

CLAUD BUTLER

Maker of High-Class Lightweight Racing & Touring Cycles, Tandems & Tricycles



Claud Butler on his famous "C.B."
Road Model.

THE RECOGNISED
"KING"
OF LIGHTWEIGHTS.

Head Office and Works :
MANOR ST., CLAPHAM
LONDON, S.W.4.

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Hours: 8 a.m. to 6 p.m. Sats. close 1 p.m.
(View by appointment.)

A personal concern with personal supervision throughout.



CLAUD BUTLER SAYS:—

THE SUCCESS of "C.B." riders all over the world and the giant strides made in popularity by "C.B." Lightweights with a corresponding increase in demand both at home and abroad is an outstanding example of progress in any industry. **CLAUD BUTLER** has indeed, become so much a household name among cyclists who appreciate a genuine Lightweight, that an introduction to this catalogue is almost superfluous. Track and Road Racing successes and the recommendations of

"C.B." riders, that are my biggest advertisement however, bring shoals of enquiries from newcomers to serious cycling, and it is to them 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—Los Angeles, U.S.A. 1932 and Berlin, Germany 1936—and also in Worlds Championships at Denmark 1931, Italy 1932, France 1933, Germany 1934, Belgium 1935, Switzerland 1936 and Denmark 1937.

THE EXPERIENCE gained in producing these championship machines enables me to adapt the principals of design to give maximum progression for minimum energy with the result that I am able to build racing or touring cycles, road or track models and business or pleasure machines which give a definite advantage in this respect.

THE PROOF of Claude Butlers successes were never more in evidence than during recent years. "C.B." cycles and tandems are seen everywhere on all club runs and at sports meetings throughout the country. When on tour one comes across these sturdy lightweights in the most remote parts, in many instances loaded with camping kit, clearly demonstrating the strength, rigidity, and reliability of these genuine high-class lightweight machines.

I WISH in conclusion to emphasize that all "C.B." products are built entirely to customers orders. The machines listed herein are a guide to price and the specification of every model has been thoroughly demonstrated in action and proved sound. All designs and components are subjected to exhaustive tests by experts before being offered to the cycling public. Whatever your cycling query, remember my experience, and that of my staff, is freely at your disposal to help you enjoy to the full **REAL CYCLING.**

CLAUD BUTLER *famous all over the world*

MY BIGGEST AND BEST ADVERTISEMENT ! ! !

A few of the many hundreds of letters continually being received from satisfied "C.B." riders.

A THREE YEAR OLD.

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),
"A CREDIT TO THE INDUSTRY."

Dear Sir,
I am very glad to inform you that the "All-Rounder" arrived in perfect condition.

Please accept my best thanks and my congratulations for your fine design and excellent workmanship. Without exaggeration your bicycle has been admired by all who saw her and I may tell you that there are, in this cosmopolitan city, a good many prejudiced in favour of bicycles constructed on the Continent (France and Italy). You did credit to the British cycle industry (and please note that I am a foreigner). Next time I am in the market for anything concerning bicycles it will be "C.B." and always "C.B."—E.E. (Alexandria, Egypt).

STRAIGHT TO THE POINT.

Dear Sir,
I have received bicycle safely and it proves that you are the best lightweight builder in the country. "Good old Claud."—K.H.S. (Leatherhead).

FROM THE CLUB HUMORIST.

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).

A "MILE-EATER."

Dear Claud,
I have just returned from a fortnight cycle-camping tour to the Scottish Border and back to Sussex, covering nearly 1,100 miles on the good old "C.B." Allrounder, and although this machine is now over 4 years old, and has done over 40,000 miles, it is just as easy running and lively as ever. (The only replacements during that time have been tyres and chains).

I gave it plenty of hard usage over the Lakeland pass, Derbyshire and Yorkshire moors, not to mention Lancashire cobbles, and it never once gave me a moment's trouble or anxiety.

My biggest day's mileage was 135 and the century was exceeded on a few other days in spite of over 20 lbs. of camping kit. On two days I did no cycling at all.

This tour was in no sense a "blind" but only goes to show what ground can be covered and beauty spots visited, with ease and freedom on a machine such as the "C.B." Allrounder. It's the goods! Good luck and continued success.—F.R.N. (Carshalton, Surrey).

FIRST IMPRESSIONS (May).

Dear Mr. Butler,
The tandem arrived this morning. Perfect condition it looks grand. Will write later.—G.H.R. (Cornwall).

THE RESULT (June).

Dear Mr. Butler,
You will no doubt be pleased to hear how delighted we are with the machine. We have got quite used to tandem riding now and the machine is a real joy to ride. It is without doubt a wonderful piece of work and please accept our congratulations.—G.H.R. (Cornwall).

ACROSS THE BORDER.

Dear Claud,
I just had to mention to you how satisfied I am with my Path frame. It seems to catch the eyes of everybody. I feel a great difference in my performance already and it certainly deserves all the praises, it is truly worthy of them. Best of luck.—A.R. (Ross-shire).

JUST FIVE MINUTES.

Dear Mr. Butler,
I sincerely hope that my opinion of your work will "do its bit" towards persuading other people to become "C.B.ites." If my wife and I could just have five minutes talk with every person about to buy a new machine they would never entertain the thought of having anything but a "C.B."—B.M. (Eccles, Manchester).

EVEN IN AFRICA.

Dear Sir,
I . . . 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).

GENIUS IN DESIGN.

Dear Sir,
I write to acknowledge the receipt of the "C.B." "Ultra-lite." I can now say that the machine seems the last word in high-class perfection in every detail. First it fitted me with unusual comfort, thanks to your accurate attention to specification, and all advice sent by you has turned out precisely right. Secondly with light weight and splendid rigidity the absolute minimum of energy seems necessary to propel a machine so peculiarly sweet running. This and the very fine appearance proclaim the genius in design. I am extremely pleased and would not alter a single thing now on a machine which seems more pleasurable to ride than any I have known. Finally let me congratulate you on a superlative job. Evidently it pays to have the design and manufacture of an expert and an artist.—H.G.B. (Oxford).

WHAT THE LADIES SAY.

Dear Mr. Butler,
It is the great pleasure and satisfaction with my "Miss Modern" cycle you built for me which prompts me to write to you. It is everything that I could wish for. I have come to the conclusion that it is just what the house of "Claud Butler" stands for—namely, the BEST for the cyclist. I wish also, to thank you for your advice on the size of frame, I see now that an 18 inch frame would have been too small whereas this one is just right. Thanks again for sending it along in nice time for the holidays.—Miss N.F. (Longton, Staffs.).

"C.B." IN THE U.S.A.

Dear Claud,
Just a word about my new "Anglo-Continental" which you built for me.

I have had a chance to test it now and have covered 400 miles in the 4 days I have had the machine. It is by far the easiest riding and most comfortable machine I have ever known.

The Silver finish is beautiful and the machine attracts comment wherever I go.

In conclusion, I wish to express my gratitude for the way in which you complied with my desire for a light, fast machine, suitable for both racing and fast touring. I had faith in "good old Claud" when I placed my order, and have found that it was well founded.—A.F. De L., C.B. Cad (Philadelphia, U.S.A.).

PRAISE FROM THE "BOYS."

Dear Claud,
It is a splendid job, "magnificent" is the word, and has already come in for much praise from the "boys." We rolled up to Matlock today, and although a windy day, we had a grand trip. Balance, steering, braking and gearing all first class. Beautiful finish too, and I like the neat way all the fittings are brazed on. I'm jolly glad I chose a "C.B." Again many thanks.—E.T.S. (Leicester).

TWO BROTHERS. (A family affair).

Dear Sir,
We have much pleasure in enclosing herewith our final payment, and at the same time we should like to take the opportunity of thanking you for your kind attention at all times.

With regard to the bicycles we are more than satisfied with the service received from them and honestly think that there is no doubt about them being the best make. If in the future we think of buying new ones, we shall be only too pleased to avail ourselves of your wonderful services, and in the meantime we shall always recommend them to any of our friends who are thinking of purchasing a new machine, although it is our opinion that your cycles recommend themselves.—W.F. and E.F. (Manchester).

A CHARA *

I am indeed delighted with the "C.B." and am pleased to be able to tell you that I won my first "25" on it last Sunday.

Please send me a catalogue of "C.B." accessories.—J.W.A. (Corbally, Irish Free State).

* Irish for "Dear Sir."

ONE GOOD TURN

Dear Sir,
Many thanks for your letter of the 30th. I should like to state that it was owing to the good offices of a friend that I decided to purchase a "Claud."

A year ago he received delivery of your "Allrounder" model, it was the excellent finish and superior workmanship of this machine plus his own enthusiasm that made me come to this decision.

I may say that the result has fully justified his recommendation. The machine is faultless.

In closing I should like to assure you of my sincere goodwill and I shall use whatever influence I can should any friends of mine consider the purchase of a new machine.—H.D. (Middlesex).

ALL FRIENDS TOGETHER.

Dear Sir,
Please find enclosed my final payment of my account. I must say how I thank you for the splendid way my "C.B." has served me. The way you carry on your business seems different from other people! Really although I have never seen you I feel that I know you personally. "Good old Claud."—L.J. (Isle of Man).

VOTE OF THANKS.

Dear Sir,
I feel I must write and thank you for my "C.B." Super-Velo model and to offer a vote of thanks for a machine so pleasurable to ride. It has been admired by friends and strangers alike over the week ends and all agree that for appearance, design, and utility it is second to none in its class. My genuine thanks again and whenever I can do so, I shall not hesitate to recommend your machines as "the goods."—E. W. (Greenwich).

TRACK RIDER'S OPINION.

Dear Claud,
Have put the D.S.H. Path frame through very severe tests and it has stood up to them just as I expected. The frame is simply a masterpiece, both in design and finish.—E. T. (Norwich).

CLAUD BUTLER famous all over the world.

Exclusive Features of —

CLAUD BUTLER HIGH-CLASS LIGHTWEIGHT CYCLES AND TANDEM

Each Claud Butler Lightweight has its numerous special features and below are given illustrations of some of these scientifically designed and mechanically perfected refinements, proved sound by practical test, demonstrating the go-ahead policy of the progressive "C.B." establishment.



THE "C.B." CONTINENTAL CUTAWAY LUGS designed in accordance with sound modern engineering practice. Included on the "Anglo Continental," "Tour d'Angleterre," etc. As will be seen skilful filing actually increases the strength whilst weight is saved and a definitely superior continental appearance gained.

THE UNIQUE "C.B." SUPER CUTAWAY LUGS which actually increase strength while lightening the frame. It will be seen that the "C.B." method of filing actually blends the lug with the tube, making a neat and immensely strong joint. Incorporated in the "Allrounder" model, "Ultra-lite," "Tourist Anglais," etc. Also optional on Continental models.



THE "C.B." DUAL-PURPOSE REAR FORK END positive in action and neat in appearance. Designed for use with equal efficiency for road or track work. The serrated distance piece, placed in alternative positions before or behind the fork end stop, gives correct chain adjustment with 2 teeth variation on a double cog hub without altering the adjuster nuts.



THE "C.B." FORWARD OPENING FORK END. This is the quick release end referred to in specifications. Small, neat, strong and efficient. Made of solid steel. Note particularly the wing nut serrations, which form a perfect grip on the chromium surface, also the perfect joints where seat and chain stays are brazed to the fork end. The "C.B." duralumin wing nut is shown, as fitted to the "Ultra-lite" model.



THE "C.B." SOLID PATH END. An important feature is the long slot incorporated in this neat solid steel fork end. This allows a wide range of adjustment, enabling track riders to obtain a greater variety of gear ratios without the bother of altering the length of their chain. Note the new "C.B." chain adjusters. Practical, well finished and highly efficient.



THE "C.B." LADY LIGHTWEIGHT "REAR TRIANGLE" clearly demonstrating in this "close-up" of the twin fine taper back stay construction the means by which immense rigidity and strength is gained, making this "C.B." ladies' open frame equal in every respect to the gent's diamond type. This design is recommended where tandem riders desire a lady-back machine and can be incorporated in any of the models listed herein.



THE "C.B." SHALLOW HEADCLIP of improved appearance, specially designed to allow increased range of adjustment to the handlebar stem, is made of solid forged steel, superior and stronger in every way than the usual malleable cast head clip and fitted with specially hardened ball race. Reliability is still further increased by the fitting of 1 inch diameter steering column to which the usual standard $\frac{1}{2}$ inch handlebar stem can be fitted.



THE "C.B." CONTINENTAL CHAIN OILER. A feature on some of the "C.B." Continental models, included to prevent excessive wear on the chain. The seat tube is made the oil reservoir, a tiny hole is drilled and the oiler, with its oil-tight joint clipped round in the appropriate position. By turning the feed-pipe upwards the tap is automatically closed. (Recommended where derailleur gears are specified).



THE "C.B." ULTRA-SHORTBASE TANDEM BRACKET SHELL. (Patent pending No. 11376/36).

This specially designed casting makes possible the very short 14 $\frac{1}{2}$ inch back, reducing the overall wheelbase of the new "C.B." "Ultra-Shortbase" tandems to 60 inches and under. The solid connecting piece on the offside, made of 15 tons per square inch tensile strength material, has a sectional area capable of withstanding a tensile load of 15 $\frac{1}{2}$ tons! The inner rear chain-wheel intersects the section of the chain stay enabling the use of large size, 42 or 44 tooth front drive chain-wheels and a range of 46 to 56 teeth for the final drive. Transmission is shortened making a remarkably responsive drive, and the shorter back measurement, by widening the angle of intersection between the seat and chain stays, builds up an immensely strong and rigid back triangle. Ample clearance is allowed for 1 $\frac{1}{8}$ inch tyres.



THE "C.B." SOLID QUICK RELEASE FRONT FORK-END. One of the many detailed improvements incorporated in the 1937 "C.B." range of models. It is 50 per cent. stronger than the offset type, neater in appearance and gives more clearance for the modern serrated washer wing nut than any other fork end on the market. Note specially the neat way in which the solid end is brazed into the fork blade and the superb quality of the filing and finish.

POINTS TO BEAR IN MIND WHEN ORDERING.

1 Scientific design. The best possible materials, perfect construction, and a finish superior in every way, place the Claud Butler famous Lightweight cycles, tandems and tricycles far ahead in a class of their own. This position has been attained and is kept by combining a personal interest in the "game" with a sound trading policy and a unique method of manufacture based on the ideal of quality before quantity, together with a determination to keep faith with all "C.B." riders throughout the country by turning out a machine that is, and always will be the world's finest speciality built lightweight.

2 The value in Claud Butler products, as pointed out above, 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. "C.B." machines are built of an improved High Tensile Alloy Steel. This is made in special "C.B." gauges by the Reynolds Tube Co. 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 Alloy steel, which is the same as that used for aircraft construction as specified by H.M. Government.

3 "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.

4 Refinements such as detachable front fork blade lamp bracket boss, mudguard eyes, chain catch, 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 brazed to the frame, but these heavier attachments, although not to be thoroughly recommended, if considered of great advantage to the individual, may be specified. If customers' definite instructions in this direction are not advised they will be notified to that effect before building.

5 "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," "General Purpose," "Continental Club," and "Super Velo" 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.

6 "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.

7 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.

8 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 which is now of course still further improved by the introduction of the Cyclo "Unit" hub. Then there is the Simplex light Racing derailleur

and the ever popular Sturmey Archer hub gear range, not overlooking the Cyclo "Witney" 2-speed, the Internal operating Tri-Velox 3-speed and the Osgear derailleur. Special fork ends giving automatic and accurate chain adjustment may, where necessary, be built into "C.B." frames to accommodate these gears, but customers are asked to give very clear and definite instructions on this point. Leaflets with particulars of gear ratios and available cog sizes will be sent free of charge with pleasure on receipt of your enquiry.

9 "C.B." hubs are all of the wide flange type with accurately ground integral ball races built inside the spoke flanges imparting immense rigidity to the wheels. Cones are made of a specially hardened and ground carbon chrome steel and are fitted with neat hexagon lock nuts. Weight of the "C.B." Special Ultra-lite Alloy hubs specified on the higher class machines is just over 10½ ozs. per pair! The "C.B." Lightweight Steel Pencil Barrel hubs weigh 15 ozs. per pair. Both types are oil retaining and thoroughly dependable.

10 Frame size should be calculated by inside leg measurement. It has been said that one should have as little bicycle as possible, but the practical modern trend is towards larger frames. This is beneficial to the rider in many ways, chief of which is the fact that the frame is so much more laterally rigid, particularly in the drive and back triangle. In addition, weight is not increased in any way owing to the fact that relative positions of handlebars and saddle remain the same on large or small frames whether a big frame and short seat pin is used, or a small frame and long seat pin. A definite rule cannot be fixed but a good guide is to subtract 9 inches from your inside leg measurement (taken in stockinged feet). 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.

11 "C.B." Finishes. Of the various types from which customers have the option of choosing, the "C.B." Silver and coloured Lustres, which are, incidentally fully guaranteed against fading, remain the most popular. This Silver has been very widely copied but the original "C.B." Silver process remains far ahead by reason of its superior attractive appearance and immense durability. No doubt another very good reason for the continued popularity of the famous Silver is that it is recognised everywhere as the "C.B." Finish and therefore immediately proclaims the owner as a discerning "C.B." rider.

With touring machines the "C.B." Glass Hard Enamel is perhaps more usual and in addition to the Black, this can be done in any colour to order. "C.B." Super Electro Flamboyant, an improved process, is similar to the "C.B." Silver except that the "flam" has a semi-polished plated undercoat. This is obtainable in almost any colour.

Continental panelled finishes have become popular with the introduction of continental designs and Claud Butler is able to give numerous combinations of coloured panels which run the length of the tubes with a contrasting line round their edges. This is carried out on all frame members including seat and chain stays and fork blades (see page 20). On the seat tube the International Red, White and Blue bands, or your own club colours, separated by the seat tube transfer, impart that final touch of Continental appearance now so much in demand. Particular note should be made of the fact that with all "C.B." enamel and "C.B." Lustre finishes, the frame is first heavily "cosmetized" to ensure absolute freedom from rust.

12 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 stay ends are chromium plated as standard unless otherwise specified. This liberal chromium plating is done by the special "C.B." double deposition process which is extremely durable and is guaranteed for 10 years, subject of course to reasonable care being taken with it.

13 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. "Patterns" and "Core-boxes," castings and machining tools, have been specially made to obtain minutely accurate angles with these "C.B." fittings. In this way machines can be built dead accurate to any variation of angles, even to half a degree, without resorting to that all too common and dangerous practice of "lug-pulling," a thing which is entirely obviated in the "C.B." Workshop.

14 The range of designs. Each design has been scientifically drawn up and customers should have no difficulty in selecting a design suitable for their particular purpose. Where angles are stated, these should be used as a guide to the right model, bearing in mind always that a comfortable and natural riding position is the finest way to easy and effortless cycling. "C.B." specialisation in this direction gives the customer the greatest variety of angles, and of course you will remember that Claud Butler's expert advice is always at your disposal.

15 "C.B." Service. 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.

Quotation 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.

16 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.

17 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.

18 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 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.



..... and now a famous "C.B." individually built lightweight at a price no more than that of the mass produced. Specially introduced for those requiring a high-class machine for all general purposes. Business riding—Touring—Week-end runs and Club-riding. Although moderately priced this model retains those outstanding features of liveliness, rigidity, and maximum response from minimum effort, associated with all "C.B." machines and enables the newcomer to commence "Real" cycling with what the "Old-timer" would call the "Right Idea"—on a "Real" lightweight.

CASH PRICE **£7 - 7 - 0** (Ladies open frame design same price.)

Easy Terms. 9/6 deposit and 16 monthly payments of 10/- each (or 2/6 weekly).

The specification of the General Purpose models cannot be varied except at extra charge. The components listed are the best combination possible and represent the finest obtainable value, having been especially purchased for these models at special price. Only in this way am I able to produce a high-class speciality-built lightweight machine of this description at such low cost.

"C.B." GENERAL PURPOSE UTILITY MODEL.

Same design and component parts as above but incorporating Sturmey-Archer 3-speed gear. Two brakes, front and rear inclusive.

LADIES' OR GENTS' **£8 - 17 - 6** **CASH PRICE**

Easy Terms. 12/- deposit and 16 monthly payments of 12/- each (or 3/- weekly).

"C.B." GENERAL PURPOSE MODEL.

SPECIFICATION.

FRAME & FORKS. Built throughout to special design with Reynolds butted H.M. tubing in the special "C.B." gauges. Accurately machined and cutaway lugs. Brazed up taper seat and chain stays. Solid front and rear frame ends. D to round front forks. Mudguard eyes, pump pegs, chain catch and fork blade lamp bracket brazed on to frame.

WHEELS. Chromium plated 26 x 1 1/4 ins. light gauge Endrick rims. Double butted spokes. British Hub Co.'s double sided chromium plated lightweight hubs with locked cones. Two fixed cogs, 17T and 18T.

TYRES. "Firestone Speed," 26 x 1 1/4 ins.

HANDLEBARS. Chromium plated Lauterwasser drop bend on adjustable chromium plated handlebar stem. Sponge rubber grips.

BRAKE. Webb side-pull calliper front or rear (two brakes on the 3-speed model only).

MUDGUARDS. Bluemels white celluloid, with quick release wing nut fastening to brazed on eyes.

SADDLE. Brooks B.32 two-wire, 11 ins. x 6 ins. leather top (or B.72 L Ladies). Straight seat pin.

CHAINWHEEL & CRANKS. Williams 3 pin detachable chromium plated 46T x 1/2 in. x 1/2 in. chain wheel with 6 1/2 in. cranks.

PEDALS. Brampton double sided steel rat-trap or rubber.

CHAIN. Coventry, best 3/8 x 1/8 in. roller.

LUBRICATION. Force feed to head and bracket (oilgun provided).

EQUIPMENT. 15 x 1/8 ins. pump. Tool roll with tools and oilgun. Reflector incorporated in rear mudguard.

FINISH. Frame and forks first rustproofed all over, then given four heavy applications of undercoating after which the new, quietly attractive "C.B." Crackle (in Black, Blue, Green or Red) showing "broken white" undercoat is applied, resulting in an extremely durable weather resisting finish. Front fork crown chromium plated by the "C.B." double deposition process. All usual bright parts chromium plated.





WEIGHT 26½ lbs.

ANGLES 70° SEAT, 73° HEAD. FORK OFFSET, 2". WHEELBASE 40¾".

This is the original Anglo Continental model, first introduced by Claud Butler. A scientific stayer machine of advanced design built on upright Continental lines with head and seat out of parallel. Suitable either for flat or hilly districts and soundly recommended for racing and fast touring at all distances.

"C.B." FITTINGS **£13 - 17 - 6** CASH.

Easy Terms. 25/10 deposit and 16 monthly payments of 18/4 each.

SINGLE SPEED MODEL.

"C.B." FITTINGS **£12 - 7 - 6** CASH.

Easy Terms. 23/3 deposit and 16 monthly payments of 16/4 each

ANGLO CONTINENTAL "SPRINT" MODEL

The sprint model specification is adapted from the above, and is especially built for racing at all distances on the road. Specification includes 27 ins. or 26 ins. Constrictor or Tabucchi best wood rims and Dunlop, Constrictor "50" or Tabucchi "All Rounder" tubular racing tyres. Complete with two brakes and 3-speed racing derailleurs as above but less mudguards (Spearpoint extension fitted). Weight with sprints and 3-speed 24½ lbs.

"C.B." FITTINGS

£14 - 17 - 6

CASH

Easy Terms. 27/6 deposit and 16 monthly payments of 19/8 each.

"C.B." ANGLO CONTINENTAL MODEL

SPECIFICATION.

FRAME. Special exclusive "C.B." design with "steep" head. "C.B." fittings throughout. All lugs accurately machined to correct angles, beautifully filed to feather-edge and including the new unique "C.B." Continental cutaway, reducing weight whilst actually increasing strength and rigidity. Built with double butted taper gauge special "C.B. Specification" Reynolds "531" steel tubing. "C.B." finely tapered overall straight seat stays and "C.B." new large diameter round section D fine tapered to round chain stays of special dimensions. Solid brazed up drop-out "C.B." quick release ends. Wheelbase 40½ ins. Frame sizes 20½ ins., 21½ ins. or to order. "C.B." refinements brazed on.

FORKS. Special taper gauge butted blades, rake as illustrated "C.B." semi resilient acute offset in ⅛ in. round or D to round section. Light reinforced "Vroomen" Continental "C.B." shallow pattern crown of unique design. Butted steering column. Solid brazed up neat central quick release ends.

WHEELS. 27 ins. or 26 ins. x 1½ in. nominal section Dunlop Special Lightweight steel rims ("High Pressures"). "C.B." Lightweight nickel-chrome steel chromium plated pencil barrel hubs. Rear special for triple free wheel. Double butted spokes tied and soldered at the crossings.

TYRES. Dunlop High Pressure Road Racing, 26 ins. or 27 ins., ribbed or file pattern tread.

PEDALS. "C.B." 3½ ins. or 4 ins. Continental, Solid centre race, or Boa. **SADDLE.** Brooks' "Champion Flyer," B.17 or to order, on "H.M." light steel seat pin or the new Brooks seat pillar.

BRAKES. Two "C.B." special Lightweight callipers giving ample tyre clearance and facilitating easy wheel removal.

CHAINWHEEL & CRANKS. Detachable lightweight steel single flange chain wheel with 6½ ins. 3-pin fixing cranks.

CHAIN. Elite ½ in. x ⅛ in. roller.

HANDLEBARS. "C.B." Anglo-Continental bends as illustrated. 16 ins. or 18 ins. x 6 ins. drop. "C.B." stem, extension to order. Rubber grips or "C.B." "Glossy-Tape" coloured handlebar tape.

GEARS. Simplex "Champion du Monde Professional" 3-speed racing Deraillieur, the new Cyclo "Poly" close-ratio light Deraillieur, standard Cyclo, Super Simplex, Osgear, or to order.

EQUIPMENT. Blumels 15 ins. x ⅞ in. inflator, tubular tyre or cape carrier, with tool pocket and tools, force feed oilgun, etc.

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

FINISH. "C.B." famous International Silver with Red, White and Blue Continental bands round the seat tube. "C.B." Gold or any of the "C.B." guaranteed fadeless lustres, including chromium front and rear fork ends and fork crown. "C.B." special Continental panel finish no extra.





WEIGHT 23½ lbs. (AS ILLUSTRATED).

The "All-Rounder" is the most popular general purpose road model. Designed especially for road racing, fast touring and club riding. Built at moderate angles with parallel seat and head to customers' individual specification. Combining speed, comfort and rigidity at minimum weight consistent with strength and reliability.

THREE SPEED MODEL.

"C.B." FITTINGS. **£12 - 7 - 6** CASH PRICE.

Easy Terms. 20/7 deposit and 16 monthly payments of 16/6 each.

SINGLE SPEED MODEL.

"C.B." FITTINGS. **£10 - 17 - 6** CASH PRICE.

Easy Terms. 15/6 deposit and 16 monthly payments of 14/8 each.

"C.B." ALL ROUNDER "A.R." MODEL

SPECIFICATION.

FRAME. My special design. Built throughout with improved Reynolds "531" steel in the special "C.B." double taper butted gauges and incorporating the "C.B." finely tapered overall seat stays and special "C.B." D to round chain stays. Completely brazed up solid with new type "C.B." forward opening drop out serrated ends. "C.B." lugs with unique design super cutaway, beautifully filed to featheredge. "C.B." brazed on refinements including mudguard eyes, pump pegs and chain hook. Frame sizes to order, wheelbase 42 ins. or to order, 10½ ins. bracket.

FORKS. "C.B." taper butted blades in D to round or 7/8 in. round section with neat brazed in solid ends. Butted steering column and new "C.B." reinforced profiled fork crown. Offset as illustrated or Reynolds Super Resilient or any design to order.

WHEELS. 26 x 1½ ins. Chromium plated light steel Endrick or Dunlop Special Lightweight 26 ins. or 27 ins. Steel rims for "High Pressure" tyres. Double butted spokes. "C.B." Lightweight Steel pencil barrel chromium plated reversible double cog hubs or Sturmey-Archer "A.R. Ultra Close-Ratio" 3-speed rear hub.

TYRES. 26 ins. "Ambra Superga," Dunlop "Translucent Speed" or "Silver Sprite," 27 ins. or 26 ins. Dunlop "High Pressure Racing" or Constrictor to order.

GEARS. Sturmey Archer "A.R. Ultra Close-Ratio" 3-speed with 16T hub sprocket giving gears of 69.6, 74.7 and 80.1 or alternative ratios if desired.

SADDLE. Brooks' B.17 N or "Standard," or to order. Brooks' new combination seat pin.

HANDLEBARS. "C.B." High Tensile steel, Shallow Highgate as illustrated, 15 ins. or 17 ins., "C.B." original 16 ins. or 18 ins. x 3½ ins. drop, or to order. Chromium plated or Celluloid finish. Own make 1½ ins. "C.B." chromium stem as shown or any length extension to order.

CHAIN. Elite roller, ½ x ¾ ins.

PEDALS. "C.B." solid centre racing, Boa, or to order.

BRAKES. "C.B." Special Lightweight Callipers front and rear or Resilion "A" Cantilevers. Chromium plated. (Single speed model fitted optional front or rear brake).

CHAINWHEEL & CRANKS. Special pattern flanged 46T detachable 3-pin fixing Lightweight steel chain wheel, 6½ ins. lightweight tapered cranks. Chromium plated.

GUARDS. Bluemels "Noweight" special quickly detachable clip fixing with wing nuts to brazed eyelets. White, or Black with moulded in white patch. Reflector attached.

LUBRICATION. "C.B." twin force feed to head and bracket, etc. Oil-gun provided.

EQUIPMENT. Bluemels inflator, cape carrier with tool pocket and tools.

FINISH. "C.B." Silver or any colour guaranteed fadeless lustre or "C.B." Super Electro Flamboyants. "C.B." double deposition chromium plating to crown and front and rear frame ends, or any finish to order

"C.B." TOURIST ANGLAIS



WEIGHT as illustrated 27½ lbs.
ANGLES 68° SEAT, 71° HEAD. FORK OFFSET 2¼". WHEELBASE 40¾".

A de-luxe touring machine. "C.B." special design built to individual specification on continental lines for English conditions. Comfortable, yet speedy and responsive—lightness combined with extreme strength and rigidity. Ideal for hilly country and enthusiastic tourists. Quotations without obligation for alternative specifications.

"C.B." FITTINGS

£13-17-6

CASH PRICE

Easy Terms. 23/- deposit and 16 monthly payments of 18/6 each.

TOURIST ALPINE

Special design based on the "Anglais" model or touring at home and on the Continent. Specification includes super Continental cutaway frame lugs of a new and unique design, Constrictor "Conloy" or Tabucchi "Fiamme" duralumin w.o. rims, light steel chromium plated hub brakes with duralumin shoes front and rear, special deep dome section Bluemel's celluloid "Winter" guards and special "C.B." oversize 2 ins. section Non-Skid hand made balloon tyres to ensure maximum comfort on bad roads and continental pavé. Weight as illustrated 27½ lbs.

"C.B." FITTINGS.

£16-10-0

CASH.

Easy Terms. 35/6 deposit and 16 monthly payments of 21/6 each.

SPECIFICATION.

FRAME. Special design, with head and seat at varying angles giving moderate saddle position and featherlight steering. Built throughout with double butted taper gauge "C.B." "531" Special Alloy steel tubing. "C.B." taper butted D to round section chain stays and completely brazed up fine long tapered overall seat stays. Special design quick release solid frame ends. All refinements including special light detachable rigid derailleur actuating spindle bracket brazed on.

FORKS. "C.B." exclusive taper gauge (unbreakable) resilient blades in D to round or ¾ in. round section. "C.B." unique design reinforced crown. Illustrated rake recommended or to order.

WHEELS. 26x1½ or 1½ in. light steel chromium Endrick rims. Best D/B spokes. Special "C.B." Lightweight Steel pencil barrel chromium plated hubs—rear, special for derailleur gear. Specially ground carbon chrome locked cones.

TYRES. Black or Translucent Dunlop non-skid "Speed" covers and tubes or to order.

BRAKES. Front and rear Resillon Cantilever or to order.

SADDLE. Brooks' "Champion" B.66, Terry's C.T.C. or Lycett's "Aero" to order on alloy seat pin or the new Brooks' combination seat pin.

CHAIN WHEEL & CRANKS. Special light type flanged detachable chain wheel with 6½ ins. Light Steel cranks.

GEARS. Cyclo Super-Duralumin pulley type 3 speed derailleur, Tri-Velox, or Sturmey Archer to order.

GUARDS. Bluemel's full width "Noweight" with full width extension combined on front guard. White or black with moulded in white patch. Special non-rattle clip fastening and quick release wing nut attachment to brazed eyelets on fork blades and seat stays. Reflector incorporated in rear guard.

HANDLEBARS. "C.B." De Luxe Tourer flat bend as illustrated recommended, or any shape to order, chromium plated or black celluloid covered on "C.B." own make high tensile steel stem, 3 in. extension or as desired. Super sponge grips, specially moulded.

PEDALS. Double sided, "C.B." solid centre race, or quill type. Width to order.

LUBRICATION. Twin force feed lubrication to head, bracket, hubs, etc.

EQUIPMENT. Bluemel's reflector and inflator 15x¾ ins. Large cape roll with tool pocket, tools and oilgun.

FINISH. Optional—Black or coloured "C.B." glass hard enamels. "C.B." Silver, Golden or coloured Lustres. Electro Flamboyant with Chromium Plated crown and frame ends or all Black throughout.





WEIGHT 27 lbs.

A very popular "C.B." real lightweight model within reach of all. Now built slightly more upright than in previous years. Individually produced to an ideal and scientifically designed for the rider who prefers a moderate position for handlebars and saddle. A rigid, light, responsive, real clubman's lightweight, far ahead in a class of its own, with high-grade specification and "completion parts" throughout.

PRICE **£8-5-0** CASH.

Easy Terms. 11/- deposit and 16 monthly payments of 11/2 each.

The "Silver Arrow" model, now firmly established in the "C.B." range is a remarkable example of the value for which the Claud Butler establishment is so well known. Each machine is individually built up to customer's order and you are invited to visit the "C.B." workshops and see your actual frame in course of construction. Place your confidence in Claud Butler—you will not be disappointed.

"C.B." SILVER ARROW MODEL

SPECIFICATION.

FRAME. Special design. Size to order 19, 20, 21 or 22 ins. Wheelbase 42 ins. Bracket height 10½ ins. Built of Reynolds "H.M." butted steel tubing. Unique design cutaway lugs, straight tapered and brazed up seat and chain stays. D to round front forks. "C.B." solid drop-out quick release frame and fork ends. Mudguard eyes, pump pegs, chain catch, and detachable fork blade lamp bracket all brazed to frame.

WHEELS. Endrick chromium plated 26 × 1½ ins. rims, double butted spokes, built up with "C.B." Narrow Barrel chromium plated double cog light race hubs.

TYRES. John Bull "Firefly" or Palmer "Super Speed" Translucent covers and tubes.

SADDLE. Brooks B.11 four wire (butt hide top 11 × 6 ins.) or Lycett special spring top saddle.

HANDLEBARS. "C.B." Original as illustrated 16 × 3½ ins. drop or to order on patent straight adjustable 1 in., 2 ins. or 3 ins. extension. Chromium plated. "C.B." grips.

PEDALS. Double sided race or quill pattern.

BRAKE. Improved "C.B." calliper. Chromium plated. Waterproof covered cable. Front or rear to order.

CHAIN. Renolds roller ½ in. × ⅜ in.

CHAINWHEEL & CRANKS. Williams C.34 three pin fixing flanged detachable with 6½ ins. cranks. Chromium plated.

GEARS. 3 speed derailleur, or hub type gears can be fitted if desired at extra charge. (See page 28.)

MUDGUARDS. Blumels white or black "Noweight" with centre strengthening rib and quickly detachable wing nut fixing. Brazed eyelets.

LUBRICATION. "C.B." force feed to head, bracket, etc.

EQUIPMENT Blumels pump, 15 ins. × ⅝ in. and prismatic reflector in incorporated in rear mudguard. Cape roll with tool pocket and tools, etc.

FINISH. "C.B." famous Silver recommended, with Chromium plated front and rear fork ends and fork crown, or black or any coloured glass hard enamel finish no extra charge ("C.B." Super Electro Flamboyant finish 15/- extra).

"C.B." CONTINENTAL CLASSIQUE MODEL

SPECIFICATION.



ANGLES $72\frac{1}{2}^\circ$ SEAT, $73\frac{1}{2}^\circ$ HEAD. FORK OFFSET $2\frac{1}{2}"$. WHEELBASE $41"$.

An entirely new model especially designed for the rider who likes to have his saddle well over the bracket, yet wishes to retain that "Continental" appearance. Numerous continental features are included in the specification, the most notable being the new type expander head with two-point-suspension bearings. This is an infinitely practical design at a moderate figure particularly suitable for club riding and road events at all distances.

THREE SPEED MODEL

PRICE **£12-7-6** CASH

Easy Terms. 20/7 deposit and 16 monthly payments of 16/6 each.

SINGLE SPEED MODEL

PRICE **£10-17-6** CASH

Easy Terms. 15/6 deposit and 16 monthly payments of 14/8 each.

SPECIAL NOTE :—The special lugs for this design having been imported from the Continent by "C.B." alterations to the above angles cannot be entertained because this would entail "lug-pulling," a deplorable but all too common practice entirely obviated in the "C.B." workshop by listing numerous alternative designs the lugs of which are all accurately machined to correct angles. (See page 3 paragraphs 13 and 14).

FRAME. Built throughout with special Continental lugs and fittings to special "C.B." angles. Incorporating Reynolds "531" steel tubing in the "C.B." gauges. Special Continental lug cutaway. Long taper seat stays and "C.B." special section chain stays giving ample clearance for all tyres without "indents." Completely brazed up frame with all usual "C.B." refinements brazed on and solid forward-opening-drop-out rear ends. Frame sizes $20\frac{1}{2}$ ins., 21 ins., 22 ins. or to order.

FORKS. Special oval-taper-to-round resilient taper butted blades, with light oval section 2-plate Continental fork crown. Solid quick-release fork ends.

WHEELS. 26 ins. $\times$ $1\frac{1}{4}$ ins. chromium plated Endrick rims built up with double butted spokes on "C.B." pencil-barrel lightweight steel hubs. Rear special to take triple free wheel.

TYRES. Dunlop "Silver Sprite," Translucent "Speed," or "Sprite."

PEDALS. Solid centre Quill type racing pedals, specially suitable for use with any make of toe clip and strap.

SADDLE. Brooks B.17N, Champion or Mansfield Ormond.

BRAKES. Gloria steel, Resilion "A," "C.B." alloy or to order. Two brakes inclusive on the 3-speed model. One brake only on the single speed model.

CHAINWHEEL. Detachable light steel 46T. single flange Williams chain wheel, with $6\frac{1}{2}$ ins. cranks.

CHAIN. Reynolds $\frac{3}{4}$ in. $\times$ $\frac{1}{8}$ in. roller.

HANDLEBARS. Tour de France, Lapebie or Bailey chromium plated high tensile steel bend on special lightweight expander stem. Taped grips.

GEARS. Simplex "Professional" lightweight racing derailleur, Cyclo "Unit" 3-speed with top gear cog from 12T upwards, TriVelox "B.1" new type gear or Cyclo "Poly" close-ratio.

MUDGUARDS. Blumels white "Noweight" with quick release wing nut fastening to brazed eyelets front and rear.

EQUIPMENT. 15 ins. celluloid pump. Tool roll with tools and oilgun, etc.

LUBRICATION. "C.B." force feed lubrication system to head and bracket.

FINISH. "C.B." famous Silver finish with contrasting 6 ins. band on seat tube, and international red, white and blue bands. Forks and seat and chain stays also in contrasting colour if desired. Any colour "C.B." guaranteed fadeless lustre optional with colour combinations as above to order. Chromium plated front and rear fork ends and fork crown. ("C.B." Continental panel finish, 10/- extra).



WEIGHT from 26 lbs.

An unusual but intensely practical design open frame Lady's lightweight machine with all the advantages of the Gent's diamond frame type. Particularly pleasing in appearance. Of rigid construction with strength in the right places, combining lightness and easy running. Equally suitable for business or club riding.

"C.B." FITTINGS

PRICE **£10 - 0 - 0** CASH.

Easy Terms. 14/- deposit and 16 monthly payments of 13/6 each.

CHATER LEA
FITTINGS

£11 - 15 - 0 CASH.

Easy Terms. 18/3 deposit and 16 monthly payments of 15/9 each.

BRAMPTON
FITTINGS

£8 - 17 - 6 CASH.

Easy Terms. 12/- deposit and 16 monthly payments of 12/- each.

Note :—Flamboyant finishes, Brooks' "Champion" saddles, Cantilever or hub brakes are extra on the Brampton Fittings model.

"C.B." LADY LIGHTWEIGHT MODEL

SPECIFICATION.

FRAME. "C.B." special exclusive design equally suitable for riding in shorts, plus fours or skirt. Absolutely rigid and comfortable. Built throughout of Reynolds H.M. double butted tubing in the special "C.B." gauges, including straight brazed up taper seat and chain stays. Quick release serrated forward opening drop out frame ends. Chain catch, pump pegs, etc. all brazed on. "C.B." unique design cutaway to all lugs. Frame size to order. Wheelbase 41 ins. Bracket height 10½ ins.

FORKS. "C.B." especially designed comfort rake, of particularly strong and rigid construction with solid quick release ends and new type crown. Butted steering column—taper gauge blades.

WHEELS. Endrick light steel rims 26 x 1½ or 1¾ ins. Double butted spokes. Double cog narrow barrel chromium plated race hubs with locked cones and force feed lubrication.

TYRES. Dunlop (non-skid tread) or to order.

SADDLE. Terry's Club, Brooks B.18 Lady's, Lycett special A.2, or to order.

HANDLEBARS. As illustrated, Middleton special, or to order, on adjustable light steel chromium stem giving option of drop or raised bar. Sponge rubber grips.

CHAIN. Coventry best roller ½ x ⅝ ins. or to order.

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. For prices of variable gears see page 27

CHAINWHEEL & CRANKS. Detachable 3-arm chain wheel with 6½ ins. light steel cranks.

GUARDS. Blumels full width white or black with moulded in white panels. Clip fixing with brazed eyelets.

EQUIPMENT. Blumels reflector (on rear mudguard) and inflator, oilskin carrier, tool pocket and tools with oilgun included.

LUBRICATION. "C.B." force feed to head, bracket, etc.

FINISH. "C.B." Cambridge Blue enamel, guaranteed fadeless Steel Blue or Light or Dark Rose lustre, "C.B." famous Silver or any colour to order. Front and rear frame ends and fork crown "C.B." chromium plated.

"C.B." MISS MODERN MODEL



WEIGHT 25 lbs.

The original short length top tube design diamond frame Lady's bicycle, retaining correct frame angles. Specially suitable for those riders who find the average Gents' model too long in the reach. A replica of the "C.B." machines used by Eva Hamilton in her various demonstration rides and Lillian Dredge in her recent successful record attempts.

"C.B." FITTINGS. SINGLE SPEED MODEL. £10 - 0 - 0 CASH.
Easy Terms. 14/- deposit and 16 monthly payments of 13/6 each.

"C.B." FITTINGS. 3 SPEED MODEL. £11 - 10 - 0 CASH.
Easy Terms. 16/6 deposit and 16 monthly payments of 15/6 each.

BRAMPTON FITTINGS. SINGLE SPEED MODEL. £8 - 17 - 6 CASH.
Easy Terms. 12/- deposit and 16 monthly payments of 12/- each.

BRAMPTON FITTINGS. 3 SPEED MODEL. £10 - 7 - 6 CASH.
Easy Terms. 14/8 deposit and 16 monthly payments of 14/- each.

Note :—Flamboyant finishes, Brooks' "Champion" saddles, Cantilever or Hub brakes are extra on the Brampton Fittings model.

SPECIFICATION.

FRAME. Special "C.B." design, built of special gauge Reynolds H.M. double butted steel tubing with straight fine taper brazed up seat and chain stays. Correct top tube giving ideal position for ladies. Unique "C.B." cutaway to all lugs. All refinements brazed on. Short wheelbase, 10½ ins. bracket, frame size to order. Quick release forward opening drop out rear ends.

FORKS. Taper butted, rake as illustrated or Reynolds Super Resilient to order. D to round section or ⅞ in. round.

WHEELS. 26 × 1½ ins. Light Steel Endrick rims. Double butted spokes. Light steel hubs.

TYRES. Palmer Super Speed Translucent or Dunlop.

SADDLE. Brooks S25/NH with butt hide top over spring mattress with felt interlay. Terry Club or Lycett A2 Special spring seat.

HANDLEBARS. Marsh 16 ins. shallow level grip as illustrated, chromium or celluloid covered finish on adjustable stem.

CHAIN. Coventry best, ½ × ⅜ in.

PEDALS. "C.B." Lightweight Quill Race type to order.

BRAKE. Two brakes inclusive, front and rear "C.B." lightweight calliper, or Resilion Cantilever to order—see footnote.

GEARS. Reversible fixed and free or Simplex 3-speed "Professional" racing derailleur, Sturmey-Archer or Constrictor "Osgear."

CHAINWHEEL & CRANKS. Lightweight single flange 3-pin type detachable with 6½ ins. cranks. Williams chromium plated.

MUDGUARDS. Full width Bluemels. Black or White. Quick release fittings with brazed eyelets. Reflector incorporated in rear guard.

FINISH. "C.B." guaranteed fadeless Orange lustre, "C.B." popular Silver or any colour enamel with chromium plated front and rear frame ends and fork crown no extra.

"C.B." CONTINENTAL CLUB MODEL

SPECIFICATION.

FRAME. Special "C.B." Continental design. 40 $\frac{1}{2}$ ins. wheelbase, 10 $\frac{1}{2}$ ins. bracket. Frame sizes to order. Built throughout of "C.B." specification double butted High Manganese steel tubing. Lugs beautifully filed and cutaway. Completely brazed up straight taper seat and chain stays. Quick release forward drop out serrated fork ends.

FORKS. Taper gauge butted blades of $\frac{1}{4}$ ins. round or D to round section in the special "C.B." abrupt offset rake illustrated. Solid drop out ends and butted steering column.

WHEELS. 26 ins. x 1 $\frac{1}{2}$ ins. light gauge chromium plated Endrick steel rims on B. H. Co. lightweight narrow barrel race hubs. Rear special for derailleur gear. Double butted spokes.

TYRES. John Bull "Firefly," 26 ins. x 1 $\frac{1}{2}$ ins. or Dunlop "Sprite."

CHAINWHEEL & CRANKS. Special single flange 46T. Williams C.34 chain wheel, 3-pin detachable type with 6 $\frac{1}{2}$ ins. cranks.

SADDLE. Brooks B.11 or B.15.

HANDLEBARS. Chromium plated "Lapebie," or "Binda" bend as illustrated or any to order on "C.B." patent adjustable lightweight stem, 1 in., 2 ins. or 3 ins. extension.

PEDALS. Lightweight quill pattern chromium plated.

CHAIN. Renolds, $\frac{3}{8}$ in. x $\frac{1}{8}$ in.

GEARS. The famous "Cyclo Unit" derailleur or Simplex "Professional" 3 speed racing derailleur with 14T.—16T.—18T. "Unit" hub or triple free wheel giving gears of 66, 75 and 85. Or to order.

BRAKES. Front and Rear Callipers (2 brakes inclusive).

GUARDS. Bluemels white or black with quick release brazed on eyelets and wing nut fastening.

EQUIPMENT. Prismatic reflector, 15 ins. Bluemels inflator. Tool roll with tools and oilgun.

LUBRICATION. "C.B." force feed to head, bracket, etc.

FINISH. "C.B." famous lustre fadeless copper finish or "C.B." Silver or any colour "glass hard" enamel. Crown and front and rear fork ends chromium plated no extra charge. ("C.B." Flamboyant process or Continental Panel finish 10/- extra).



WEIGHT 28 lbs.

ANGLES, 70° SEAT, 73° HEAD. FORK OFFSET 2". WHEELBASE 40 $\frac{1}{2}$ ".

A new model of sound design built on upright lines with head and seat at varying angles. Based on practical experience and intensive research. Specially constructed for speedy touring and fast club riding. Appealing to those who prefer the Continental angles and light variable racing derailleur gear.

**BRAMPTON
FITTINGS.**

£10 - 17 - 6 CASH.

Easy Terms. 15/6 deposit and 16 monthly payments of 14/8 each.

"C.B." ULTRA - LITE MODEL



WEIGHT 21 lbs.

The finest de-luxe luxury cycle that it is possible for the most skilled of the cycle industries craftsmen to produce. Although so light, this machine will stand any amount of hard wear and carries my full guarantee. Built for pleasure riding, touring or racing, entirely to order and individual specification, entailing enormous detail work to lugs, fittings and finish. . . Definitely a machine for the connoisseur.

"C.B." FITTINGS **£14-14-0** CASH.

Easy Terms. 26/- deposit and 16 monthly payments of 19/6 each.

Special Sprint Racing Model built up with "Ultra-lite" fittings and components (Alloy sprint rims and tubular tyres in place of wired on rims 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 consistent with reliability and strength, the specifications and tube gauges of which have proved themselves sound in practical demonstration. . . freakish components and tubing are eliminated in the "C.B." establishment.

SPECIFICATION.

FRAME. Special design, sizes to order, 10½ ins. bottom bracket, 41 ins. wheelbase, or to order. Built throughout with Reynolds double long taper butted "C.B." Specification "531" alloy steel tubing. "C.B." "Ultra-lite" fittings specially manufactured, lugs beautifully filed and feather-edged (the unique "C.B." cutaway actually increases strength whilst saving weight) "C.B." finely tapered overall round section seat stays and special section round, D to round chain stays, completely brazed up. Chromium plated "C.B." quick release solid frame ends. All refinements (including gear parts if required) brazed on.

FORKS. D to round or ¾ in. round taper gauge blades in the rake illustrated or Reynolds Super Resilient or any rake to order. New type lightweight reinforced chromium plated fork crown. Butted steering column. Solid quick release chromium plated fork ends.

WHEELS. Constrictor "Conloy" or Tabucchi "Fiamme" W.O. alloy rims. "C.B." Special Ultra-lite Alloy double cog hubs. Double butted spokes. Duralumin wheel nuts. Duralumin cogs.

TYRES. Constrictor "No. 3" or Dunlop "Sprite," "Speed," or to order

SADDLE. Brooks' "Champion Flyweight," Mansfield "Ormond" Duralumin, Lycett or Terry spring or any to order on alloy seat pin or the new Brooks seat pin.

HANDLEBARS. Shallow Highgate as illustrated or any shape Hiduminium bend, either on adjustable Hiduminium stem with 1 in., 2 ins. or 3 ins. extension or "C.B." own make "lapped joint" chromium plated lightweight tubular steel stem, extension to order. De-luxe sponge rubber grips.

PEDALS. "C.B." Alloy, "C.B." solid centre steel, Tabucchi or to order.

BRAKE. "C.B." Alloy, Constrictor "Conloy," Cantilever, or to order.

GUARDS. Bluemels quick detachable special clip fixing "Noweight" celluloid black or white with quick release wing nut fixing to special light brazed eyelets and Hiduminium stays.

CHAINWHEEL & CRANKS. Specially lightened 46T. "Durel" ½ in. X ½ in. flanged detachable 5 pin fixing chain ring with special, extra light, high tensile 6½ ins. steel cranks and obscure cotters.

LUBRICATION. "C.B." twin force-feed to top and bottom head bearings, both bracket cups, pedals, hubs, etc.

EQUIPMENT. Bluemels reflector incorporated in rear mudguard. Bluemels inflator, cape roll with tool pocket and tools and oilgun.

FINISH. "C.B." "Glass Hard" black or coloured enamels. "C.B." Silver or Golden, "C.B." guaranteed fadeless Lustres in any colour, or "C.B." Super Electro Flamboyant in Mauve, Emerald, Golden Whyld, Royal, Bronze, Ruby, Electric Bronze, etc. "C.B." double deposition chromium plating to fork crown and front and rear fork ends, or all Black throughout or any combination of finish, no extra charge.

"C.B." TOUR D'ANGLETERRE MODEL



WEIGHT as illustrated 23 lbs.

ANGLES, 70° SEAT, 74° HEAD. FORK OFFSET, 3". WHEELBASE, 40½".

A new improved de-luxe racing machine designed entirely on modern Continental lines first introduced in this country by Claud Butler. Incorporating exclusive Continental features and components and adapted for English road conditions. Superb workmanship, with enormous detail attention to lug-work and fittings, allied to the genius of Continental design, with super-quality "completion parts," resulting in a rigid, reliable and practical road model suitable for fast work at all distances and over all types of country.

"C.B." FITTINGS.

£17-17-0

CASH PRICE.

Easy Terms. 34/6 deposit and 16 monthly payments of 23/6 each.

TOUR D'ANGLETERRE "STEELS" MODEL

Fitted with Dunlop High Pressure 26 ins. or 27 ins. Light Road Tyres and special Light-weight rims. Polished Duralumin or Bluemels Noweight guards (less "sprints and tubulars.")

"C.B." FITTINGS

£16-10-0

CASH PRICE.

"Steels" Model.

"High Pressures" or "Endricks."

Easy Terms. 31/6 deposit and 16 monthly payments of 21/9 each

SPECIFICATION.

FRAME. Designed and built entirely to 'individual specification' with Reynolds "531" Alloy Steel tubing in the special "C.B." long taper double-buttet gauges. Incorporating, in accordance with modern Continental practice, moderate seat angles and upright head. Wheelbase 40½ ins. or to order. Bracket height 10½ ins. Frame size to order. "C.B." specially manufactured fittings throughout including the de-luxe "C.B." Continental lug cutaway beautifully filed to feather edge. "C.B." brazed up fine section round straight taper seat stays and wide clearance "C.B." special dimension chain stays of unique design. "C.B." solid forward opening drop out serrated frame ends or special "O.S." type or any to order. Specially fitted "C.B." Continental oiler incorporating oil reservoir with filler cap and automatic tap on the seat tube. All usual "C.B." refinements brazed to frame.

FORKS. "C.B." Continental. Rake and section as illustrated or any to order. Taper gauge butted blades. Reinforced "C.B." light Continental pattern profiled crown. Butted steering column. Solid brazed up quick release ends.

WHEELS. "C.B." built. 26 ins. or 27 ins. Constrictor "First Choice" Round Reinforced wood sprint rims. "C.B." Ultra-lite alloy special narrow barrel wide bearing large flange Continental Racing Derailleur "O.S." hubs. Double butted spokes in the "C.B." gauges.

TYRES. Tubular racing. Constrictor "50," Dunlop Nos. 4, 5 or 6, or Tabucchi.

GEARS. "Super" Simplex 3-speed Special Racing Derailleur, Cyclo New "Poly" 3-speed gear, Simplex "Professional" model Racing derailleur, Osgear or to order. Gear ratios entirely to suit customers individual requirements.

CHAIN. Elite roller ½ x ¾ in.

CHAINWHEEL & CRANKS. The Simplex "Thetic," as illustrated, or single flange lightweight steel chain ring of orthodox design. Light steel 6½ ins. or 7 ins. chromium plated fluted cranks.

HANDLEBARS. "C.B." Chromium plated "Tour d'Angleterre," 16½ ins. bends, as illustrated, or "Continental" or any shape to order. Brake levers brazed in position shown or as desired. "C.B." own make Chromium plated Continental lap joint stem, extension to order. Coloured "C.B." "Glossy-tape" with rubber handlebar ends or "C.B." sponge rubber grips.

BRAKES. Quick release bolt on type Continental "C.B." callipers front and rear with adjustment provided for steel rims. Levers brazed in position on handlebar bend as shown.

SADDLE. Brooks' Champion "Flyer," "Swallow" or B.17N entirely to order. Brooks new combination seat pin.

PEDALS. "C.B." Continental 3½-ins. or 4-ins. single sided alloy racing or Boa.

EQUIPMENT. Bluemels pump, spearpoint extension, oilgun, tool kit and tubular carrier with tool pocket.

LUBRICATION. By "C.B." twin force feed system to all parts including head, bracket, etc. Special chain oiler with reservoir, filler cap, and automatic tap incorporated in seat tube.

FINISH. Individually hand panelled "C.B." Continental finish in contrasting colours, with the "C.B." international Red, White and Blue bands on the seat tube. The whole carried out on a background of the famous "C.B." Silver in colours to individual choice. Or if desired "C.B." Super Electro Flamboyant or any combination of "C.B." Silver, Lustre, or Glass Hard Enamel including "C.B." double deposition chrome to front and rear ends and all usual bright parts, no extra charge.



WEIGHT from 21 lbs.
ANGLES, 70° PARALLEL SEAT & HEAD. FORK OFFSET 2", WHEEL BASE 41½"

A high-class Lightweight Racing or Club model built to specification at a modest price. New design includes semi-upright frame with parallel seat and head, 2 ins. abrupt offset forks and short wheelbase, making an extremely comfortable, lively and rigid clubman's machine.

**SUPER BRAMPTON
FITTINGS**

£10 - 17 - 6 CASH.

Easy Terms. 15/6 deposit and 16 monthly payments of 14/8 each.

"SUPER VELO R.R." MODEL

FITTED WITH STEEL WHEELS :—26 × 1½ ins. Endrick light steel rims, John Bull "Firefly" or Dunlop "Sprite" wired on tyres, including Blumels mudguards in place of "Sprints and Tubulars."

**SUPER BRAMPTON
FITTINGS**

£9 - 7 - 6 CASH.

Easy Terms. 13/- deposit and 16 monthly payments of 12/8 each.

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

SPECIFICATION.

FRAME. Special semi-upright design with parallel seat and head angles, 41½ ins. wheelbase. 10½ ins. bracket height. Built throughout with Reynolds "H.M." butted tubing in the special "C.B." gauges. Brampton fittings with unique design cutaway lugs beautifully filed to featheredge, reducing weight whilst increasing strength and rigidity. Brazed up straight taper seat and chain stays. Solid quick release ends. Brazed on mudguard eyes, pump pegs, chain hook and adjustable fork blade lamp bracket.

FORKS. "C.B." abrupt 2 ins. offset rake as illustrated. D to round or ¾ in. round section blades. Light profiled fork crown. Butted steering column. Solid quick release ends.

WHEELS. Constrictor "Round Reinforced" or Tabucchi "Girder" pattern best Maple wood sprint rims, built with best double butted spokes on "C.B." double cog narrow barrel chromium plated race hubs. Locked cones. Dunlop tubular road racing tyres.

SADDLE. Brooks B.17 Narrow or Standard, or to order.

HANDLEBARS. As illustrated. Shallow Highgate 15 ins. or 17 ins. or any shape bend to order. Chromium plated finish on "C.B." patent lugless adjustable 1 in., 2 ins. or 3 ins. stem.

CHAIN. Renold or Elite, ½ in. × ⅜ in.

PEDALS. "C.B." Solid centre quill type racing.

BRAKE. Monitor "Super-Cam" front or rear.

CHAINWHEEL & CRANKS. Special lightened steel 3-arm fixing flanged detachable chain ring with 6½ ins. cranks.

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

EQUIPMENT. Oilgun and instructions, cape or tubular carrier with tool pocket and set of tools. Blumels pump and reflector.

FINISH. "C.B." Silver recommended or any colour guaranteed Fadeless Lustre to order, or Black or any colour Glass Hard enamel finish. Chromium plated crown and front and rear fork ends if desired, no extra charge.

"D.S.H." CHAMPIONSHIP PATH MODEL

SPECIFICATION.



WEIGHT from 18 lbs.
ANGLES, 71° SEAT, 75° HEAD. FORK OFFSET 1½". WHEEL BASE, 40".

(As used in World's Championships and recent "Six-Days.")

An entirely new departure in racing frame construction and design, with "steep" upright head and "semi-upright" seat giving minimum wheelbase, normal top tube length and short front centre to centre measurement. Now introduced for the first time by Claud Butler only after extensive research and successful practical demonstration by the world's leading sprinters. Built to specification and recommended for occasional grass racing and banked cement or board tracks such as the Bilston Velodrome.

B.S.A. FITTINGS.

£13 - 17 - 6

CASH.

Easy Terms. 26/- deposit and 16 monthly payments of 18/3 each.

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.

FRAME. New Claud Butler upright design giving correct distribution of weight between the wheel centres. Built from specially manufactured fittings, accurately machined to special angles. Incorporating the new "C.B." Continental lugs, cutaway in accordance with sound modern engineering practice. Ultra-tensile Alloy steel Reynolds "531" tubing, double long taper butted, special "C.B." gauges. Light exclusive "C.B." fine section straight seat stays and "C.B." special chain stays. Complete brazed up solid path ends with adjusters. Frame size to order, wheelbase and bracket height to order (advice free).

FORKS. Taper gauge ⅞ in. round section blades. Rake as illustrated. Lightweight reinforced Continental fork crown. Butted steering column. Solid ends.

WHEELS. 27 ins. Constrictor "1st choice" Round Reinforced wood Sprint rims. Best double butted spokes, tied and soldered at crossings. "C.B." Special Ultra-lite Alloy single cog wide flange Path hubs, or "Airlite" "W.F." Continental.

TYRES. Dunlop Nos. 1, 2 or 3. Constrictor or Tabucchi or to order (Fitted with "C.B." tyre covers to both wheels).

PEDALS. "C.B." 3½ ins. or 4 ins. alloy path. 3½ ins. B.S.A., or Boa.

SADDLE. Brooks' B.17 Sprinter or Lightweight Duralumin. Brooks new combination Seat pin and clip combined.

CHAIN. Coventry best 1 in. X ⅝ in. block recommended, or to order.

HANDLEBARS. Any to order or "Bailey" Continental as illustrated on "C.B." own make adjustable sliding "M.T." type stem, "C.B." "Toni" stem as illustrated or any to order (Stem and bend all brazed up solid if desired). Grips taped and fitted with rubber "corks."

FINISH. "C.B." Path colours recommended, or the new "C.B." Black/Grey Merkens finish with black panels on top and down tubes (for owners name and transfer respectively) including Chromium plated frame ends and crown, or any finish to order. "C.B." Special new Continental panelled finish if desired no extra.

NOTE :—State whether for use on Grass and Cement tracks or Cement and Board tracks. Free assistance given in drawing up frame specification.

"C.B." INTERNATIONAL PATH MODEL



WEIGHT from 18½ lbs.

ANGLES, 72° SEAT, 75° HEAD. FORK OFFSET, 1⅜". WHEELBASE 40¼"

As actually used by England's foremost sprinters in World's Championships 1931—7 and Olympic Games 1932 and 1936. Similar in design but not quite so upright as the "D.S.H." model, with head and seat at varying angles. Based on intensive practical research by our champion riders, and designed specially for cement, grass and cinder track racing.

**CHATER LEA
or B.S.A. FITTINGS.**

£12-17-6 CASH.

Easy Terms. 24/- deposit and 16 monthly payments of 17/- each.

"C.B." FITTINGS.

£12-0-0 CASH.

Easy Terms. 22/8 deposit and 16 monthly payments of 15/10 each.

SPECIFICATION.

FRAME. Special "C.B." Continental design, built of specially manufactured fittings machined to special angles, with "C.B." Continental cutaway lugs filed in accordance with sound modern engineering practice. Reynolds "531" double butted "C.B. Specification" alloy steel tubing throughout. Including new type D section chain stays giving ample clearance for 1½ in. grass tyres and "C.B." exclusive fine section Path seat stays. "C.B." new type small track ends with long adjustment. Frame size to order. Wheelbase 41 ins. Bracket height 11 ins. with "27's" or to order.

FORKS. Taper gauge butted fork blades with offset as illustrated or to order. ⅝ in. round section or D to round. New unique design reinforced Continental crown. Butted steering column. Solid ends.

WHEELS. 27 ins. Tabucchi or Constrictor best wood sprint rims. "C.B." Special Ultra-lite Alloy wide flange single cog path hubs or B.H. Co. "Airlite Continental" as illustrated. Best double butted spokes.

TYRES. Dunlop No. 2 smooth band, No. 6 file tread, or No. 8 1½ ins. grass, Constrictor or Tabucchi to order.

PEDALS. Special "C.B." 3½ ins. or 4 ins. wide bearing lightweight steel Continental Path or Boa.

SADDLE. Brooks' B.17 Sprinter or Mansfield "Ormond" Sprint with R.R.56 frame.

CHAIN. 1 in. x ⅜ in. recommended.

CHAINWHEEL & CRANKS. Special 5-pin fixing interchangeable and detachable type with lightweight steel 6½ ins. or 7 ins. cranks (6½ ins. cranks only available in Chater Lea or B.S.A. fittings).

HANDLEBARS. "Bailey" as illustrated or any bend to order on "C.B." special own make adjustable sliding extension. Chromium plated. Grips taped with rubber end buffers.

FINISH. "C.B." International Path Colours—i.e., Silver with Chromium front and rear fork ends and fork crown and Red, White and Blue Continental bands on seat tube.

EQUIPMENT. Includes tyre covers to protect tubulars, tool kit and oilgun.



WEIGHT 30 lbs.
ANGLES, 68° PARALLEL* SEAT AND HEAD. FORK OFFSET, 2 $\frac{1}{8}$ ". WHEELBASE, 42".

A new practical "C.B." lightweight road model, designed specially for those requiring a moderate priced variable gear machine for general touring and business riding. The lavish specification can be varied to suit individual requirements and quotations will be submitted with pleasure.

**BRAMPTON
FITTINGS.**

£10 - 10 - 0 CASH.

Easy Terms. 15/6 deposit and 16 monthly payments of 14/2 each.

"C.B." SUPREME TOURER MODEL

SPECIFICATION.

FRAME. Special new "C.B." design built to road angles. Size to order wheelbase 42 ins., bracket height 10 $\frac{1}{2}$ ins., to suit individual rider and conditions. Built throughout with special gauge Reynolds H.M. double butted steel tubing. Straight tapered seat and chain stays brazed up. "C.B." forward opening quick release frame ends or, if required, special positive position "C.B." vertical drop out rear ends to accommodate Cyclo gear to order. Unique design cutaway lugs. All refinements brazed to frame.

FORKS. Design as illustrated in D to round or $\frac{7}{8}$ in. round section or Reynolds Super Resilient. Solid brazed up quick release ends. Taper gauge butted blades.

WHEELS. 26 x 1 $\frac{1}{4}$ or 1 $\frac{3}{8}$ ins. Endrnick or Westwood steel rims, chromium or black finish. Narrow barrel "C.B." chromium plated race hubs. Rear hub specially designed to take triple derailleur free-wheel. New "Unit" hub supplied when Cyclo gear specified.

TYRES. Dunlop or Palmer, translucent, to order.

SADDLE. Terry's Club spring top, Brooks' B.11 or Lycett's special "Aero" spring seat.

HANDLEBARS. Flat bends as illustrated or reversible shallow drop bend to give option of raised or drop position, "C.B." Original 16 ins. or 18 ins. x 3 $\frac{1}{2}$ ins., Marsh 16 ins. or any to order. Chromium or celluloid finish. Patent lugless adjustable stem, extension to order. "C.B." anti-shock sponge rubber grips.

CHAIN. Renolds $\frac{1}{2}$ x $\frac{1}{8}$ in.

PEDALS. Double sided race type or quill pattern.

CHAINWHEEL & CRANKS. Special flanged detachable chain ring and 3-pin fixing cranks.

GEARS. Cyclo 3-speed derailleur with new "Unit" hub, latest type "B1" Tri-velox, or Sturmey Archer, "Close," "Medium" or "Wide" Ratio 3-speed hub gear.

GUARDS. Bluemels full width, White or Black with quick release wing nut attachment to brazed eyelets. Reflector attached.

BRAKES. Front and rear "Super Cam" Monitor with compensating direct action shoes.

LUBRICATION. "C.B." force feed to head, bracket, etc., oilgun supplied with too kit.

EQUIPMENT. Bluemels celluloid inflator. Tool kit. Detachable and adjustable lamp bracket with special boss brazed to offside fork blade.

FINISH. "C.B." new Glass Hard Black or coloured enamel, guaranteed fadeless Olive Green or any colour Lustre with chromium plating to all usual bright parts including front and rear frame ends and fork crown. "C.B." Silver no extra charge.

"C.B." ROAD - PATH MODEL

SPECIFICATION.



WEIGHT from 20 lbs.

ANGLES, 71° PARALLEL SEAT AND HEAD. FORK OFFSET, 2". WHEELBASE, 41".

For years Claud Butler has led the trade with the "UPRIGHT" type of frame for racing purposes. This design, the Road-Path is "SEMI-UPRIGHT," angles being between those of the "D.S.H." 1938 Path Model and the "Allrounder." It is fitted with the exclusive "C.B." rear fork ends combining special quick release adjusters with a forward opening drop-out and is the only real dual-purpose machine suitable for both Grass and Cement tracks and Road Racing.

"SPRINTS"
MODEL
(as illustrated)

£12-15-0

"C.B."
FITTINGS.

CHATER LEA
or B.S.A.

£13-17-6

FITTINGS.

Easy Terms. 21/3 deposit and 16 monthly payments of 17/- each

Easy Terms. 23/2 deposit and 16 monthly payments of 18/6 each

"STEELS" MODEL

fitted with 27 ins. or 26 ins. Dunlop High Pressure tyres and rims (or 26 ins. x 1 1/4 ins. Endricks) and Blumels Noweight mudguards. Weight 23 1/2 lbs.

"C.B."
FITTINGS.

£11-15-0

CHATER LEA
or B.S.A.

£12-17-6

FITTINGS.

Easy Terms. 18/3 deposit and 16 monthly payments of 15/9 each

Easy Terms. 20/2 deposit and 16 monthly payments of 17/3 each

FRAME. My own special original design—Semi-Upright. Built throughout with Reynolds "531" Alloy Steel tubing in the special "C.B." double long taper butted gauges and super fittings to "C.B." special angles. Brazed up Chain stays and straight fine taper Seat stays of special dimensions. "C.B." exclusive design dual purpose forward opening quick release frame ends with adjusters (a definite cure for "wheel-pull" see page 2 "Special Features") or usual forward drop-out. Sizes to order, short wheelbase, 11 1/4 ins. bracket with 27 ins. wheels or 10 3/4 ins. with 26's.

FORKS. Rake as illustrated or any design to order. Taper butted 7/8 in. round or D to round section blades. Solid ends.

WHEELS. 27 ins. or 26 ins. Tabucchi or Constrictor sprints. Flat or round reinforced wood rims. "C.B." Lightweight steel Pencil Barrel single or double cog race hubs. Double butted spokes, tied and soldered at crossings.

TYRES. Dunlop No. 6 grass tubulars. Tabucchi or Constrictor to order.

PEDALS. "C.B." Solid centre or Boa.

BRAKE. Front or rear "C.B." Lightweight Calliper, bolt fixing, improved 1938 design entirely eliminating "chatter" or "squeal," or Resilion Cantilever if desired.

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

CHAIN. Renold or Elite 1/2 in. x 1/8 in. roller, or 1 in. x 3/16 in. block.

CHAINWHEEL & CRANKS. Flanged detachable chain wheel with lightweight 6 1/2 ins. cranks.

HANDLEBARS. Any type to order, adjustable "C.B." "Major Taylor" extension or set length adjustable light steel stem 1 in., 2 ins. or 3 ins. extension. Taped grips.

EQUIPMENT. Blumels reflector and inflator and oilgun. Mudguard eyes, pump pegs, detachable fork blade lamp bracket (obscure type to meet N.C.U. regulations), etc., brazed on if desired.

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

CLAUDE BUTLER SUPER FRAMES.

Prices are for complete frame and forks with chrome plated head and bracket interiors, chainwheel and cranks, and seat pin. Specifications are as built for complete machines, including "C.B." force feed oiling. Weights from 8½ lbs.



Super filing and finish to lugs with "C.B." unique cutaway. Usual "C.B." refinements, mudguard eyes, pump pegs, chain hook and adjustable and detachable front fork lamp bracket, brazed on if desired without extra charge.

Illustrating the "C.B." INDIVIDUALLY HAND-PANELLED Continental finish. (Exclusive).

" SILVER ARROW."
Brampton Fittings.

Price £4/4/0 Cash

Easy Terms : 7/7 deposit
and 12 monthly payments
of 7/5 each.

**" TOUR
d'ANGLETERRE."**
"C.B." Fittings.

Price £6/15/0 Cash.

Easy Terms : 12/- deposit
and 12 monthly payments
of 11/11 each.

" GENERAL PURPOSE."
Brampton Fittings.

Price £3/15/0 Cash.

Easy Terms : 7/3 deposit
and 12 monthly payments
of 6/7 each.

" ALLROUNDER."
"C.B." Fittings.

Price £5/5/0 Cash.

Easy Terms : 9/9 deposit
and 12 monthly payments
of 9/3 each.

" SUPER VELO."
Brampton Fittings.

Price £4/15/0 Cash.

Easy Terms : 8/5 deposit
and 12 monthly payments
of 8/5 each.

**" D.S.H. CHAMPION-
SHIP PATH."**
B.S.A. Fittings.

Price £6/15/0 Cash.

Easy Terms : 12/- deposit
and 12 monthly payments
of 11/11 each.

**" CONTINENTAL
CLUB."** Brampton Fittings.

Price £4/18/6 Cash.

Easy Terms : 8/9 deposit
and 12 monthly payments
of 8/9 each.

**" INTERNATIONAL
PATH."** "C.B." Fittings.

Price £6/0/0 Cash.

Easy Terms : 11/- deposit
and 12 monthly payments
of 10/7 each.

**" LADY LIGHTWEIGHT"
and " MISS MODERN."**
"C.B." Fittings.

Price £4/18/6 Cash.

Easy Terms : 8/9 deposit
and 12 monthly payments
of 8/9 each.

**" CONTINENTAL
CLASSIQUE."**

Price £5/10/0 Cash.

Easy Terms : 9/9 deposit
and 12 monthly payments
of 9/9 each.

**" ANGLO-
CONTINENTAL "**
"C.B." Fittings.

Price £6/0/0 Cash.

Easy Terms : 11/- deposit
and 12 monthly payments
of 10/7 each.

" ULTRA-LITE "
"C.B." Fittings.

Price £6/6/0 Cash.

Easy Terms : 11/3 deposit
and 12 monthly payments
of 11/- each.

" ROAD PATH."
"C.B." Fittings.

Price £5/10/0 Cash.

Easy Terms : 9/9 deposit
and 12 monthly payments
of 9/9 each.
Extra for Chater Lea or
B.S.A. Fittings, 15/-

" POLO-BIKE."

Price £2/17/6 Cash.

Easy Terms : 6/2 deposit
and 12 monthly payments
of 5/- each.

IMPORTANT.—When ordering frames it is essential to give size of wheels and width over cones or lock nuts before building can be commenced.

Ask Claud Butler to quote you —



PACE-FOLLOWER

Illustrative of the very specialised and versatile nature of "C.B." productions. This actual model has been used in successful record-breaking rides. Quotations by return.

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



TRIPLET.

This perfectly practical "C.B." machine is becoming very popular in many parts of the country. Fast road speeds are quite easily attained, and in addition perfect safety is at all times assured. The "C.B." Triplet can be supplied with either large diameter internal expanding hubs or rim brakes, and customers are requested to send in their own specification for quotation.

Prices from £28 10 0 Single Speed. £30 0 0 Three Speed. Or on Easy Terms.

Quadruplet and other multiple machines; quotations and suggested specifications by return on request.



UNICYCLE.

Made to order for that popular variety act "The MOXHAM TRIO" who also have an extensive "stable" of all kinds of "C.B." trick cycles. Designed by Claud Butler and built in the "C.B." workshop. Demonstrating the wide range and varied nature of the different types of machine that the resources of the "C.B." establishment enable me to produce. At one stage of the act this machine carries the combined weight of three people, remarkable proof of the reliability of the "C.B." design and quality materials.

Patent pending
No. 7529/37



"POLOBIKE."

Here is the "C.B." "Polobike." Designed after practical tests on the Polo field by "C.B." design and building experts. Note specially the close built back, the position of saddle and bars, the space between the bracket and chain wheel and the ground, the ample tyre clearance at all points to prevent mud-clogging, the angle of the seat and head tubes, the straight forks and the heavy gauge spokes on the Westwood wheels. These are all advantageous features which the experienced polo player will instantly appreciate. Steering and control is perfect. Your game will immediately improve with a Claud Butler "Polobike." Price £4 15 0 cash. Easy terms:—9 3 deposit and 12 monthly payments of 8 4 each.



FAMILY TANDEM.

Claud Butler's experience with this type of outfit is unparalleled. Any popular make of sidecar can be supplied and fitted to any of the "C.B." tandem range. Where the sidecar attachment is direct to frame members, brazed fittings are incorporated, ensuring rigid and reliable anchorage, and maintenance of perfect alignment without damage to frame tubes. The tandem illustrated is the "C.B." "Silver Ace" model with Cyclo 3-speed derailleur. The sidecar is a "Watsonian No. 1 Baby." Price of the complete outfit is £20 18 6 or on Easy Terms 38 9 deposit and 16 monthly payments of 27 8 each. Other prices for alternative combinations will be sent on request. No obligation.

Introducing THE — **CLAUD BUTLER "ULTRA - SHORTBASE"** **ROAD AND PATH TANDEMS** of a new, unique and revolutionary practical design.

60" Wheelbases (and under) now available with this new patent "C.B." bracket assembly giving increased room for *both* riders. [Shorter bases subject to special enquiries.]

A sensational new design, the result of many years' painstaking research and experimental work, now perfected and placed before the cycling public only after exhaustive tests on Road and Track, under Touring and Racing conditions and over all classes of road surface in all weathers.

Patent pending No. 11376/36.



A "close-up" view of the "Ultra-Shortbase" rear triangle, showing how clearances are obtained and demonstrating the extremely neat appearance and immense rigidity of the back.

Short wheelbases are a definite and practical necessity to tandem riders but in the past this demand has been met with a compromise of freak designs which severely cramped riders' positions both on the front and more particularly on the back. Top tube measurements have in some cases been kept long but only by incorporating an absurd centre to centre measurement between the two bracket shells causing the back rider to sit, in some cases 9 or 10 inches behind the pedals, in an endeavour to obtain wheelbases of 60 ins. and under.

The Claud Butler "Ultra-Shortbase" overcomes this problem by practical and scientific means, without detrimental effect to any part of the tandem design and without freakish components or angles of any description. The "C.B." patent one-piece rear bracket shell, specially cast and machined to correct angles, retains normal bracket centres and as will be seen from the illustrations gives exactly the same position as would be obtainable with an ordinary straight seat tube. In fact a line drawn down the centre of the seat pin will pass right through the centre of the rear bottom bracket spindle. Scientific calculation backed up by practical tests under actual riding conditions, has determined the correct gauge metal for the rear seat tube and extended bracket lug, thus giving the same rigidity and reliability as with the orthodox straight tube.

Increased clearance is obtained for the back wheel and tyre, and the top tube centre to centre measurements, front and rear (longer than those on any other tandem with a similar wheelbase and bracket centre dimension) enable both riders to assume a position equivalent to that used on their solo machine.

Two models are described, the "General-purpose" touring and road racing design, and the more upright "Dual-purpose" road-path-racing design.

Customers own angles and dimensions, providing they are practical, can be built if desired and Claud Butler is able to guarantee the accuracy of any combination which individual requirements may demand.

"C.B." ULTRA-SHORTBASE TANDEM

SPECIFICATION.

FRAME. "C.B." exclusive and advanced "general-purpose" touring and road racing design, patent pending No. 11376/36. Ideally suitable for all road purposes and occasional use on the track. Built entirely of "C.B." special fittings and "C.B." special gauge "H.M." or "531" double butted tubing throughout, under personal supervision. All lugs specially cast and beautifully filed to feather edge. "C.B." new unique Continental cutaway, actually increasing strength. Note the patent rear bottom bracket shell allowing rear wheel to intersect the bracket cylinder casting bringing the back centre to centre measurement down to an absolute minimum resulting in an extremely rigid rear triangle of pleasing appearance—a one-piece unit building up this responsive drive. Straight chain and seat stays of taper gauge tubing. Solid drop-out frame ends, Double Diamond or Centre Bar design. All "C.B." refinements brazed on. 59½ ins. wheelbase. Top tubes 22½ ins. centre to centre front and rear. Frame sizes to order.

FORKS. Built of special tandem gauge taper butted blades. Butted steering column. Reinforced crown. Solid drop-out ends. Rake as illustrated or any to order, including the "C.B." tandem abrupt offset design.

WHEELS. 26 x 1½ ins. Dunlop Endrick chromium plated steel rims, "C.B." special Ultra-lite alloy Continental large flange, or standard tandem race hubs (single cog wide flange, double cog, or special for derailleur gear). Double butted spokes tied and soldered ("Sprints" extra, see below).

TYRES. Dunlop "Tandem Sprite" or to order.

GEARS. To order, double cog, fixed, reversible. (Three-speed gears extra, see below.)

CHAIN WHEELS AND CRANKS. 48T or 52T. Special tandem rear, with 42T. front drive chain rings ½ x ½ x 6½ ins. cranks.

SADDLES. Brooks Champion "Swallow," B 17 N, or any to order.

HANDLEBARS. Special tandem gauge "H.M." "Bailey" front and rear or any to order. "C.B." adjustable stems.

CHAINS. Elite or Renolds roller ½ x ½ ins.

BRAKES. Two cantilever "A" quality front and rear, or "B.H." Super Special hub brakes combined.

PEDALS. Solid centre Quill type, Constrictor Boa, or to order.

GUARDS. Bluemel's full width Black or White, with adjustable and brazed-on fittings.

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

EQUIPMENT. Oilgun, Bluemel's reflector and inflator, "C.B." tool roll and tools, rubber grips.

FINISH. The "C.B." Path "combination, i.e., "C.B." famous Silver delicately lined out in black with C.B. international bands round seat tube (or any club colours). Chrome-plated front and rear ends and crown and all usual bright parts. Any other combination of the famous "C.B." finishes no extra.



WEIGHT 45 lbs. WHEELBASE 59½"

ANGLES 71° HEAD, 69° FRONT SEAT, 67° REAR SEAT. FORK OFFSET, 2½".

Patent pending No. 11376/36.

Now soundly demonstrated in actual competition on road and track, in successful record attempts and time trials—Proved beyond all doubt as the fastest, lightest, most rigid and reliable tandem yet produced. Comfortable positions for both riders and scientifically correct steering. A machine that will definitely appeal to all tandem enthusiasts and greatly improve your performances at all distances.

SINGLE SPEED MODEL

Specification and completion parts as above, "General-Purpose" moderate angles or "Dual-Purpose" semi-upright design.

"C.B." FITTINGS **£21-0-0** CASH PRICE

Easy Terms. 35/- deposit and 16 monthly payments of 28/- each.

THREE SPEED MODEL

Either design fitted with Cyclo or Trivelox derailleur, Simplex "Professional" Racing gear or Sturmey Archer hub gear,

"C.B." FITTINGS. **£22-10-0** CASH PRICE

Easy Terms. 39/3 deposit and 16 monthly payments of 29/11 each.

"DUAL-PURPOSE" road-path-racing design with more upright frame, 1½ ins. fork rake, 60 ins. wheelbase, and top tubes 23 ins. centre to centre front and rear, same prices as above.

"DUAL-PURPOSE"

"C.B." FITTINGS. **£21-15-0**
"Dual-Purpose" Model.

Easy Terms. 36/3 deposit and 16 monthly payments of 29/- each.

NOTE.—Frame specification and "completions" may be varied to suit individual requirements. Quotations given by return without obligation.

model stripped for racing, less 'guards and brakes, with Constrictor "Boston" tandem sprint rims and Dunlop or Constrictor tubular tyres. As illustrated.

CASH PRICE.
With Sprints.



WHEELBASE 60"

ANGLES 74° HEAD, 72° FRONT SEAT, 70° REAR SEAT.



WEIGHT from 48 lbs.

A speciality built real lightweight tandem at a modest cash price or on easier easy terms, now enabling all to realise the great pleasure of tandem riding—real tandem riding—on a Real Lightweight tandem, scientifically designed and individually built to order by a specialised Lightweight maker.

THREE SPEED MODEL.

PRICE **£16-16-0** CASH

Easy Terms. 26/5 deposit and 16 monthly payments of 22/6 each.

SINGLE SPEED MODEL

PRICE **£15-10-0** CASH

Easy Terms. 24/6 deposit and 16 monthly payments of 20/9 each.

"C.B." SUPER ACE TANDEM.

A fast Lightweight Racing or Club Model, similar in design to the above, but built with "C.B." fittings. Equipped with Resilion "Cantilever" brakes and Brooks "Champion" saddles. With choice of Cyclo or Tri Velox new 3-speed derailleur, or Sturmey Archer K., K.S., or K.S.W. hub gears.

THREE SPEED MODEL.

PRICE **£17-17-0** CASH

Easy Terms. 29/3 deposit and 16 monthly payments of 23/10 each.

SINGLE SPEED MODEL.

PRICE **£16-10-0** CASH

Easy Terms. 26/2 deposit and 16 monthly payments of 22/1 each.

"C.B." SILVER ACE TANDEM SPECIFICATION.

FRAME. "C.B." design Double Diamond as illustrated, or Centre Bar design. Size 21 ins. front, 20½ ins. rear (recommended). Suitable for lady or gent, rear partner. Short wheelbase. Built with Reynolds "High Manganese" butted steel tubing and special design fittings. Unique design cutaway 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 x 1½ ins. tandem gauge chromium plated Endrick rims, special tandem spokes, built on improved type B.H. Super Tandem internal expanding hub brakes front and rear. Rod-cum-cable control to back brake. 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 and reliable braking under all extreme conditions.

SADDLES. Brooks' B.11, S.30N spring top or Lycett's elastic A.2.

CHAINS. Renolds roller ½ x ½ in.

PEDALS. Universal steel or rubber.

HANDLEBARS. As illustrated or any to order, chrome or celluloid covered. Adjustable reinforced stems. "C.B." sponge rubber grips.

3 SPEED GEAR. Famous Sturmey Archer 3-speed hub gear or Cyclo 3-speed derailleur. All gear parts brazed to frame.

GUARDS. Blumels full width. Brazed lugs and detachable "C.B." quick release fittings (White or Black).

EQUIPMENT. Blumels inflator and reflector, oilgun, 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 and front and rear frame ends. ("C.B." Super Electro Flamboyant finishes 25/- extra).



"C.B." ULTRA CLUB TANDEM



WEIGHT from 46 lbs.

ANGLES 68° PARALLEL, HEAD & SEATS. FORK OFFSET 2 3/4". WHEELBASE 60".

Introducing a new model incorporating the "C.B." ultra short wheelbase "rear triangle" and bracket assembly. Proven the only practical really short base design, eliminating all drag on hills, improving performance generally, maintaining fast comfortable positions for both riders with perfect steering. An extremely rigid, responsive, high-class machine, definitely built up to a very high ideal which the experienced rider will doubtless appreciate. Fast on hills with easy control at all speeds in addition to positive braking to both wheels.

BRAMPTON FITTINGS
3 Speed Model.

£18 - 18 - 0

CASH PRICE.
Specification as above.

Easy Terms. 30/9 deposit and 16 monthly payments of 25/3 each.

BRAMPTON FITTINGS
Single Speed Model.

£17 - 10 - 0

CASH PRICE.

Easy Terms. 26/6 deposit and 16 monthly payments of 23/6 each.

SPECIFICATION.

FRAME. New Claud Butler Ultra-shortbase design, giving additional room for both riders. Incorporating the patent "C.B." one piece rear bracket and chain stay junction unit and the new super (1938) 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 x 1 1/4 ins. or 26 x 1 1/8 ins. Endrick rims, tandem gauge, 12/14 gauge single butted best quality spokes. Built on to "C.B." D/C Narrow Barrel Chromium plated Tandem race hubs. B.H. Super Special internal expanding hub brakes, front and rear, chrome plated with "C.B." new type obscure extended torque arm, if desired.

TYRES. Dunlop, or to order.

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

SADDLES. Brooks' B.17, Mansfield "Ormond" duralumin S.25 N/H, or Terry's Club (all spring) or to order.

CHAINS. Renold 3/8 x 1/2 in. roller.

PEDALS. Steel racing or solid centre quill type.

HANDLEBARS. Shallow Highgate 17 ins. or 19 ins. or Bailey 16 ins. or 18 ins. High Tensile Chromium plated front bends with N.R.D. rear bend on reversible clip, or any shape to order. "C.B." solid brazed-up adjustable (own make) handlebar stem.

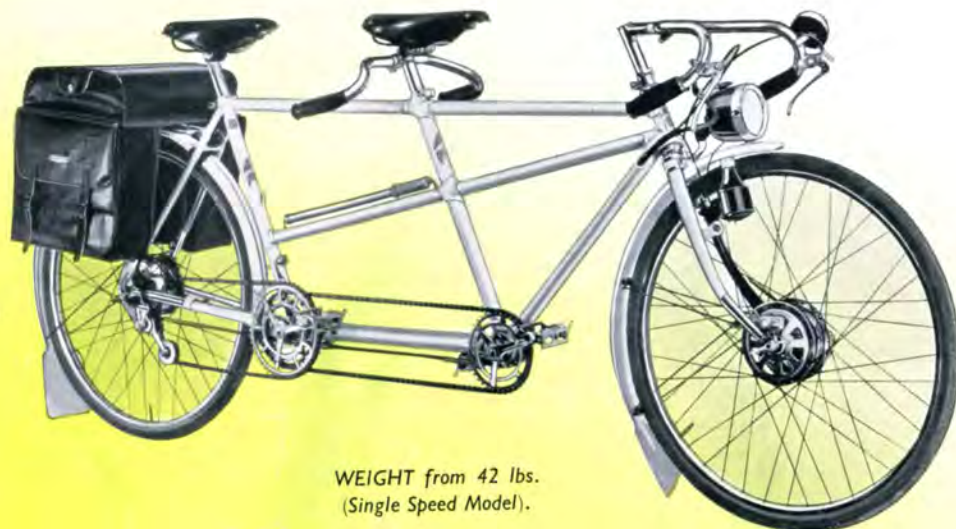
3-SPEED GEARS. Cyclo 3 Speed Derailleur (recommended), or New "C.2." Tri-Velox.

MUDGUARDS. Bluemels white or black—lugs attached and quick release fittings.

LUBRICATION. "C.B." twin force feed to brackets and head, etc., oilgun and instructions provided.

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

FINISH. Any to order, including "C.B." Silver recommended or Golden finish—"C.B." Chrome plated bright parts front and rear frame ends and crown. All Black finish if desired. "C.B." Continental panel finish or "C.B." Flamboyant process, 12/6 extra).



WEIGHT from 42 lbs.
(Single Speed Model).

ANGLES OPTIONAL. 66° PARALLEL HEAD AND SEATS, OR 71° PARALLEL HEAD AND SEATS.

The tandem "Ultra-lite"—a de-luxe machine for the connoisseur—the experienced rider who 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.

CASH PRICE—
CHATER LEA FITTINGS.

£22 - 2 - 0

SINGLE SPEED
MODEL.

Easy Terms. 44/- deposit and 16 monthly payments of 29/- each.

"C.B." SUPER FAST TOURER THREE SPEED MODEL TANDEM

equipped with Cyclo, Sturmey Archer or Tri-Velox gear and skilfully concealed controls which pass inside a special housing at head and emerge at back for both brakes and gear transmission cables.

CASH PRICE—
CHATER LEA FITTINGS.

£25 - 0 - 0

THREE SPEED
MODEL.

Easy Terms. 47/- deposit and 16 monthly payments of 33/- each.

"C.B." SUPER FAST TOURER TANDEM SPECIFICATION.

FRAME. Built throughout with Special Ultra-tensile double taper butted Reynolds "531" alloy steel tubing and Chater Lea Super fittings all through. Rigid, brazed-up straight tapered chain and seat stays, solid drop-out serrated rear ends. All lugs beautifully filed and cutaway in "C.B." unique design. Brazed on refinements, sizes to order, short wheelbase 63 ins., rigid brackets. Double Diamond or Centre Bar frame design, cross-over or straight drive.

FORKS. Taper gauge tandem blades, rake as illustrated or any to order. Oval to round section. New type reinforced fork crown, butted steering column, solid quick release ends.

WHEELS. 26 ins. special tandem gauge narrow section Endrick or Westwood rims 1½ ins. or 1⅞ ins. "C.B." Special Ultra-lite Alloy wide flange tandem Race hubs. Special gauge "C.B." 5/8 spokes. Hub specification varied where advisable, to meet special requirements with regard to alternative gears and hub brakes.

TYRES. Dunlop "Fort" or any to order.

SADDLES. Brooks' Champion Flyweight, Terry, Mansfield Ormond, Lycett, or any to order. "H.M." light steel seat pins.

HANDLEBARS. As illustrated or any combination of bends to order in chrome plated or celluloid covered finish.

HANDLEBAR STEM. "C.B." own make adjustable (Chater Lea lugs). Chromium plated, extension to order.

CHAINS. "Elite" roller ½ × ⅝ in. or to order.

PEDALS. Chater Lea solid centre race, chromium plated, 3⅝ ins. or 4½ ins. wide or to order.

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

CHAINWHEELS. Chater-Lea detachable with 6½ in. cranks special light pattern, chrome plated.

GUARDS. Bluemels "Noweigh" 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 inflator, oilgun, tool roll and tools.

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

COMPLETELY EQUIPPED THREE SPEED SUPER TOURING MODEL

complete with any choice of 3-speed derailleur or hub gear, concealed operating gear, brake and dynamo control cables, Lucas dynamo lighting set, Veeder "Trip" cyclometer, tubular pannier carrier finished to match frame, with detachable brazed on quick release fitting to all parts, including a new type de-luxe pannier bag outfit which in its completeness entirely supersedes all others.

PRICE
COMPLETE.

£28 - 10 - 0

CHATER LEA
FITTINGS.

Easy Terms. 55/6 deposit and 16 monthly payments of 37/6 each.



WEIGHT (as illustrated) 40 lbs.
WHEELBASE 39½". FORK OFFSET 2".

"C.B." VARIABLE GEAR TRICYCLE

Claud Butler Tricycles have been largely instrumental in bringing this type of machine into favour once again and the experience gained by building "3 wheelers" for the leading exponents accounts for the success of the "C.B." designs. Any practical specification will be built up and you are invited to submit details of your requirements for quotation.

SPECIFICATION.

FRAME. Special "C.B." design with short wheelbase and low bracket. 30½ ins. axle (28 ins. axle 12/6 extra). Built throughout with improved Reynolds "531" steel tubing in the special "C.B." double taper butted gauges including light, high tensile seat stays and special design chain stays, entirely eliminating the usual solid chain stay bridge piece and incorporating reliable, unique chain adjustment. "C.B." fittings, lugs specially machined to correct angles, cutaway and filed to feather edge.

FORKS. Design as illustrated recommended, or any to order in ¾ in. round or D to round section. Taper gauge butted blades. Light reinforced crown. Butted steering column.

WHEELS. 26 x 1½ ins. Light steel Endrick rims, Dunlop "Speed" or Sprite tyres. "C.B." Lightweight Steel Special hubs. Double butted spokes. (Dunlop "High Pressure" tyres and rims if desired, no extra).

SADDLE. Any of the Brooks' "Champion" range, Terry, Lycett or Mansfield Ormond, to order.

HANDLEBARS. 15 ins. or 17 ins. Shallow Highgate as illustrated or any shape bend to order, chromium plated or celluloid covered on adjustable stem.

BRAKES. Cantilever or internal expanding hub brake to order.

Note:—"C.B." exclusive coupled rear hub brakes can be fitted to rear wheels if desired at an extra charge of 37/6

CHAINWHEEL & CRANKS. Special light flanged detachable chain ring with 6½ ins. light steel cranks.

GEARS. "C.B." light derailleur 2-speed as illustrated. 16T. top gear cog and up to 21T. bottom gear cog. (Special type 3 or 4-speed "C.B." gear, 22/6 extra).

CHAIN. Elite roller ⅝ x ⅝ in.

PEDALS. "C.B." solid centre, Boa; or to order.

MUDGUARDS. Blumels "Noweight," white or black with special quick detachable fittings to all three wheels and special rigid "C.B." light steel tubular stays to rear guards. Reflector incorporated.

LUBRICATION. By "C.B." twin force feed oiling system to head, bracket, etc.

EQUIPMENT. Blumels inflator, cape carrier with tool pocket, tools and oilgun.

FINISH. "C.B." famous Silver recommended or any to order.

"C.B." FITTINGS. **£21-10-0** CASH.

Easy Terms. 38/6 deposit and 16 monthly payments of 28/6 each.

"C.B." RECORD SPRINT TRICYCLE

stripped for racing and equipped with Constrictor or Tabucchi best wood rims and Dunlop tubular racing tyres (less mudguards and 2 speed gear), fixed or free wheel transmission and one brake. WEIGHT approx. 30 lbs.

"C.B." FITTINGS. **£20-0-0** CASH.

Easy Terms. 35/- deposit and 16 monthly payments of 26/6 each.

OR WITH "HIGH PRESSURE" LIGHTWEIGHT RIMS AND TYRES.

"CB." FITTINGS. **£18-18-0** CASH.

Easy Terms. 30/9 deposit and 16 monthly payments of 25/3 each.



ANGLES 68° PARALLEL SEAT AND HEAD.
FORK OFFSET 2". WHEELBASE 39½".

ALTERNATIVES

Some of the alternative fittings which can be supplied and the extra charges when not listed in the specifications of models illustrated in the foregoing pages.

Cycle frame and fork Chromium plated all over	£ s. d.
("C.B." double deposition process)	1 10 0
Tandem frame and fork ditto ditto	2 10 0
Cycle front fork ditto ditto	5 0
Tandem front fork ditto ditto	7 6
(The above extras have been calculated after deducting cost of chrome to front and rear frame ends and crown. "C.B." double deposition chrome is guaranteed for 10 years).	
Cycle frame built with taper seat and down tubes	5 0
Alloy rims (Constrictor or Tabucchi) "Sprint" or "Wired-on," instead of "Steels"	1 10 0
Alloy "Sprint" rims (Constrictor or Tabucchi) in place of wood sprint rims	1 0 0
Stainless Steel rims (absolutely impervious to rust for all time) in place of ordinary steel rims	1 2 6
Alloy seat pillar	2 6
Alloy "C.B." (Path or Road) pedals. Specially manufactured	10 6
Alloy handlebar bends	6 6
Alloy handlebar stem, 1 in., 2 ins. or 3 ins. extension	7 6
Free wheels, all sizes	1 6
"Lady-back" tandem, the rear being built as the famous "C.B." Lady Lightweight design on any tandem	10 0
"Dureel" chain wheel and cranks	10 0
"C.B." Alloy wing nuts (per set of 4)	3 6
"Brooks" B.17, "Terry's" or "Ormond" saddle on "Silver Arrow" model	7 6
Internal expanding brake instead of rim brake on "Silver Arrow" model	10 0

Sturmey Archer "K"	3 speed gear.	Wide ratio	£ s. d.
" " "A.R."	" " "	Ultra-close ratio	1 1 0
" " "K.S."	" " "	Close ratio	1 5 3
" " "K.S.W."	" " "	Close ratio	1 1 0
" " "K.B."	" " "	Medium ratio	1 1 0
" " "T.C."	2 " "	With hub brake	1 7 6
" " "T"	" " "	Close ratio	1 1 0
" " "T"	" " "	Wide ratio	16 9

(Note:—The Sturmey Archer 2 speed gears are available with either fixed or free wheel).

Above prices do not apply to the Irish Free State.

Tri-Velox 3 speed derailleur gear (New 1938 type)	solo	1 5 0
Tri-Velox 3 speed with hub brake combined (New 1938 type)	solo	1 15 6
Cyclo 3 speed derailleur gear on solo machines		1 5 0
Cyclo 2 speed		1 1 0
Cyclo Witmy 2 speed		17 0
Cyclo New "Poly" Close-Ratio Light Racing 3 speed Professional type derailleur gear		1 10 0

All above extras are for solos only, and include usual "C.B." brazed on attachments, special quick release connections, wing nuts and special "C.B." fork ends where necessary. **Tandem prices 2/- extra to above.**

Super Cyclo Duralumin parts with above—per set		5 6
Pulley type Cyclo tension jockey		2 0
Additional Cantilever "A" brake, Black or Chrome		10 6
" Lightweight "C.B." Calliper		5 6
" Hub Brake (Cycle)		12 6
" Hub Brake (Tandem)		15 6
Simplex "Champion du Monde" 3 speed racing derailleur		1 10 0
" "Light Tourist" double roller derailleur 3 speed		1 10 0
" 4 speed gear additional to above prices		3 6
" "Selection Standard" (Selector fork type) 3 speed		1 2 6

Resillion Cantilever coupled brakes operated by one lever instead of Resillion Cantilever standard brakes ... **No extra**

Please note above prices are **EXTRAS ON NEW MACHINES**. For complete guide to all accessory, fittings, and clothing prices, please send for the **CLAUD BUTLER ACCESSORY CATALOGUE**. 84 pages. Fully illustrated. Free and Post Free.

TANDEM FRAME PRICES GIVEN ON APPLICATION—PLEASE STATE FULL SPECIFICATION REQUIRED.

CLAUD BUTLER—the foremost Authority on modern Lightweight Cycle and Tandem design and construction

TERMS OF BUSINESS.

PRICES.

Prices in this Catalogue are for prompt net 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.

CARRIAGE.

Cycles, tandems and frames are sent carriage paid and packed free 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 carriers must be notified and also **Claud Butler** immediately. At the same time the instructions given on the insurance slip, sent by post to every customer on despatch of machine, must be carried out at once.

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 excludes 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 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

CASH ORDERS.

A deposit of 20s. or more is required with definite order. Balance of cash 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.

OVERSEAS ORDERS.

A thorough knowledge of exporting enables **Claud Butler** to send machines to all parts of the World with the exception of Germany and similar countries where imports of this description are prohibited by law.

Shipping, Freight and Insurance charges, and of course consular fees and customs charges (if any), are payable by the customer. Case and packing will only be charged at half cost.

Details of all charges will be given with pleasure on request. Customers may send their orders direct or through a shipping agent.

GUARANTEE AND CONDITIONS.

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 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 by any other firm 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.

SPECIFICATIONS.

Claud Butler reserves the right to alter specifications 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 excellent 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 represent 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.

CLAUD BUTLER *for straight-forward and honest dealing.*

HAVE YOU GOT A "C.B." BADGE?

There is a splendid spontaneous spirit of camaraderie between all cyclists on the road, and this spirit is intensified among "C.B." riders. They are all one of a big "school" of real enthusiasts and seldom fail to hail each other on the road. This has led to so many requests for a means whereby fellow "C.B." riders can identify one another when off the "bike" that I have had these little white-metal lapel brooches made. The illustration shows the exact size so you'll see they're quite neat. Special price (to "C.B." riders only of course). 6d. post free.

(Please state frame or order number).



"C.B." SHOWROOMS & SALES DEPOTS

HUGE STOCKS OF EVERYTHING FOR THE
RACING MAN, TOURIST, OR CLUB RIDER

Advice or assistance
gladly given by the
competent and expert
"C.B." Depot Staffs on
any matter connected
with cycling — the
greatest of all sports.



at your service