINISH :—

C.B. famous Silver, recommended, or black or coloured enamel finishes (C.B. Flamboyant finishes extra), no extra charge. Chrome plating to front and rear ends and crown inclusive.

CASH PRICE £7 - 17 - 6

Easy Terms :—10/- deposit and 15 monthly payments of 11/2 each.

The specification of this model cannot be varied except at extra charge, the components listed above having been especially purchased at special price for this model only, thus enabling me to produce an **individually built high-class Lightweight** at a price to compete against the mass production firms—The "Silver Arrow" will appeal to those with limited cash who want to commence "Real" cycling with the "right idea"—on a "Real" Lightweight.

CLAUD BUTLER, famous all over the world

E.H.C. INTERNATIONAL "C.B." PATH MODEL

As actually used by England's sprinters, similar in design to the "D.S.H." Model but not so upright and with head and seat at varying angles—ideally suitable for grass racing in addition to cement tracks.

Also used in the World's Championships, 1931, 1932, 1933, 1934 and 1935 Olympic and Empire Games.



Built entirely to order from "C.B." especially designed lugs with head and seat tube out of parallel—head more upright.

WEIGHT FROM 18 lbs.

FRAME :—

Special "C.B." Continental design, built of especially manufactured fittings of special angles, H.M. taper gauge butted tubing throughout, including new type chain stays giving ample tyre clearance. Fine taper "H.M." seat stays. Solid "C.B." path ends. Frame sizes to order, 41 in. wheelbase, high bracket.

FORKS :—

$\frac{7}{8}$ in. round section—offset as illustrated, or to order. Solid ends.

WHEELS :—

27 in. "C.B." girder pattern or Constrictor or Tabucchi to order, best D/B spokes, "C.B." path hubs, single cog.

TYRES :—

"C.B." Continental, grass or cement pattern, Dunlop, Constrictor or Tabucchi to order.

PEDALS :—

B.O.A. or Solid Centre.

SADDLE :—

B.17, Brooks special sprinter, or to order.

CHAIN :—

$1 \times \frac{1}{8}$ in. recommended.

CHAIN WHEEL :—

$1 \times \frac{3}{8}$ in. size to order.

HANDLEBARS :—

"E.H.C." on Major Taylor adjustable sliding extension, or to order.

FINISH :—"C.B." Path colours, *i.e.*, Silver with Chrome ends and crown—Red, White, and Blue Strip on seat tube, all delicately lined Black.

CHATER-LEA or B.S.A. FITTINGS £12-12-0 CASH

Easy Terms :—20/- deposit and 15 monthly payments of 17/3 each.

"C.B." FITTINGS £11-15-0 CASH

Easy Terms :—20/- deposit and 15 monthly payments of 16/- each.

CLAUD BUTLER, famous all over the world

"C.B." "ULTRA-LITE" MODEL

This machine, although extremely light will stand up to any amount of hard wear and carries my full Guarantee. Everything of the best . . . I could not produce a better machine were it twice as much. Built for pleasure riding, touring or Racing to order . . . for the connoisseur, regardless of cost.

The finest bicycle that the most skilled of the cycle industries craftsman can produce.

A beautiful machine in every way entailing enormous detail work to fittings and finish.



WEIGHT from 21 lbs.

FRAME :—

Special design, sizes to order, 10½ in. bottom bracket, 41 in. wheelbase, or to order. Built throughout with High Manganese butted steel tubes of special gauge and "C.B." "Ultra-Lite" fittings. Lugs beautifully filed and feathered edged (the "C.B." unique cut-away actually increases strength). "C.B." fine tapered round section seat stays and special section chain stays brazed up. Usual refinements brazed to frame. "C.B." quick release ends.

FORKS :—

D to Rd. or ¾ in. Round section or Reynolds new type Super Resilient. "H.M." taper butted. Solid ends.

WHEELS :—

26 in. Constrictor "Conloy" or Tabucchi "Fiamme" "C.B." Special light steel hubs. D/C. rear. Hiduminium wing nuts.

TYRES :—

Italian "Ambra-Superga" Constrictor No. 3. Dunlop or to order.

SADDLE :—

Duralumin "Ormond" or "Castalumin" on alloy seat pin.

HANDLEBAR :—

Hiduminium as illustration or to order on adjustable Hiduminium extension.

PEDALS :—

"C.B." Special alloy, Tabucchi or to order.

BRAKE :—

"C.B." alloy or Constrictor, Cantilever or to order.

GUARDS :—

Bluemels celluloid "Noweight." Hiduminium stays, detachable and quick release.

CHAIN WHEEL and CRANKS :—

Special Light "Dureel" Alloy detachable chain wheel, and 6½ in. light steel cranks.

LUBRICATION :—

"C.B." Twin force feed to Head and Head clip, both bracket cups, pedals, hubs, etc.

EQUIPMENT :—

Bluemels reflector, inflator, tool bag and tools, oilgun and instructions included.

FINISH :—

"C.B." "Glass Hard" Black or coloured enamels, "C.B." Silver, Golden, or Flamboyants in Mauve, Emerald, Golden Whyld, Royal, Bronze, Electric Bronze, Ruby, etc. "C.B." chrome plating to crown, front and rear ends or all Black throughout or any combination of finish, no extra charge.

"C.B." ULTRA-LITE FITTINGS £13 - 15 - 0 CASH

Easy Terms :—23/6 deposit and 15 monthly payments of 18/6 each.

Sprint Road Racing model built up with "Ultra-Lite" fittings and components (sprints and tubulars in place of steels and guards) at the same price. The lightest practical road racing machine, weight inside 17½ lbs.

Note.—It is possible to build a machine still lighter, but then the strength and rigidity would be sacrificed—I prefer to build only the Lightest cycles and tandems, the specifications and gauges of which have proved themselves sound in practical demonstration—freakish components and tubing is in the "C.B." establishment eliminated.

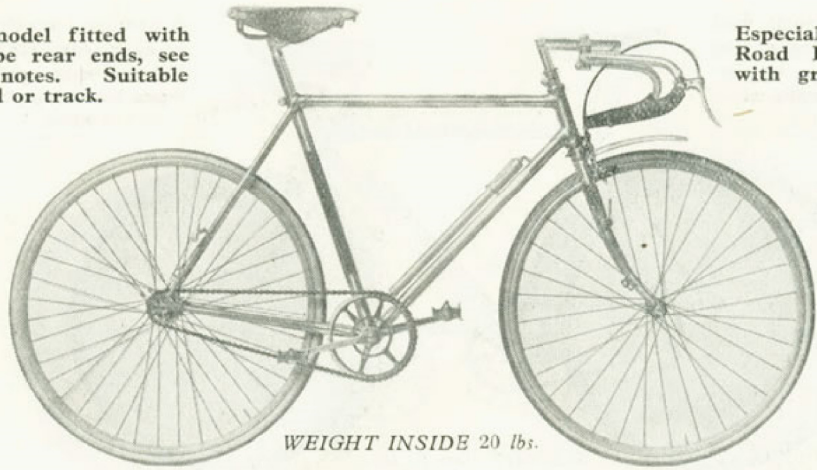
CLAUD BUTLER, famous all over the world

"C.B." ROAD-PATH MODEL

For years Claud Butler has led the trade with the "Upright" design type of frame for racing purposes—this design "Road-Path" is SEMI-UPRIGHT, angles being between those of the D.S.H. 1936 Path Model and the All-Rounder. The Road-Path is the only real dual purpose machine suitable for both Grass and Cement tracks and Road Racing.

1936 model fitted with new type rear ends, see frame notes. Suitable for road or track.

Especially designed for Road Racing combined with grass track riding.



WEIGHT INSIDE 20 lbs.

FRAME :—

My own special original design—Semi-Upright. Built throughout with butted "H.M." tubing and super fittings to "C.B." special angles. Brazed up Chain and Seat Stays of special section and diameter. "C.B." special design dual-purpose rear quick release frame ends (prevents wheel pulling over) or usual forward Drop-out. Sizes to order, Short wheelbase, 11 1/2 in. bracket with 27 in. sprints (or 10 3/4 in. with 26 in.).

FORKS :—

D. to R. or 3/4 in. Round section, Offset as illustrated or any design to order, taper butted, solid ends.

WHEELS :—

27 in. or 26 in. Sprints—Constrictor or Tabucchi flat or Rd. reinforced wood rims, "C.B." light steel hubs, locked cones, single or double cogs, D/B spokes tied and soldered at crossings. Special "C.B." D/P track nuts to wheels.

TYRES :—

"C.B." New Continental tubular racing, file or smooth band or Dunlop, Tabucchi or Constrictor no extra to order.

PEDALS :—

B.O.A. or "C.B." Solid Centre.

BRAKE :—

Front or rear "C.B." Lightweight Calliper, bolt fitting, improved 1936 design.

SADDLE :—

Brooks B.17.N. or Ormond Duralumin, Sprinter, or to order.

CHAIN :—

Renolds or Elite 1/2 in. x 1/8 in. Roller or 1 in. x 1/8 in. Block.

CRANKS :—

Lightweight 6 1/2 in. or to order, flanged detachable chain wheel.

HANDLEBARS :—

Any type to order, "C.B." own make adjustable "Major Taylor" type extension or fixed C/L adjustable length to order. Tape or rubber grips.

EQUIPMENT :—

Bluemels reflector and inflater and oilgun. Mud-guard eyelets, pump pegs, fork blade lamp bracket, detachable, etc., brazed-on if desired—obscure type, within N.C.U. regulations.

FINISH :—

Any to order, with "C.B." chrome plating to front and rear ends and crown including usual bright parts. "C.B." Silver recommended.

"C.B." FITTINGS £12-7-6 CASH

Easy Terms :—20/- deposit and 15 monthly payments of 16/9 each.

CHATER-LEA or B.S.A. FITTINGS £13-7-6 CASH

Easy Terms :—20/- deposit and 15 monthly payments of 18/6 each.

"C.B." Fittings with Steels and Guards in place of Sprints £11-7-6 CASH

Easy Terms :—20/- deposit and 15 monthly payments of 15/9 each.

Chater-Lea or B.S.A. Fittings with Steels & Guards less Sprints £12-7-6 CASH

Easy Terms :—20/- deposit and 15 monthly payments of 17/- each.

CLAUD BUTLER, famous all over the world

D.S.H. WORLD'S CHAMPIONSHIP "C.B." PATH MODEL

Ernie Chambers (on the staff) personally supervises every Path Model during construction. This successful 1936 design introduced first many years ago by Claud Butler is the outcome of extensive practical research by our champion riders, and is now universally used by the "heads" in this country and abroad.

This actual model was used in the World's Championships held in Denmark 1931 Italy 1932, France 1933, Germany 1934, Belgium 1935, Olympic Games, America 1932.



"C.B." Cycles have been supplied to customers in India, France, Africa, Italy, Denmark, Spain, America, Germany, etc.

WEIGHT from 17½ lbs.

FRAME :—

Special Claud Butler "Upright" design built from specially manufactured fittings of special angles. "H.M." special taper gauge butted tubes. New type "C.B." chain and seat stays brazed up with solid path ends with adjusters. Front forks $\frac{3}{8}$ in. Round Offset as illustrated, or to order. Frame sizes to order, wheelbase and bottom bracket height—to order (advice free).

WHEELS :—

27 in. Constrictor Conloy Sprint tubular rims, best D/B spokes, tied and soldered at crossing, Constrictor Conloy single sided wide flange hubs.

TYRES :—

"C.B." Continental Silk Path or Dunlop, Constrictor or Tabucchi (fitted with C.B. tyre protection covers to both wheels).

PEDALS :—

Solid Centre B.S.A. or B.O.A.

SADDLE :—

Brooks B.17 Sprinter or Lightweight duralumin.

CHAIN :—

Block 1 $\times \frac{3}{16}$ in. recommended or to order.

HANDLEBARS :—

Any to order or "Bailey" Continental type (width to order), on adjustable sliding extension or brazed up adjustable angle.

FINISH :—

"C.B." 1935 Path Colours recommended, including chrome plated frame ends and crown or any finish to order.

B.S.A. FITTINGS £13 - 15 - 0 CASH

Easy Terms :—23/6 deposit and 15 monthly payments of 18/6 each.

Note.—State whether for use on both Grass and Cement tracks or Cement tracks only—free assistance given in drawing up frame specification.

Many claims are made to build the fastest road and track cycles. I definitely study frame design and am the pioneer of the "Upright" style now being widely copied. The original "C.B." design is naturally superior, being the result of many years' experience. My claim to build the most successful designs is substantiated by our successes in England and abroad—Deeds speak louder than words.

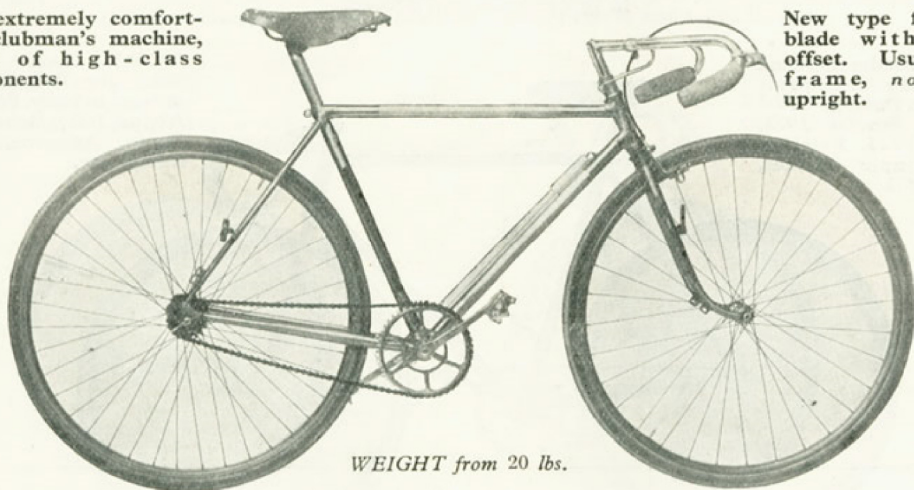
CLAUD BUTLER, famous all over the world

"C.B." SUPER-VELO R.R. MODEL

A high-class Lightweight Racing or Club model built to specification at a modest price.

—an extremely comfortable clubman's machine, built of high-class components.

New type front fork blade with abrupt offset. Usual design frame, not "C.B." upright.



WEIGHT from 20 lbs.

FRAME :—

Size to order, 42 in. wheelbase, 10½ in. bracket, built with Reynolds High Manganese butted steel tubes, Brampton fittings, "C.B." design cut-away and beautifully filed lugs. Brazed-up tapered straight seat and chain stays. Solid quick release fork ends. Mudguard eyes, pump pegs, chain rest and fork blade lamp bracket (adjustable) brazed on.

FORKS :—

Special design, Reynolds "H.M." butted straight with abrupt offset at tip. D. to Rd. or ¼ in. round tapered.

WHEELS :—

Double Cog light race hubs with locked cones. Best D/B spokes, built with "C.B." Continental wood rims and fitted with "C.B." Continental road racing tubular tyres or to order.

SADDLE :—

Mansfield Duralumin Ormond, or to order.

HANDLEBARS :—

"C.B." shallow, level grip, Highgate chrome or celluloid covered 15 in. or 17 in. on lugless adjustable stem.

CHAIN :—

"Elite" or Renolds. ½ in. × ½ in. pitch.

PEDALS :—

Light steel racing.

BRAKE :—

Lightweight front or rear bolt fixing, waterproof cable.

CHAIN WHEEL and CRANKS :—

3-arm fixing, flanged detachable chain ring, with 6½ in. cranks. Special lightened steel.

LUBRICATION :—

"C.B." force feed oiling system to head and all parts.

EQUIPMENT :—

Oil gun and instructions, tool roll and tools, reflector and pump.

FINISH :—

"C.B." Silver recommended, or any to order, including chrome plated crown, front and rear frame ends no extra if desired.

SUPER BRAMPTON FITTINGS £10-10-0 CASH

Easy Terms :—14/6 deposit and 15 monthly payments of 14/6 each.

"East Hill" model fitted with steel wheels—26×1¼ in. Endrick rims, and Dunlop "Sprite" wired-on tyres, including Bluemels Mudguards in place of "Sprints and Tubulars." Super Brampton fittings.

£8-17-6

Cash price

Easy Terms :—12/3 deposit and 15 monthly payments of 12/4 each.

CLAUD BUTLER, famous all over the world

"C.B." RECORD TRICYCLE



Quotations by return for any specification.

FRAME :—

Special "C.B." design, short wheelbase, low bracket, 30 $\frac{1}{2}$ in. axle (28 in. axle 12/6 extra), built of "C.B." fittings and H.M. butted or tapered tubes, "C.B." forks, $\frac{7}{8}$ in. rd. or D/Rd., or to order.

WHEELS :—

Constrictor best wood rims fitted with Constrictor tubulars, or to order, "C.B." light steel special hubs. Alloy rims as illustrated extra.

BRAKE :—

Cantilever or to order.

SADDLE :—

Brooks Champion Series, or to order.

LUBRICATION :—

Force feed direct.

FINISH :—

"C.B." Silver recommended, or any to order.

PRICE £18 - 18 - 0 CASH

Easy Terms :—26/- deposit and 15 payments of 26/- each.

"C.B." 3-SPEED TRICYCLE MODEL

Specification as illustrated with light steel rims, Dunlop road tyres, Brooks saddle, etc., including "C.B." 3-speed Gear.

PRICES FROM £21 - 0 - 0 CASH

Easy Terms Arranged.

Quotations for any Specification.

(Rear hub brake £3 extra).

Note patent rear wheel mudguard fittings.



The first practical 3-speed lightweight Touring Tricycle.

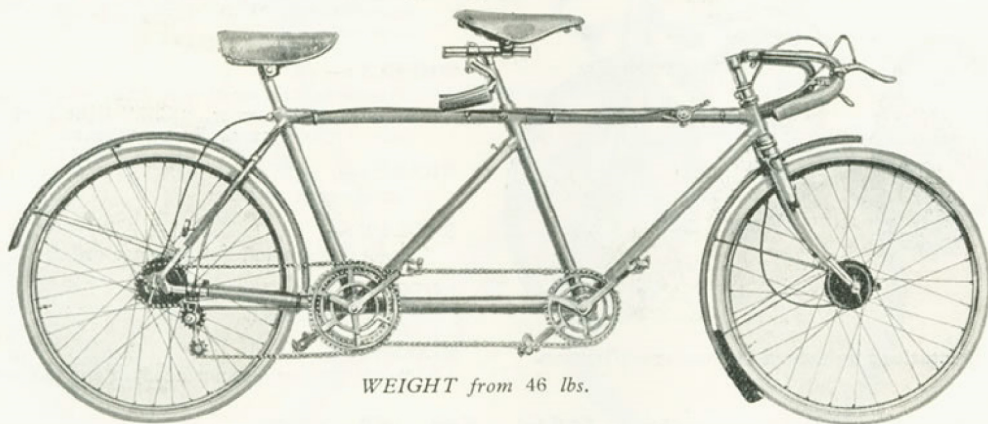
Ask *CLAUD BUTLER* to quote you——

for any design or specification, Single Bicycle, Tricycle, Tandem Tricycle, Triplet, Family Tandem with Sidecar, Pace followers, etc. Experts in frame construction and designing for all purposes.

CLAUD BUTLER, famous all over the world

"C.B." SILVER ACE TANDEM

The "Silver Arrow's" big brother . . . and now an individually built real lightweight tandem by Claud Butler at a modest cash price or on easier easy terms now enabling all to realize the great pleasure of tandem riding. . Real tandem riding on a Real Lightweight tandem by a specialized Lightweight Maker.



WEIGHT from 46 lbs.

FRAME :—

"C.B." design Double Diamond as illustrated, or Centre bar design, sizes 21 in. front, 20½ in. rear (recommended), suitable for lady or gent rear partner, short wheel-base, built with Reynolds High Manganese tubes and special design fittings, unique design cut-away lugs, brazed-up solid seat and chain stays and quick release frame ends, all "C.B." refinements brazed on.

FORKS :—

Special taper gauge reinforced as illustrated solid drop-out ends.

WHEELS :—

26 × 1½ in. heavy gauge chrome plated Endrick rims, special tandem spokes built on improved type B.H. Super Tandem internal expanding hub brakes front and rear rod-cum cable, special C.B. anchor arm.

TYRES :—

Dunlop Non-Skid tandem.

BRAKES :—

Two powerful internal expanding hub type built into wheels (see above) giving gentle but positive reliable braking under all extreme conditions.

SADDLES :—

Brooks Spring top S.23 N. or Lycetts elastic A.2.

CHAINS :—

Renolds roller ½ × ½ ins.

PEDALS :—

Universal steel or rubber.

HANDLEBARS :—

As illustrated or any to order chrome or celluloid covered, on adjustable reinforced stems. Shock-stop sponge rubber grips.

3 SPEED GEAR :—

Famous *Cyclo* 3 speed Derailleur or Sturmey Archer 3 speed hub gear. All "C.B." refinements brazed to frame.

GUARDS :—

Bluemels full width—brazed lugs, detachable "C.B." quick release fittings (white or black).

EQUIPMENT :—

Bluemels inflator and reflector, oilgun and tools and tool roll.

LUBRICATION :—

"C.B." force feed to brackets and head (instructions provided).

FINISH :—

"C.B." famous Silver, or best Black or Coloured enamels with chrome plated crown, front and rear frame ends, or all Black frame with chrome bright parts, or all Black throughout, if desired. ("C.B." Flamboyant finished 25/- extra)

3-SPEED MODEL £16 - 10 - 0 CASH PRICE

Easy Terms : 25/- deposit and 15 monthly payments of 23/- each.

SINGLE-SPEED MODEL £15 - 0 - 0 CASH PRICE

Easy Terms : 20/- deposit and 15 monthly payments of 21/- each.

Resilion "A" Cantilever rim brakes may be specified in place of hub brakes at 5/- per brake extra.

NOTE.—Lady-back tandems built as the famous "C.B. Lady Lightweight" design extra 10/-.

CLAUD BUTLER, famous all over the world

"C.B." SUPER CLUB (SHORTBASE) TANDEM

Built to an ideal—not down to a price. A comfortable Touring machine, rigid, responsive, and fast on hills with perfect steering at all speeds in addition to positive braking to both wheels.



WEIGHT from 45 lbs.

FRAME :—

New short wheel-base design 64 in. retaining ample room for both riders. Built of the new super (1936) Brampton tandem fittings in either Double diamond or Centre bar frame. High Manganese tubing butted throughout, special "C.B." gauges. Lugs beautifully machined, "C.B." unique cut-away. All "C.B." refinements. Solid brazed-up chain and seat stays of straight taper gauge. Quick release frame and fork ends—front forks butted special heavy gauge Tandem.

WHEELS :—

26 × 1 $\frac{3}{8}$ in. Endrick or Westwood rims, tandem gauge, 12/14 gauge single butted best quality spokes, built on to B.H. Super Special internal expanding hub brakes front and rear, chrome plated with "C.B." new type extended arm. D/C race hub with Cantilever brakes if desired.

TYRES :—

Dunlop, or to order.

BRAKES :—

Two internal expanding hub type or two Resilion Cantilever "A" or any combination of two brakes.

SADDLES :—

Brooks B.17 or Terrys Club (all spring) or to order.

CHAINS :—

Renold $\frac{1}{2}$ × $\frac{1}{8}$ in. roller.

BRAMPTON FITTINGS

3-speed model

£18-6-0

CASH

Specification as above.

Easy Terms :—26/- deposit and 15 monthly payments of 26/- each.

BRAMPTON FITTINGS

Single Speed Model

£16-16-0

CASH

Less 3-speed gear.

Easy Terms :—23/- deposit and 15 monthly payments of 23/8 each.

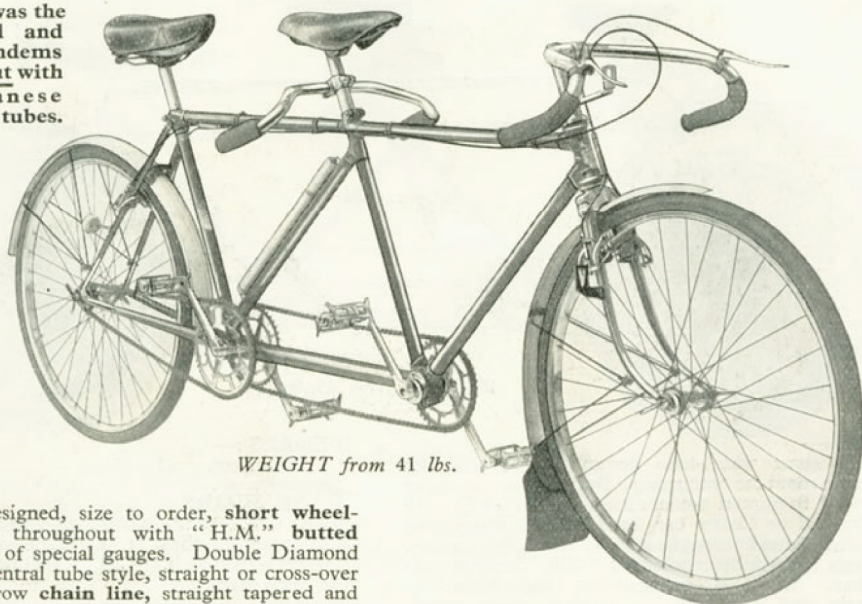
An ideal "Double Harness" machine, a true dual purpose mount. Lady-back model, the rear being built as "Lady Lightweight" design, may be specified at 10/- extra.

CLAUD BUTLER, famous all over the world

"C.B." RECORD OLYMPIC MODEL

The "Record Olympic" which was so successfully used in the Olympic Games (America, 1932), is the finest racing tandem for road and path. Nothing freakish is incorporated in the design—both partners are able to obtain correct position without being cramped. Used by England's foremost riders on road and track.

Claud Butler was the first to build and introduce tandems built throughout with High Manganese butted steel tubes.



WEIGHT from 41 lbs.

FRAME :—

Specially designed, size to order, short wheel-base, built throughout with "H.M." butted steel tubing of special gauges. Double Diamond design or Central tube style, straight or cross-over drive. Narrow chain line, straight tapered and brazed up seat and chain stays, oval to round front forks of taper butted gauge or Reynolds New Super Resilient. "C.B." forward opening quick release solid frame and fork ends. "C.B." brazed-on refinements.

WHEELS :—

26 x 1 3/8 in. or 1 1/4 in. Endrick or Westwood special gauge steel rims, best D/B tandem spokes, Double or Single cog race hubs, locked cones, loose washer wing nuts.

TYRES :—

Dunlop or Constrictor or to order.

SADDLES :—

Brooks B.17.N, or any Champion Series, or to order.

CHAINS :—

"Elite" roller 1/2 in. x 1/4 in.

HANDLEBARS :—

Any to order, or as illustrated adjustable, Celluloid or Chrome finish.

HANDLEBAR STEM :—

"C.B." own make "H.M." adjustable, extension to order.

PEDALS :—

B.O.A. or Solid Centre Racing.

GUARDS :—

"Noweight" Bluemels full width—brazed lugs, "C.B." detachable fittings. (White or Black).

BRAKES :—

Front and rear Cantilever "A" or any to order, or Hub brakes front and rear, or any combinations desired, finish optional.

GEARS :—

Single or Double cog—if rim brakes are specified. (3-speed gears Cyclo, Tri-Velox, or Sturmey Archer, at extra charge).

EQUIPMENT :—

Bluemels inflater, reflector, tool roll and tools, oilgun and instructions.

FINISH :—

"C.B." famous Silver recommended with "C.B." International bands round seat tube, and delicately lined in black. Any shade "C.B." Electro Flamboyant or Glass hard enamels or any to order. C.B. Chrome front and rear fork ends and crown inclusive of all bright parts.

CHATER LEA FITTINGS **£20-0-0** CASH

Easy Terms :—28/9 deposit and 15 monthly payments of 27/9 each.

"C.B." FITTINGS **£18-18-0** CASH

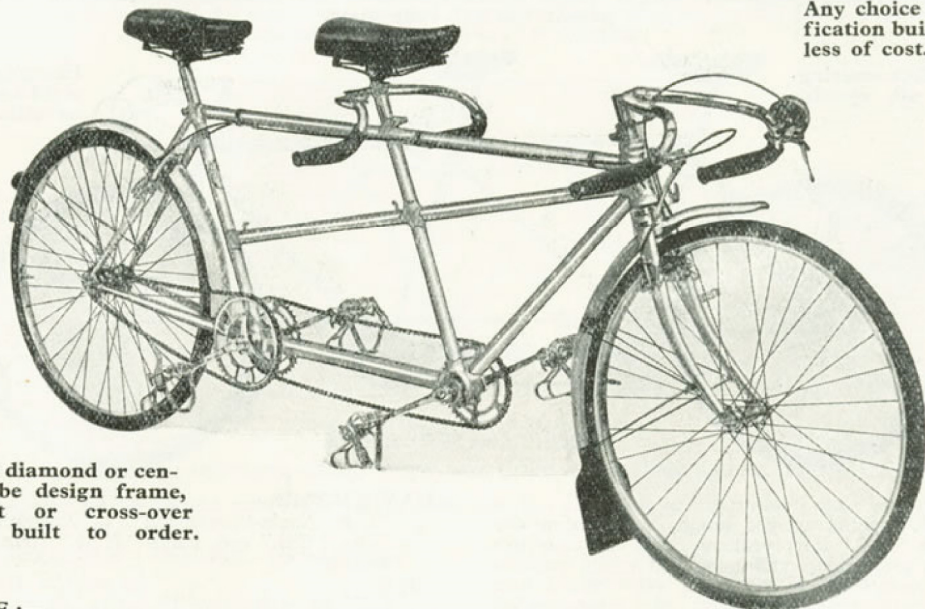
Easy Terms :—26/3 deposit and 15 monthly payments of 26/3 each.

CLAUD BUTLER, *famous all over the world*

"C.B." SUPER-FAST TOURER MODEL

The "Ultra-Lite" of the Tandem world—A Super Machine for the connoisseur—the experienced rider that will have the best. Light in weight yet extremely strong, rigid and responsive with perfectly balanced steering at all speeds.

Any choice of specification built regardless of cost.



Double diamond or central tube design frame, straight or cross-over drive, built to order.

FRAME :—

Built throughout with Reynolds special gauge High Manganese butted frame tubes and Chater-Lea Super fittings throughout, rigid brazed-up straight tapered chain and seat stays, solid drop-out serrated rear ends. All lugs beautifully filed and cut-away in "C.B." unique design. Brazed-on refinements, sizes to order, short wheelbase, rigid brackets. Double Diamond or central bar frame design, cross-over or straight drive.

FORKS :—

Reynolds "H.M." taper butted gauge tubing—oval to round or Super Resilient, butted steering stem, solid ends.

WHEELS :—

26 ins. special tandem gauge Endrick or Westwood rims, Chater-Lea disc adjusting race hubs (patent), single or double cog, best S/B spokes, special heavy gauge.

TYRES :—

Dunlop Fort or any to order.

SADDLES :—

Brooks Champion series, Ormond Duralumin or Terrys C.T.C., or Lycetts Duralumin "H.M." seat posts.

HANDLEBARS :—

"H.M." "C.B." Shallow Level grip Highgate 17 in. front, Shallow "H.M." rear or any to order, Chrome or Celluloid finish or to order.

HANDLEBAR STEM :—

"C.B." own make "H.M." adjustable.

CHAINS :—

"Elite" roller $\frac{1}{2} \times \frac{1}{8}$ in. or to order.

PEDALS :—

Chater-Lea solid centre race or to order.

BRAKES :—

Front and rear Resilion Cantilever best quality, chrome finish, or any type of brakes optional to order or Hub brakes.

CHAIN WHEELS :—

Chater-Lea detachable with $6\frac{1}{2}$ in. cranks special light pattern, chrome plated.

GUARDS :—

Bluemels "Noweight" detachable, brazed eyes, "C.B." detachable fittings.

LUBRICATION :—

"C.B." twin force feed to head and brackets, hubs, etc., oilgun and instructions free.

EQUIPMENT :—

Bluemels reflector and inflater, oilgun, tool roll and tools, Constrictor grips.

FINISH :—

Finest obtainable, any to order with "C.B." chrome plated crown, front and rear frame ends and usual bright parts.

CHATER-LEA FITTINGS £22 - 2 - 0 CASH

Easy Terms :—40/- deposit and 15 monthly payments of 30/- each.

CLAUD BUTLER, famous all over the world

"C.B." DUAL-PURPOSE MODEL

Claud Butler first again with the new practical UPRIGHT design Dual-Purpose Tandem—"C.B." special upright tandem lugs—"C.B." patent rear "D" section solid bridge piece no "indent" solid straight drive, remarkably short wheelbase. A rear top tube centre to centre of 22 in. No cramped riding positions. Ample front wheel clearance, no freakish transmission, "C.B." patent "D/P" rear ends.

Perfect steering at all speeds.

Exceptionally rigid and fast on hills.



WEIGHT from 38 lbs. stripped.

FRAME :—

"C.B." special upright design, incorporating the above "C.B." improvements. The length of top tubes gives riders an uncramped riding position not previously obtainable on short wheel base tandems. Frame size 21 in. recommended wheel base from 62½ in. (or even shorter if desired), ample chain wheel clearance. Quick release special "C.B." Dual-purpose rear ends, positive attachment—wheel cannot "pull-over" or become displaced. Fine straight brazed-up seat stays of special diameter. Straight D to round section chain stays from "C.B." New chain stay junction bridge piece giving short transmission and exceptionally rigid straight or cross-over drive. Built of "C.B." High Manganese improved Butted Steel tubes—all usual "C.B." refinements. Lugs beautifully filed and cutaway.

FORKS :—

"H.M." butted steering column. "C.B." tandem gauge fork blades, solid drag-out fork ends, wide crown.

WHEELS :—

26×1¼ (or 1½) Dunlop Tandem Endrick Rims, wide flange tandem hubs. Double cog rear. Best S/B Ebony spokes.

TUBES :—

Dunlop Tandem Sprite Covers and tubes, or to order.

SADDLE :—

Brooks new duralumin Champion Lightweight, Mansfield Ormonds, or any to order.

"C.B." FITTINGS £21 - 0 - 0 CASH

"D/P" 3 SPEED MODEL £22 - 10 - 0 CASH

3-Speed Model, fitted Simplex, Cyclo or Trivelox 3-speed Race Gear

HANDLEBARS :—

"C.B. Anglo-Continental" as illustrated, or to order "C.B." own make "H.M." stems, adjustable.

CHAIN :—

Renold's "Elite" Roller, ½ in. × ½ in. front and rear.

PEDALS :—

B.O.A. or Solid Centre Race, "C.B." Alloy or to order.

BRAKES :—

Front and rear "A" Cantilevers, or any to order.

CHAIN WHEELS :—

Special "C.B." tandem straight drive—gears to order.

GUARDS :—

Bluemels "Noweight" White or Black full width, with detachable stays.

LUBRICATION :—

"C.B." twin force feed to head and brackets, etc. Oilgun and instructions free.

EQUIPMENT :—

Bluemels inflater, reflector, tool roll and tools. Constrictor grips.

FINISH :—

"C.B." International Path colours, *i.e.*, "C.B." Silver delicately lined in black with red, white and blue bands round seat tube—including C.B. "D/D" chrome plating to crown, front and rear fork ends, and all usual bright parts—other "C.B." finishes to order, no extra charge.

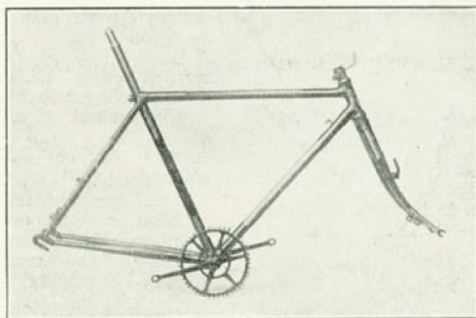
Easy Terms :—30/- deposit, and 15 monthly payments of 29/4 each.

Easy Terms :—35/- deposit, and 15 monthly payments of 31/-.

CLAUD BUTLER, *famous all over the world*

CLAUD BUTLER SUPER FRAMES

Prices are for complete frame and forks with chrome plated head and bracket interiors, chain wheel and cranks, and seat post. Specifications are as built for complete machines, including "C.B." force feed Twin oiling system to head and bracket with oilgun and instructions provided. Super filing and finish to lugs with "C.B." unique cut-away. Mudguard eyes, pump pegs, chain catch, reflector and fork blade lamp bracket boss (detachable and adjustable lamp bracket included), brazed to frame if desired.



Guaranteed WEIGHTS from 8½ lbs.

Specialists in lightweight frame design and construction, steel tube manipulation, lug finishing

Remember "C.B." frames are built with "H.M." Butted steel, special C.B. gauges or Reynolds new "531" Alloy steel if desired

(All-on, complete with Forks, Chain Wheel and Cranks, Seat Post and all interiors, etc.).

(Lighter gauge tubing and components built up, but supplied at customer's own risk).

"SILVER ARROW" ("H.M.") BRAMPTON.

CASH £3 18s. 6d.

Easy Terms:—7/5 deposit and 11 monthly payments of 7/2 each.

"SUPER-VELO" ("H.M.") BRAMPTON.

CASH £4 4s. 0d.

Easy Terms:—8/- deposit and 11 monthly payments of 7/8 each. (Flam finishes 10/- extra).

"ANGLO-CONTINENTAL," "H.M." "C.B.":—

CASH £5 10s. 0d.

Easy Terms:—11/- deposit and 11 monthly payments of 10/- each.

"E.H.C." & "D.S.H." PATH ("H.M.") "C.B."

CASH £5 10s. 0d.

Easy Terms:—11/- deposit and 11 monthly payments of 10/- each.

Extra for B.S.A. or Chater-Lea fittings 15/-.

"MISS MODERN" and "LADY LIGHT-WEIGHT" ("H.M.") "C.B."

Special "C.B." rigid design.

CASH £4 18s. 6d.

Easy Terms:—9/3 deposit and 11 monthly payments of 9/- each.

Extra for Chater-Lea fittings 10/-.

"ROAD-PATH" ("H.M.") "C.B."

CASH £5 5s. 0d.

Easy Terms:—10/2 deposit and 11 monthly payments of 9/8 each.

Extra for Chater-Lea or B.S.A. fittings 10/-.

"ALL-ROUNDER" ("H.M.") "C.B."

CASH £5 0s. 0d.

Easy Terms:—9/2 deposit and 11 monthly payments of 9/2 each.

(OTHER FRAME PRICES ON APPLICATION).

TANDEM FRAMES

BRAMPTON FITTINGS ("H.M."). CASH £10.

Easy Terms:—18/4 deposit and 11 monthly payments of 18/4 each.

CHATER-LEA FITTINGS ("H.M."). CASH £12.

Easy Terms:—22/- deposit and 11 monthly payments of 22/- each.

IMPORTANT.—When ordering frames only it is essential to give size of wheels and width over cones or lock nuts, if any, before building can be commenced—failure to do so will cause delay.

AGENTS AND TRADE NOT SUPPLIED with FRAMES only.

Customers must send their order to CLAUD BUTLER direct.

CLAUD BUTLER, famous all over the world

EXTRAS

The following items are extra when not listed in the specifications of models illustrated herewith.

	£	s.	d.		£	s.	d.
Cycle frame and fork, Chrome plated all over ("C.B." process)	2	0	0	Sturmey Archer T.F. 2-speed hub with fixed gear	16	0	0
Tandem frame and fork, Chrome plated all over ("C.B." process)	3	0	0	Sturmey Archer T.F. 2-speed hub with free wheel	16	0	0
Cycle front fork, Chrome plated all over ("C.B." process)	5	0		Sturmey Archer T.F.B. 2-speed with internal expanding hub brake combined free or fixed wheel	1	2	0
Tandem front fork, Chrome plated all over ("C.B." process)	7	6		Sturmey Archer K.S.W. medium ratio 3-speed hub	1	6	0
(The above extras have been arrived at after deducting cost of chrome to front and rear frame ends which is included in all "C.B." specifications—"C.B." chrome plating is guaranteed).				(16.6 per cent. increase from normal to high and 14.3 per cent. decrease from normal to bottom).			
Cycle frame built of Super Taper Tubes ..	5	0		(Any of the Sturmey Archer hubs can now be supplied suitable for Tandems).			
Alloy rims (Constrictor or Tabucchi) Sprint or Road	1	10	0	Tri-Velox 3-speed chain gear (Derailleur direct gears)	1	10	0
Alloy Seat Pillar	2	6		Tri-Velox 3-speed chain gear with hub brake combined	2	0	6
Alloy "C.B." (B.O.A. pattern) Pedals ..	10	6		Cyclo 3-speed chain gear (Derailleur type) ..	1	7	6
Alloy "C.B." Handlebar bend ("C.B." 15 in. x 3½ in. only)	7	6		Cyclo 2-speed chain gear (Derailleur type) ..	1	2	6
"C.B." "H.M." Handlebar bend (all shapes) special gauge	5	0		Cyclo 4-speed chain gear (Derailleur type) ..	1	18	6
"C.B." "H.M." Handlebar stem, own make cut-away	7	6		For other multiple Cyclo gearing attachments write for special "Cyclo" list.			
Free Wheels (all sizes)	1	6		Witmy 2-speed gear (Cyclo)	17	6	
Dureel Chain Wheel	10	6		All above extras are for cycle or tandem and include usual "C.B." brazed-on attachments, special quick release connections, wing nuts and special "C.B." fork ends where necessary.			
"C.B." Alloy wing nuts (per set of 4) ..	6	6		Super Cyclo Duralumin parts with above—per set	5	6	
Brooks, Terrys or Ormond Saddle on "Silver Arrow" model	7	6		Additional Cantilever "A" brake, Black or Chrome (waterproof)	10	6	
Internal expanding Hub Brake instead of rim Brake on "Silver Arrow" model ..	10	0		Additional Lightweight Calliper, Black or Chrome (waterproof)	5	6	
Ditto instead of rim Brake on other models	5	0		Additional Hub Brake (cycle), Black or Chrome (waterproof)	12	6	
Sturmey Archer K. 3-speed hub	1	0	0	Additional Hub Brake (tandem), Black or Chrome (waterproof)	15	6	
Ditto K.B. with internal expanding hub brake combined	1	6	0				
Sturmey Archer K.S. close ratio 3-speed hub	1	6	0				

Huge stocks of all cyclists' equipment such as touring bags, shoes, cycling suits, oilskin clothing, sprint wheels, tyres, complete racing outfits—tights, alpacas, shorts, etc., are carried at Wandsworth, Lewisham, Harringay, East Ham and Nottingham Service & Sales depots.

REMEMBER—I build to your specification: place your confidence in **Claud Butler**, the recognised "KING" of Lightweights—You will not be disappointed.

CLAUD BUTLER, famous all over the world

Terms of Business

PRICES

Prices in this Catalogue are for prompt nett cash, and if machines are purchased by Easy Terms, a slight additional cover charge is made, see below. Prices in this list are also subject to alteration without notice, but all orders on hand will be executed at the prices ruling at the time order was placed. **Claud Butler** indulges in no price cutting. Prices are for high-class work and materials being excellent value for money. No inducements whatever are offered prospective buyers. **Claud Butler** products sell entirely on their merits.

CASH ORDERS

A deposit of 20s. or more is required with definite order. Balance of cash price is payable on completion of machine, when statement of account is submitted to customer. Just prior to Holiday periods it is advisable to send balance of purchase price without waiting to receive statement, this will ensure cycle or tandem on rail in ample time for Holidays.

CARRIAGE

Cycles, tandems and frames are sent carriage paid and packed free by passenger train to the nearest railway station to any part of England, Scotland, Ireland or Wales. Customers should thoroughly inspect the machines before signing the Railway Company's receipt and then they should only sign **unexamined**. Should the machine be damaged at all in transit the station must be notified and also **Claud Butler** immediately.

FOREIGN ORDERS

Carriage, Customs charges (if any), and Insurance must be paid by the customer. Crates and packing

will be charged at half cost. Customers may send their orders direct to us or through their own agents. We can usually give customers full details as to these charges beforehand. Cycles and tandems are sent to all parts of the World and we have a thorough knowledge of exporting.

SPECIFICATIONS

Claud Butler reserves the right to alter specification of any model listed herein or to add anything which is considered by him to be an improvement. All reasonable precautions are taken to secure excellence in materials and workmanship.

EASY PAYMENTS

Deposit specified in this catalogue, or more, must accompany your order. The first instalment does not become due and payable until one whole (calendar) month following date of actual delivery of customer's machine. Customers need not adhere strictly to the terms printed in this list, which represents only minimum payments. Large deposits and instalments may be sent at any time, not necessarily of equal amounts. If accounts are settled before the printed terms special cash rebates will be allowed, particulars of which appear printed on payment card. No other firm has any financial interest in these easy payment accounts, customers are thereby offered private and sympathetic consideration through the **Butler Finance Corporation Ltd.** **Claud Butler's** easy payment system is perfectly simple and straightforward, no tiresome enquiries are made. The same personal attention and courtesy is extended to customers purchasing by easy terms as is enjoyed by cash purchasers.

Guarantee and Conditions

I guarantee that every Cycle or Tandem (frame and complete machine) bearing my transfer and purchased from me has been built in my own works and that all reasonable precautions have been taken to secure excellence in materials and workmanship. I give an everlasting guarantee with my machines, the agreement of which exclude all and any implied conditions, warranties, or liabilities which exist either by Common Law, Statute or otherwise.

I accept no liabilities whatsoever for consequential loss, damage or expense. The damages for which I make myself responsible are limited to the free replacement of the part, which may have proved upon examination by me to be defective. Such items as saddles, tyres, rims, etc., or any parts not manufactured by me are to be excluded from this Guarantee, but I give the customer the benefit of any guarantee given to me by the makers of such parts and to assist customers in coming to a satisfactory arrangement with them. If any defect should appear

with cycles, tandems or frames manufactured by me I undertake to inspect that part provided it is returned to me carriage paid, with covering letter stating that the part is required to be replaced or repaired free, and if after examination it is agreed by me to be faulty I will replace or repair the same free of charge. Unless intimation is sent to me giving date of purchase, and number of machine, such part or complete machine will remain on the premises at the sender's (or owner's) risk.

Machines which do not bear my transfer or from which my manufacturing number has been removed or that have since purchase, been re-sold, or been repaired are not guaranteed by me.

This Guarantee is in lieu and in exclusion of any Common Law, or Statute Warranty or condition as to the quality or fitness for the purpose of cycling. This guarantee does not apply to defects caused by wear and tear, misuse, or neglect.

:: CLAUD BUTLER ::
for straight-forward and honest dealing

CLAUD BUTLER SUCCESSES—

Are fortunately well-known to the cycling public and as is equally well-known the majority of first-class events throughout the country are won by "C.B." riders.

The new N.C.U. ruling, however, now prevents us from publishing their wins as was usual in the past, but "C.B." champion riders will be glad to advise anyone on the choice of a new machine—ask any rider in fact from the "Old School."

A Few Letters of Appreciation from "C.B. Cads"—

Dear Sir,

... When I won the Championship on my "C.B." all the lads shouted "Good Old Claud." Thanks again for turning out such a splendid bicycle.—E.L.H. (Nottingham).

Dear Mr. Butler,

I write a few lines of appreciation respecting tandem and semi-upright bicycle you recently built to my order. The tandem is a first class job, its smooth running and easy steering at speed is a revelation to me.

The 3-speed gear is also extremely accurate in operation.

The semi-upright is also the hall mark of first class mechanics. I have just finished a long tour of Dorset and Devon and find I quite easily ride hills that on previous tours I had to walk.

In passing I may tell you in my 39 years of cycling, I have owned numerous singles and tandems. My present C.B.'s are my best ever.—W.G.B. (Swindon).

Dear Mr. Butler,

Many thanks for your letter. It is very nice to know that you remember me, the tandem is for my wife and I, I trust you will make as good a job of that as of my single, with which I have always been extremely pleased. I shall never part with it, no wonder one seldom sees C.B.'s second hand.—F.H.C. (Southend).

Dear Claud,

The upright design tandem you recently built to my special order has given me every satisfaction. It is a revelation to ride, the steering is perfect and my various partners and I have at all times been able to get our correct positions without being cramped as on the usual short base design. You certainly can interpret one's ideas.

Your experience no doubt as a road man, coupled with your ability as a cycle engineer accounts for this.—W.M. (Hove).

Dear Sir,

The racing tricycle recently executed has surpassed my wildest expectations. It is the finest tricycle I have yet seen on the road and is the envy of all my club mates. It is definitely all you claim and more.

Wishing you continued success.—F.H.P. (Hindhead).

Dear Sir,

... Thank you also for the remittance sent to me being overpaid on my account. I was quite surprised to receive it, I had no idea I had overpaid, many firms would have said nothing at all, no wonder they say "Good Old Claud."—J.C.D. (Shrewsbury)

Dear Mr. Butler,

I thank you for your letter . . . it gives me great pleasure to deal with a firm such as yours. . . . I received cycle in very good order and I may state that it has passed all my expectations. In the eight days that I have had the cycle, I have covered over 600 miles, including some very rough going and carrying a fairly heavy pack, so I consider that it has passed a severe test. . . . You will be well recommended by me.—J.T. (Dalmeir).

Dear Sir,

... This machine is certainly a masterpiece of cycle building and workmanship and I am very proud to possess such a tandem. . . . my congratulations. I am sure it will afford us many years of care free cycling as my single "All-Rounder" model has done. I was assured of a super machine when I placed my order with you. . . . Once a "C.B.ite" always a "C.B.ite."

The machines themselves are more of a recommendation than any words can express. They are definitely the best on the road. . . .—D.C. (Bradford).

Dear Mr. Butler,

... I must say cycle has exceeded my most sanguine expectations. I am definitely more than satisfied with it and think it is a perfect example of a cycle builder's craft. . . . I thank you also for your prompt, efficient and personal attention. My cycle shall always stand out as a super advertisement of the definitely overwhelming superiority of your cycles. . . .—A.W.L. (Newcastle-on-Tyne).

Dear Mr. Butler,

I received the frame yesterday and I must say it is a lovely job, finish and design is the last word in perfection and the steering is a revelation. It is even better than I thought it would be. I leave for my holidays with a machine that has excited envy among all my friends and club mates. . . . Wishing you and your staff the best of luck.—J.A.M. (Glasgow).

Dear Sir,

... I received machine quite safe and my daughter is very proud of it. It is a very neat job and the talk of Worcester and I hope it will bring you further orders from this City. Wishing you every success.—J.G. (Worcester).

Dear Sir,

... I have covered many miles on my "Silver Arrow" and I must say I am completely satisfied with its fine performance. My

specification was carried out to the last detail and I feel I must congratulate you on turning out such a fine machine so moderately priced.—H.E.T. (London, S.E.1).

Dear Mr. Butler,

The "Supreme" bicycle built for me 15 months ago I am delighted to say has been my best friend, thanks to such supreme workmanship. I have never regretted the impulse that made me send to you. Should I ever require another bicycle it will naturally be a C.B.—N.R. (Harworth, Yorks.).

Dear Mr. Butler,

... In conclusion let me congratulate you on the splendid job you made of the tandem, which has now a good few hundred miles to its credit. I am sure I could not have got its equal elsewhere, even had I paid twice as much.—B.M. (Manchester).

Dear Sir,

The bicycle you built for me is now over three years old and I should like to say I have had no trouble whatever—a credit to your building. The machine is just as smooth running now as the first day I had it. It has covered considerably over 15,000 miles and nearly all that mileage has been rough stuff. . . .—R.P. (London, N.W.6).

Dear Sir,

... Thank you for the courteous, efficient and prompt manner in which you executed my order for Path model, built to my special instructions, the same has given me every satisfaction, it is the finest machine I have ever seen. I knew you were a high class builder, but certainly my bicycle has exceeded even my expectations.—K.R. (Capetown, South Africa).

Dear Mr. Butler,

... I must congratulate you on the excellent workmanship and finish, I have covered some thousands of miles on my "Ultra-Lite" with entire satisfaction having had no trouble at all. Your machines are "certainly in a class of their own."—R.A. (Dublin, Ireland).

Dear Claud,

You certainly deliver the goods, I am more than delighted with the machine you built. . . . the machine itself is a permanent advertisement.—C.W. (New York City, U.S.A.).

Dear Sir,

I thank you for your letter of the 8th inst. and for your refund discount for early settlement of my hire purchase account. The confidential and courteous manner in which you have treated this transaction leaves me with nothing but praise business methods, and no doubt accounts for your rapid success.

When next I am requiring cycle or accessories I shall have no hesitation in writing you, in fact it will be a pleasure to re-open my account.—H.H. (Kendal).

Dear Sir,

In a recent advertisement you claim your establishment to be the most democratic of its kind, stating that Hire Purchase and cash customers were treated in the same courteous manner. I can definitely confirm this is the case, both tandem and single bicycle that you built me have given every satisfaction and I consider them as do all my personal acquaintances, the finest machines on the road.

In conclusion I thank you for the courtesy extended me throughout the transaction. . . . Staunch C.B. Cad.—A.W. (Exeter).

Dear Claud,

Why don't you shout about what you make. . . . You're like the chap that "winked at the girl in the dark" . . . "He knew what he was doing—but she didn't." . . . The riders and cycling sport in general would lose a "True friend in need" if ever you lost your interest.

I'll always do my best for the "Old School."—R.M. (London, N.W.2).

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