

1939

Claud Butler

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



CLAUD BUTLER—
the man you are dealing with

**THE RECOGNISED
"KING"**

OF LIGHTWEIGHTS

**HEAD OFFICE and WORKS:
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Hours: 9 am. to 6 p.m. Saturdays 1 p.m.

==== *A personal concern with personal supervision throughout* ====

PERSONALLY SPEAKING



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 amongst 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 mainly to them I address these notes.

CYCLING on a **REAL** Lightweight bicycle is a very pleasurable sport. The ease with which a rider can cover thousands of miles annually will never be realised 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, welding, filing, etc., is done in my own Works: Clapham Manor Street, London, S.W.4, which are open to inspection. **You are welcome at any time to come and see your frame in course of construction.**

CLAUD BUTLER cycles and tandems are ridden by the majority of champions not only in this country but all over the world. "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, Denmark, 1937, and Holland, 1938.

THE EXPERIENCE gained in designing and building these championship machines is an invaluable asset and the record-breaking rides and repeated successes of "C.B." riders prove that there definitely is **SOMETHING EXTRA** in a "Claud" and my claim to build the lightest, fastest and most easy running machines of to-day is thus indisputably established and substantiated by actual practical demonstration.

THE EXCLUSIVE scientific properties to which, to a great extent the racing man owes his speed and comfort are incorporated in all "C.B." machines and are none the less important to the tourist or club-rider who naturally wants to get the best out of his mount. "C.B." cycles and tandems are seen everywhere throughout the country. Even on tour in the most remote parts one comes across these sturdy lightweights, often loaded with camping kit, demonstrating again the strength, rigidity and reliability of these genuine high-class lightweight machines.

I WISH in conclusion to emphasise that all "C.B." products are built entirely to customers' orders. The machines listed herein are a very good 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 BICYCLES . . .** *The Champions' Choice* —

Exclusive Features

Every one of the Claud Butler High-Class Lightweight Cycles, Tandems and Tricycles listed herein has its numerous special features and below are given illustrations and descriptions 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.

"C.B. CONTINENTAL" LUGS

Scientifically designed in accordance with sound modern engineering practice, this skilful hand-cutting and filing actually increases the strength of the joint by spreading a possible centre of stress-concentration over a much greater length of the frame tube. At the same time a quite appreciable amount of weight is saved and the Continental appearance definitely enhanced.



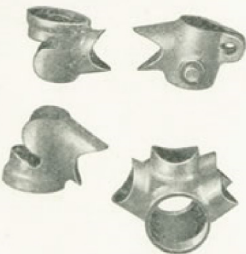
"C.B. CLASSIQUE" LUGS

There is no doubt about the lightness and strength of this type of cutaway, but attention here is paid principally to that part of the lug most seen, giving the frame a pleasing Continental appearance. At the same time it is quite apparent that the principle of breaking up stress-concentration applies and the reliability of the design has been definitely established by practical experience.



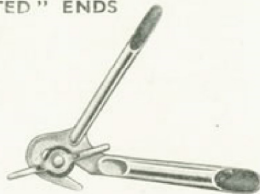
"C.B. SUPER-CUTAWAY" LUGS

Here is a none the less effective but slightly more conservative "cut-away" which, like those shown above, assists in blending the lug with the tube to form an extremely neat joint of exceptional lightness and immense strength. The actual feather-edge filing is done after brazing to prevent any possibility of the lug metal distorting and upsetting the process of "capillary-attraction" brazing. The soundest possible joint is thus assured.



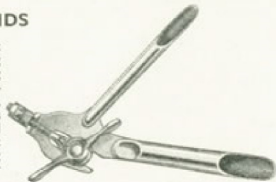
"C.B. FORWARD SERRATED" ENDS

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 sound 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 "Hyper-lite" model.



"C.B. ROAD-PATH" ENDS

Designed to give equally efficient action whether used for road racing or track work. Positive positioning of wheel assured under all circumstances by the serrated distance piece, which, placed in alternative positions either before or behind the fork end stop, gives correct chain adjustment for 2-teeth variation on a double cog hub without altering the adjuster locking nuts.



"C.B. TRACK" ENDS

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.)



"C.B. CONTINENTAL" ENDS

A light, but intensely practical and rigid Continental type solid steel rear end providing instantaneous location of the rear wheel by rolling the spindle into position behind the prongs. A "C.B." design that supersedes all others by reason of its great strength, neat appearance and practicability. Continental appeal combined with "C.B." efficiency and reliability.



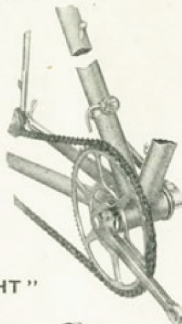
"C.B. QUICK RELEASE" FRONT ENDS

This front fork end is at least 50 per cent. stronger than the offset type, weighs no more, is neater in appearance, gives more clearance for the modern serrated washer wing nut and provides for instant release and replacement of front wheel. Incorporated in all "C.B." solo models for some time past, it is now also available on "C.B." tandems. Note especially the neat way in which this solid end is brazed into the fork blade and the superb quality of the hand filing and general finish.



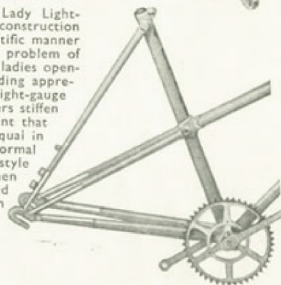
"C.B. CONTINENTAL" OILER

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.)



"C.B. LADY LIGHTWEIGHT" REAR TRIANGLE DESIGN

This "close-up" of the "Lady Lightweight" back triangle construction shows very clearly the scientific manner in which I have tackled the problem of power-loss through whip in ladies open-frame machines, without adding appreciably to the weight. These light-gauge twin fine taper truss members stiffen the frame to such an extent that the design is mechanically equal in every respect to the normal gents diamond type. This style of back is incorporated when ladies-back tandems are ordered and is of especial benefit in those cases where the rider either occasionally or habitually, rides in a skirt.



You'll be proud to own a "Claud"

POINTS TO BEAR IN MIND WHEN ORDERING

1 The range of designs. Each design has been scientifically drawn up and customers should have no difficulty in selecting one suitable for their particular requirements. 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 no matter what purpose the new machine is intended for. "C.B." specialisation in this direction gives the customer the greatest variety of alternative angles and, of course, you will remember that Claud Butler's expert advice is always at your disposal without any obligation whatsoever.

2 The value in Claud Butler products lies not only in design, workmanship and finish, but also in careful selection of high-grade raw materials, particular attention having been paid to the tubing and the fittings of which the frames are constructed. "C.B." machines are built of an improved high tensile alloy steel known as "531". This is made in special "C.B." gauges to my own specification by the Reynolds Tube Co., of Birmingham, and is a butted steel tubing, not the 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 on aircraft construction as specified by H.M. Government.

3 The Lugs. "Claud Butler was the first to introduce the Upright, Semi-upright and "Continental" designs in single bicycles and machines, now fast becoming universal. "Patterns" and "Core-boxes" for producing the lug castings and tools for machining and "profiling"—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 my workshop.

4 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, with which I am fully in agreement. 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 stockings feet). When ordering upright or semi-upright designs nothing smaller than 20in. 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.

5 "C.B." Seat Stays. Fine over-all-taper Alloy Steel seat stays of special gauge and dimensions are fitted to the better class models whilst on the "Silver Arrow," and "Super-Velo" models the usual straight taper is utilised. Continental models have metric size seat stays, of course. In addition to improving the appearance of the machine, these special "C.B." taper stays are extremely rigid and light in weight.

6 The Strongest Chain Stay section is, of course, the improved design Alloy Steel tapered D-section fitted to the majority of models. This chain stay is exceptionally rigid, gives far greater tyre clearance without "indents," and is fitted as standard to all patch models and the like, being particularly recommended on machines having a short back-centre-to-centre dimension.

7 "C.B." Front Forks are of a special taper gauge, the greatest thickness being at the top end, inside the fork crown. The great advantage of this graduated thickness is obvious. "C.B." forks are the strongest obtainable, each manufacturing process being done cold, thus retaining the smooth close surface of the steel giving maximum strength with resilience. With regard to the actual offset, customers are advised to specify that recommended in the specifications, these having been carefully calculated on each model so as to give correct steering for the design of the frame.

8 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 detract from 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.

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 hexagon lock nuts. Weight of the "C.B." Special Ultra-light Alloy Hubs specified on the higher class machines is just over 10 oz. per pair! The "C.B." Lightweight Steel Pencil Barrel Hubs weigh 15 oz. per pair. Both types are of retainer and thoroughly dependable.

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

11 Variable Gears. The same simple method of wheel removal applies to machines fitted with these gears, of which there are many types to be recommended including the popular "Cyclo" (Standard, Super and the new "Oppy") and "Simplex" derailleur gears (now, of course, still further improved by the introduction of the "Unit" Hub). Among the other "derailleurs" there is the Simplex Selection Standard, the Tri-Velox and the "Osgear." The ever-popular Sturmey-Archer range of hub gears is also recommended and incidentally is interchangeable in that the measurement over the cones is approximately the same as that of any ordinary double cog hub. The new "C.B. Continental" rear fork end is recommended on single bicycle derailleur geared models of the Continental type but special positive position fork ends giving automatic and accurate chain adjustment may, where necessary, be built into single and tandem frames to accommodate these gears. Customers are, however, asked to give very clear and definite instructions on this latter point. Leaflets with particulars of gear ratios and available cog sizes will be sent free of charge with pleasure on receipt of your enquiry.

12 "C.B." Finishes. A good machine deserves a first-class finish and it is in this way that I am able to add the final unique "C.B." touch which gives each "Claud" that individual hall-mark of an exclusive masterpiece. Of the many exclusive finishes from which you have the option of choosing, the "C.B." Silver and Coloured Lustres (widely copied but still unequalled in appearance or durability) remain the most popular of all, both for complete finish or as a ground finish forming a base for the "C.B." individually-hand-painted finishes. (No doubt another very good reason for the continued popularity of the famous Silver is that discriminating cyclists

everywhere recognise this as the "C.B." finish immediately proclaiming the owner a discerning rider of the famous "C.B. School.") 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 or order. Mention should also be made of the "Super-electro Flamboyant," this is an improved process having a polished nickel base finished with a transparent coloured lacquer. Although without doubt the finest, most regal looking of all, this finish is not recommended where it is anticipated the machine (and the finish) will be subjected to hard wear and tear. With Silver Lustre and Glass-hard Enamel finishes it should be noted that frames are first thoroughly cleaned and de-greased, then heavily "cosmetized" making them absolutely impervious to rust.

13 Chromium Plating to all usual bright parts is standard on all "C.B." machines, the front fork crown, front fork ends and chain and seat stay ends being chromium-plated as standard on all models except where otherwise specified. This liberal chromium-plating is done by the special "C.B. double deposition" process which is extremely durable and is guaranteed for ten years, subject, of course, to reasonable care being taken with it.

14 This 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 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 an 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.

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 emphasised 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.

Place your confidence in CLAUD BUTLER you will not be disappointed

"C.B." SUPER-ARROW MODEL

A new, soundly designed, semi-upright model, individually built to order, with a special appeal to those requiring a fast, light and lively club-riding and racing machine incorporating Continental features. High class specification and raw materials combined in a medium-priced all-purpose mount which demands your serious consideration.



WEIGHT $26\frac{1}{2}$ lbs.

Angles are between those of the "Silver Arrow" and "Continental Classique" models. Overall wheelbase is 41 inches centre to centre and the bottom bracket height $10\frac{1}{2}$ inches. Forks are of the Continental type with rake curved low down.

PRICE **£8-10-0** CASH

Easy Terms. 16/- deposit and 16 monthly payments of 11/9 each

Full details of derailleur and hub type variable gears which can be specified on this model will be found with "Alternatives" on the back of your specification form. It should be noted that an additional brake is always advised on freewheel machines.

SPECIFICATION

FRAME. Built to special upright design in any size to order from 20 $\frac{1}{2}$ in., with Reynolds "531" high tensile steel tubing. 41in. wheelbase. 10 $\frac{1}{2}$ in. bracket height. Incorporating "C.B." Super Cutaway lugs machined to special angles with straight tapered, solid brazed-up seat and chain stays. "C.B." forward opening, serrated rear frame ends. Mudguard eyes, detachable and adjustable fork blade lamp bracket, pump pegs and chain catch brazed on.

FORKS. Continental rake blades as illustrated in D to round tapered section with lightweight crown and solid quick-release central ends. Taper butted steering column.

WHEELS. Chromium-plated Endrick 26 x 1 $\frac{1}{2}$ in. rims, built up with double butted spokes on "C.B." Narrow Barrel chromium-plated double cog racing hubs with locked cones. Rear wheel fitted with 16T and 18T cogs or to order.

CHAINWHEEL AND CRANKS. Williams C.34 three-arm 6 $\frac{1}{2}$ in. cranks with 46T detachable flanged chainwheel. Chromium plated.

TYRES. Englebert "Club" 26 x 1 $\frac{1}{2}$ ins

CHAIN. Coventry $\frac{1}{2}$ x $\frac{1}{2}$ in. roller.

HANDLEBARS. Lightweight chromium-plated adjustable stem as illustrated. 1, 2 or 3in. extension, with 16in. chromium plated "Bailey" handlebar bend or any shape to order. Coloured tape or grips optional.

BRAKE. Front or rear improved chromium plated "C.B." caliper with waterproof-covered cable.

MUDGUARDS. Bluemels white "Noweight" celluloid incorporating reflector in rear guard and quick-release wing nut fastening to stays and brazed eyelets. Front guard and extension in one piece.

SADDLE. Brooks B.17 Champion. "Narrow" or "Standard."

PEDALS. Double-sided chromium-plated "Universal" type with provision for attachment of toe clips and straps.

LUBRICATION. By force feed system to head and bottom bracket.

EQUIPMENT. Comprises Bluemels 15in. Featherweight pump, cape roll with tool pocket, tools and force feed oilgun.

FINISH. Claud Butler "S.A. Special," consisting of glass-hard Ivory enamel "base" with 6in. band on seat tube and double outline Continental panels in contrasting Dark Brown. International bands on seat tube and head. Chromium-plated front and rear fork ends and fork crown. This combination results in a very pleasing and attractive appearance but alternative two-colour contrasts in the same style will be supplied to order as preferred.

"C.B." ANGLO-CONTINENTAL

A new modernised version of the original "Anglo-Continental" model, first introduced by Claud Butler. This is a scientifically designed stayer machine which, as its name implies, combines the best features of both English and French bicycle construction and components, resulting in an extremely sound and practical job for racing and fast touring at all distances.



Angles are 70° seat and 73° head. Wheelbase is 40½ inches, fork offset 2 inches. Weight 26½ lbs. with 3-speed.

THREE SPEED MODEL

"C.B." FITTINGS **£13-17-6** Complete as illustrated

Easy Terms. 29/- deposit and 16 monthly payments of 19/- each

SINGLE SPEED MODEL

"C.B." FITTINGS **£12-7-6** With front or rear brake

Easy Terms. 25/- deposit and 16 monthly payments of 17/- each

SPECIFICATION

- FRAME.** Special exclusive "C.B. Anglo-Continental" design with "steep" head. "C.B." fittings throughout. All lugs accurately machined to correct angles, beautifully filed to feather-edge and including the unique "C.B." Continental Cutaway, reducing weight whilst actually increasing ultimate 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 "C.B." Continental quick release ends. Wheelbase 40½ in. Frame sizes to order. "C.B." refinements brazed on.
- FORKS.** Special taper gauge butted blades, rake as illustrated, "C.B." semi-resilient acute offset in ½ in. round or D to round section. Light reinforced genuine Bastide (French) cutaway and spear-pointed crown of unique design. Butted steering column. Solid brazed-up central-type quick-release ends.
- WHEELS.** 27 or 26 x 1½ in. nominal section Dunlop Special Lightweight Steel rims ("High Pressures"). "C.B." lightweight nickel chrome steel chromium plated pencil barrel hubs or Bayliss Willey Unit rear with derailleur gears. Double butted spokes tied and soldered at the crossings.
- GEAR.** Simplex "Champion du Monde Professional" 3-speed racing derailleur, the new Cyclo "Oppy" derailleur, standard Cyclo, Simplex "Selection Standard," Osgear, or to order.
- CHAINWHEEL.** Detachable lightweight steel single-flange chainwheel with 6½ in. 3-pin fixing cranks.
- TYRES.** Dunlop High Pressure Road Racing, 26 or 27 in.
- CHAIN.** Elite ½ x ½ in. roller.
- HANDLEBARS.** 2, 3 or 4 in. duralumin alloy adjustable stem with Aerts duralumin bend. Grips bound with coloured "C.B." "Glossy" or "Matt" tape. Other combinations if desired to order.
- BRAKES.** Two "C.B." special lightweight callipers giving ample tyre clearance and facilitating easy wheel removal.
- MUDGUARDS.** Blumels new "Ultra-light," white or black celluloid, with quick release clip fittings, duralumin stays, wing nut fastening and reflector integral with rear guard.
- SADDLE.** Brooks' "Champion Flyer," B.17 or to order, on "H.M." light steel seat pin or the new Brooks seat pillar.
- PEDALS.** "C.B." 3½ in. or 4 in. Continental, solid centre race, or Boa.
- EQUIPMENT.** Blumels 15 x ½ in. "Sterling" inflator, tubular tyre or cape carrier, with tool pocket and tools, force feed oilgun, etc.
- FINISH.** "C.B." Continental hand-pannelled as illustrated, with glass-hard black enamel "base," white panels and seat tube band. Panels and lug edges delicately picked out in gold. International chevron bands on seat tube. "Script" transfer on down tube. Chromium plated front and rear fork ends and fork crown. This provides a very tasteful combination but if desired may be varied with any two colour contrasts in similar style, including "C.B." coloured lustre or Silver as a "base."

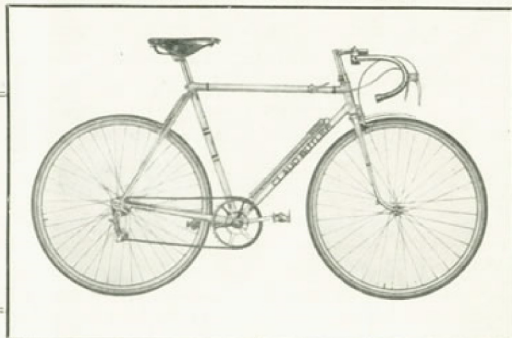
ANGLO-CONTINENTAL "SPRINT" MODEL

This alternative "Sprint" model specification adapted specially from the above for racing at all distances on the road includes 27 or 26 in. Constricor or Tabucchi best laminated wood sprint rims and Dunlop, Constricor "50" or Tabucchi "Allrounder" tubular racing tyres. Complete with two brakes and 3-speed racing derailleur as above, but less mudguards (spear-point mudguard extension fitted). Weight as illustrated with 3-speed gear, "sprints" and tubulars, 24½ lbs.

WITH THREE SPEED GEAR
"C.B." FITTINGS

£14-17-6

Easy Terms. 29/- deposit and 16 monthly payments of 20/6 each



"C.B." SILVER ARROW MODEL

A rigid, light and responsive modern clubman's scientifically designed real lightweight built of high-class raw materials and component parts at moderate angles. A masterpiece of individual lightweight building—far ahead in a class of its own—with a special appeal to all who are about to seriously take up *REAL* cycling.



WEIGHT 27 lbs.

Designed on moderate semi-upright lines with a wheelbase of $41\frac{3}{4}$ inches centre to centre, $10\frac{1}{2}$ inches bottom bracket height and gradual rake forks of $2\frac{1}{8}$ inches offset.

PRICE

£7-17-6

CASH

Easy Terms. 13/- deposit and 16 monthly payments of 11/- each

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

SPECIFICATION

FRAME. Special design. Size to order. Built of Reynolds "531" steel tubing in "C.B." gauges and unique design cutaway lugs, saving weight and increasing strength. Straight tapered and brazed-up seat and chain stays with serrated forward opening quick-release fork ends. D to round taper gauge front fork blades, rake as shown, with quick-release solid ends. Profiled fork crown. Butted steering column. Mudguard eyes, pump pegs, chain catch and detachable fork blade lamp bracket brazed on.

WHEELS. Endrick chromium-plated $26 \times 1\frac{1}{4}$ in. rims, double butted spokes, built up with "C.B." Narrow Barrel chromium-plated double cog light race hubs. 16T and 18T cogs or to order.

CHAINWHEEL AND CRANKS. Williams "C.34" 3-pin fixing flanged detachable 46T with 6 $\frac{1}{2}$ in. cranks. Chromium plated.

TYRES. Palmer "Super Speed Translucent" or "Pixie" covers and tubes.

CHAIN. Coventry roller $\frac{1}{2} \times \frac{1}{16}$ in.

HANDLEBARS. "C.B." original as illustrated, $16 \times 3\frac{1}{2}$ in. drop, or to order, on patent straight adjustable 1, 2 or 3in. extension. Chromium-plated. "C.B." grips.

BRAKE. Improved "C.B." chromium-plated caliper with waterproof cable. Front or rear as desired.

MUDGUARDS. Bluemels white celluloid with quickly detachable wing nut fitting to brazed eyelets. Reflector incorporated in rear guard.

SADDLE. Brooks "B.11" 4-wire with butt hide top ($11 \times 6\frac{1}{2}$ in.), Lycett special spring top saddle, or Dunlop "C.L.7" with cadmium-plated frame. Straight seat pin.

PEDALS. Double-sided chromium-plated race type.

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

EQUIPMENT. Bluemels pump, $15 \times \frac{1}{2}$ in. and prismatic reflector incorporated in rear mudguard. Cape roll with tool pocket and tools, etc.

FINISH. The famous "C.B." Silver, including seat tube block transfer and Claud Butler head transfer, with front and rear fork ends and fork crown chromium-plated. "C.B." glass-hard black or any colour enamel optional in above combination if desired, no extra charge.

"C.B." TOURIST ANGLAIS

A de luxe machine especially built for comfortable touring in all parts, both England and abroad, comfortable, yet speedy and responsive—lightness combined with extreme strength and rigidity. Built to individual specification on Continental lines—an ideal machine for hilly country and enthusiastic tourists. Quotations and advice on alternative specifications will be gladly sent, without any obligation, on receipt of details.



Angles 68° seat, 71° head. Fork offset, 2½ inches. Wheelbase 41 inches. Weight as illustrated 27½ lbs.

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

Easy Terms. 29/- deposit and 16 monthly payments of 19/- each

"C.B." TOURIST DE-LUXE MODEL

Special design based on the "Tourist Anglais" model above, for all-round touring and business riding. Suitable alike for hilly country and town work. Specification includes de luxe super-cutaway lug work and brazed-on attachments to the oilbath gear case. Bluemel's black celluloid "Winter" mudguards. Positive quick-release cables to hub brakes with Sturmey-Archer wide ratio 3-speed gear incorporated, or any of the hub gear range with Resilion Cantilever rim brakes optional.

"C.B." FITTINGS
£14-14-0

Or on Easy Terms 28/10 deposit and 16 monthly payments of 20/3 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 ¼in. round section. "C.B." unique design reinforced crown. Illustrated rake recommended or to order.
- WHEELS.** 26 x 1¼in. light steel chromium Endrick rims, or Dunlop Special Lightweight Steel rims for "High Pressure" tyre. 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.
- GEARS.** Cyclo Super-Duralumin pulley-type 3-speed derailleur, Tri-Velox or Sturmey-Archer to order.
- CHAINWHEEL AND CRANKS.** Special light type flanged detachable chainwheel with 6¼in. light steel cranks.
- TYRES.** Black or translucent Dunlop non-skid "Speed," or the new 1¼in. oversize "High Pressure" open-sided covers and tubes.
- CHAIN.** Elite ½ x ¼in. roller.
- HANDLEBARS.** "C.B." De Luxe Tourer flat bend as illustrated recommended, or any shape to order, chromium plated on "C.B." own make high tensile steel stem, 3in. extension or as desired. Super sponge grips, specially moulded.
- BRAKES.** Front and rear Resilion Cantilever rim brakes, or hub brakes to order.
- MUDGUARDS.** Bluemel's full width "Ultra-light" 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.
- SADDLE.** Brooks' "Champion" B.66, Terry's C.T.C. or Lycett's "Aero" to order on alloy seat pin or Brooks' combination seat pin.
- 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, 15 x ¼in. Large cape roll with tool pocket, tools and oilgun.
- FINISH.** Lustrous glass-hard black enamel frame and forks delicately lined out in gold. Front and rear fork ends and fork crown chromium plated. "C.B." Silver, Golden or coloured Lustres or any colour glass-hard enamel optional without extra charge.



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

This high-class Lightweight Racing or Club model, built to specification on semi-upright angles, is essentially an English type. Perfect design, sound materials and high-grade component parts combined in an extremely comfortable, lively and responsive clubman's machine which I can thoroughly recommend for road racing at all distances.



70° parallel seat and head angles. 41in. wheelbase. "C.B." abrupt rake 2½in. fork offset. Weight from 21 lbs.

PRICE

£10-17-6

CASH

Easy Terms. 21/- deposit and 16 monthly payments of 15/-

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

Fitted with 26 x 1¼in. Endrick light steel rims, Dunlop "Sprite" wired-on tyres and Bluemels "Noweight" celluloid white or black full-width guards with reflector incorporated in the rear mudguard. A machine eminently suitable for long distance club runs and fast touring.

CASH PRICE

£9-7-6

Easy Terms. 18/4 deposit and 16 monthly payments of 12/11 each.

SPECIFICATION

FRAME. Special semi-upright design with parallel seat and head angles. 41in. wheelbase. 10½in. bottom bracket height. Built with Reynolds "531" steel tubing in the special "C.B." gauges. Unique design "C.B." super-cutaway lugs beautifully filed to feather edge, reducing weight whilst increasing strength and rigidity. Brazed-up straight taper seat and chain stays with "C.B." solid quick-release forward opening drop out rear ends. All usual "C.B." refinements brazed-on including mudguard eyes, pump pegs, chain hook and adjustable detachable fork blade lamp bracket. Frame sizes to order.

FORKS. "C.B." taper butted blades in ½in. round or D to round section, abrupt offset rake as illustrated. Light but strong fork crown. Butted steering column. Solid quick-release central front fork ends.

WHEELS. Built up with Constrictor first choice "Round Reinforced" or Tabucchi "Girder" pattern best maplewood laminated sprint rims, best double butted spokes and "C.B." double cog narrow barrel chromium-plated race hubs. Locked cones.

CHAINWHEEL AND CRANKS. Special lightened steel 3-arm fixing flanged detachable 46T chain ring with 6½in. cranks or to order.

TYRES. Dunlop tubular road racing "No. 3" or "No. 4."

CHAIN. Coventry ½ x ¼in. roller.

HANDLEBARS. Chromium-plated Shallow Highgate bend (as illustrated), 15 or 17in., or any shape to order. "C.B." patent lugless adjustable 1, 2 or 3in. stem. Claud Butler thin or eccentric grips.

BRAKE. Monitor "Climax" front or rear. Chromium-plated.

MUDGUARDS. Bluemels spearpoint black or white front extension.

SADDLE. Mansfield "Ormond" duralumin, Brooks "B.17" Champion or to order on straight seat pin.

PEDALS. Solid centre chromium-plated steel quill racing type.

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

EQUIPMENT. Oilgun, cape or tubular carrier with tool pocket and set of tools. Bluemels "Featherweight" pump.

FINISH. "C.B." double deposition chromium-plated top and bottom head lugs, fork crown and front and rear fork ends. Rest of frame and forks in any colour "C.B." guaranteed fadeless lustre finish with delicate single lining in contrast colour. Plain lustre or black or coloured "C.B." glass-hard enamels entirely optional.

"C.B." TOUR D'ANGLETERRE MODEL

An improved de luxe racing machine designed entirely on 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 lugwork 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.



Design incorporates 70° seat and 74° head angles. 3 inches fork offset and 40½ inches wheelbase. Weight of this model, as illustrated, is 23 lbs.

AS ILLUSTRATED

"C.B." FITTINGS

£17-17-0

CASH PRICE

Easy Terms. 33/9 deposit and 16 monthly payments of 24/8 each

TOUR D'ANGLETERRE "STEELS" MODEL

Design and component parts as above but fitted with "wired-on" Dunlop "High Pressure" 26 or 27in. Light Road Tyres and special lightweight steel rims instead of "Sprint" rims and "Tubular" tyres. Equipped also with polished duralumin or Bluemets "Ultra-light" celluloid mudguards. Complete with three-speed gear.

"C.B." FITTINGS

£16-10-0

Easy Terms. 32/- deposit and 16 monthly payments of 22/9 each

SPECIFICATION

FRAME. Designed and built entirely to "individual specification" with Reynolds "531" Alloy Steel tubing in the special "C.B." long taper double butted gauges. Incorporating, in accordance with modern Continental practice, moderate seat angles and upright head. Wheelbase 40½in. or to order. Bracket height 10½in. Frame size to order. "C.B." specially manufactured fittings throughout including the de luxe "C.B." Continental lug cutaway beautifully filed to feather edge. Two-point suspension head bearings with expander or clip type head optional to order. "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. Continental" new type rear frame ends. Unique protector on chain stay to prevent damage to finish by chain. 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 or 27in. 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.

GEARS. Simplex "Champion du Monde Professional" 3-speed derailleur, Simplex "Selection Standard" 3-speed, Cyclo "Standard" or "Oppy," Constrictor "Osgear," or any to order. Gear ratios to suit customers' individual requirements.

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

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

CHAIN. Renold ½ x ½in. roller.

HANDLEBARS. Duralumin or chromium plated high tensile steel stem as illustrated. 2, 3 or 4in. extension for expander or clip head. "C.B. Tour d'Angleterre" 16½in. chromium-plated steel bends with brake levers brazed on, or any of the duralumin handlebar bends now on the market. 1in. diameter bend and stem combination if desired. "Matt" or "Glossy" taped grips with rubber ends or sponge rubber grips to order.

BRAKES. Quick-release bolt-on type Continental "C.B." calipers, front and rear with adjustment provided for steel rims. Levers brazed on 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 or 4in. single-sided alloy racing or Boa.

EQUIPMENT. Includes Bluemets "Sterling" pump (15 x ½in.), celluloid or duralumin mudguard 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-pannelled "C.B." Continental finish with panels in any colour to choice on background of "C.B." Silver or coloured lustre with International Red, White and Blue chevrons bands on the seat tube. "C.B." Super-electro Flamboyant Finish, coloured lustre with Continental lining or any combination of finish entirely optional to order, including "C.B." double deposition chromium plating to front and rear fork ends and all usual bright parts, no extra charge.

NOTE.—To ensure the success of your choice of Continental Panel colour schemes it is advisable to make a rough sketch showing details. Suggestions or advice in this direction will be gladly given on request.

"C.B." ALL-ROUNDER MODEL

The "All-Rounder" is the most popular general-purpose road model and has been designed at angles similar to those of the "Tourist Anglais" especially for road racing, fast club-riding and general touring purposes. Built to individual specification with head slightly more upright than in previous years. Combining speed, comfort and rigidity at minimum weight consistent with strength and reliability.



Moderate seat angle with slightly more upright head for easy control. 41 inches wheelbase. 10½ inches bottom bracket.

SINGLE-SPEED MODEL

"C.B." FITTINGS **£10-17-6** WEIGHT 23½ lbs.

Easy Terms. 21/- deposit and 16 monthly payments of 15/- each

"C.B." All-Rounder "A.M." Gear Model

Specification based on the "All-Rounder," but fitted with Sturmey-Archer "A.M." medium-ratio 3-speed hub gear and additional brake as illustrated above. "Completion parts" and finish as single-speed model. An ideal machine for the long-distance "hard-rider," the clubman or the tourist.

THREE-SPEED

£12-7-6

Easy Terms. 25/- deposit and 16 monthly payments of 17/- each

SPECIFICATION

FRAME. My special "All-Rounder" design. Built throughout with improved Reynolds "531" steel tubing in the special "C.B." double taper butted gauges and incorporating the "C.B." finely tapered overall seat stays and exclusive D to round chain stays. Completely brazed-up solid with "C.B." forward opening drop-out serrated ends. "C.B." lugs with unique design super cutaway, beautifully filed to feather edge. "C.B." brazed on refinements including mudguard eyes, pump pegs and chain catch. Frame size entirely to order. Wheelbase 41in. or to order. 10½in. bracket height.

FORKS. "C.B." taper butted blades in D to round or ½in. round section with neat brazed-in solid ends. Butted steering column and new "C.B." reinforced profiled fork crown. Fork offset and rake, as illustrated, Reynolds Super Resilient or any design to order.

WHEELS. 26 x 1½in. chromium plated light steel Endrick, or Dunlop "Special Lightweight" 26 or 27in. Steel rims for "High Pressure" tyres. Double butted spokes. "C.B." lightweight steel pencil barrel chromium plated reversible double cog hubs. Cogs 16T and 18T or to order.

CHAINWHEEL AND CRANKS. Special pattern flanged 46T detachable 3-pin fixing lightweight steel chainwheel, 6½in. lightweight tapered cranks. Chromium plated.

TYRES. 26in. Dunlop "Translucent Speed," or "Silver Sprite," or John Bull "Firefly," 27 or 26in. Dunlop "High Pressure Racing" or Constrictor to order.

HANDLEBARS. Own make "C.B." chromium-plated 2in. adjustable stem as illustrated with 15 or 17in. chromium-plated high tensile steel Shallow Highgate bend or any shape desired. "C.B." eccentric or round sponge rubber grips.

BRAKE. Front or rear Resilion chromium-plated Cantilever or "C.B." Special Lightweight caliper.

MUDGUARDS. Bluemels "Ultra-light" celluloid special quickly detachable clip fixing, with wing nuts to brazed eyelets. White or black with moulded-in white patch. Reflector incorporated in rear mudguard.

SADDLE. Brooks "B.17N" or "Standard," "B.66," "B.18 Champion" or to order. Brooks new combination seat pin with Integral clip.

PEDALS. "C.B." solid centre racing, or Quill type.

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

EQUIPMENT. Bluemels "Sterling" 15 x ½in. inflator, cape carrier with tool pocket and tools.

FINISH. "C.B." Silver or Coloured guaranteed fadeless lustre, or "C.B." Super-electro Flamboyant, no extra. Chromium-plated front and rear fork ends and fork crown. Any "C.B." finish to order.

"C.B." MISS MODERN MODEL

This is the original and exclusive "C.B." design incorporating diamond frame with specially shortened top tube. Correct angles are maintained enabling lady riders to obtain a normal position without being in the least bit "over-reached." Ladies riding the usual gents design are obviously uncomfortable but this model gives idyllic comfort without being in the least bit "freakish." Those lady riders who habitually wear shorts will welcome the "Miss Modern," scientifically designed especially for them, and soundly built with the usual "C.B." precision and first quality materials.



Moderately upright angles with short wheelbase and low bottom bracket. Weight approximately 25 lbs. as illustrated.

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

Easy Terms. 20/- deposit and 16 monthly payments of 13/9 each

BRAMPTON FITTINGS MODEL

which includes—with Brampton head and bracket "interiors"—Brooks B.11, Lycett A2L, or Ladies' Terry Club saddle, Coventry chain, Palmer "Super Speed Translucent" or "Pixie" tyres, Williams C.34 chainwheel and cranks and two caliper brakes. Otherwise as above.

PRICE **£8-17-6** CASH

Easy Terms. 17/- deposit and 16 monthly payments of 12/3 each

THREE-SPEED GEARS of the derailleurs or hub type may be specified on these models at the appropriate extra charges. Advice or suggestions on the choice of suitable gear ratios will be given with pleasure on request.

SPECIFICATION

FRAME. Special "C.B." exclusive design, built of Reynolds "531" double-butted steel tubing with straight fine tapered brazed-up seat and chain stays. Short top tube giving ideal position for ladies. "C.B." Super Cutaway to all lugs. Pump pegs, mudguard eyes, chain catch and detachable fork blade lamp bracket all brazed on. Short wheelbase, 10in. bottom bracket height. Frame size to order. Quick release solid steel forward opening serrated drop-out rear frame ends.

FORKS. Taper butted blades in the rake illustrated. D to round or 1/2in. round section. Neat reinforced fork crown and butted steering column.

WHEELS. 26 x 1 1/4in. Light Steel Endrick rims built with double butted spokes on light steel double cog reversible hubs. 17T fixed cog and 18T freewheel, or to choice.

CHAINWHEEL AND CRANKS. Lightweight steel single flange Williams C.1000 detachable 3-pin chainwheel with 6 1/2in. cranks. Chromium plated.

TYRES. Dunlop 26 x 1 1/4in. "Translucent Speed" or "Sprite."

CHAIN. Elite 3/4in. x 1/8in. roller.

HANDLEBARS. Chromium plated "C.B." adjustable stem, 1in., 2in. or 3in. extension fitted with "Binda" chromium plated bends as illustrated or any to order. "Matt" or "Glossy" tape or "C.B." eccentric or round sponge rubber grips.

BRAKES. Monitor "Climax" chromium plated. Front and rear.

MUDGUARDS. Bluemels "Noweight" celluloid white or black with moulded-in white patch. Reflector incorporated in rear mudguard. Front guard and extension in one piece.

SADDLE. Brooks new B.16 or B.18 lady's saddles optional on straight seat pin or to order.

PEDALS. Solid centre quill or "Universal" type, chromium-plated.

EQUIPMENT. Bluemels reflector (incorporated in rear mudguard) and 15 x 1/2in. "Featherweight" pump, oilskin carrier with tool pocket, tools and oilgun.

LUBRICATION. By force-feed oilgun.

FINISH. "Chrome Orange" or any colour fadeless "C.B." lustre or glass-hard enamel with chromium plated front and rear fork ends and fork crown, and international red, white and blue bands on seat tube as illustrated.

"C.B." LADY LIGHTWEIGHT MODEL

Here is an open frame design that appeals instantly and obviously to those who prefer to ride in skirts but at the same time want a really rigid lightweight machine. This exclusive "C.B. Lady Lightweight" is graceful in design, pleasing in appearance and infinitely practical in performance. "Femina" (of "Cycling") has said of the "Lady Lightweight": "This is an open frame machine of rigid design with strength in the right places, yet light and easy running."



Designed on similar angles to the "Miss Modern" and incorporating the same features of short reach and low bottom bracket. Weight from 26 lbs.

SINGLE-SPEED MODEL

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

Easy Terms. 20/- deposit and 16 monthly payments of 13/9 each

BRAMPTON FITTINGS MODEL

incorporating Brampton head and bottom bracket "interiors," Brooks S25/NH or B.11, Lycett A2L or Lady's Terry Club Saddle, Coventry chain, Palmer "Super-speed Translucent" or "Pixie" tyres, Williams C.34 chainwheel and cranks and two calliper brakes. Otherwise as above.

PRICE **£8-17-6** CASH

Easy Terms. 17/- deposit and 16 monthly payments of 12/3 each

THREE-SPEED LADY LIGHTWEIGHT MODEL as illustrated includes Sturmey-Archer "A.W." hub gear at 21/- extra on prices above. Other types of hub gear or derailleur gears may, however, be specified, if desired, at extra charge. Advice on the selection of suitable ratios gladly given

SPECIFICATION

FRAME. Exclusive "C.B." design as illustrated, with additional twin fine taper stays across "rear triangle." Equally suitable for riding in shorts, plus fairs or skirt. Rigidity absolutely equal in every respect to the normal diamond design "Miss Modern" frame illustrated on opposite page. Built with Reynolds "531" double butted tubing in the special "C.B." gauges, including straight fine tapered back and chain stays. Quick release serrated drop-out rear frame ends. Chain catch, pump pegs, mudguard eyes and fork blade lamp bracket brazed on. "C.B." Super Cutaway lugs. Frame size to order. Wheelbase 41in. Low bottom bracket.

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

WHEELS. 26 x 1 1/2 in. Light Steel Endrick rims built with double butted spokes on Light Steel double cog reversible hubs. 17T fixed cog and 18T freewheel or to choice.

CHAINWHEEL AND CRANKS. Lightweight steel single flange Williams C.1000 detachable 3-pin chainwheel with 6 1/2 in. cranks. Chromium plated.

TYRES. Dunlop 26 x 1 1/2 in. "Translucent Speed" or "Sprite."

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

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

BRAKES. Monitor "Climax" chromium plated. Front and rear.

MUDGUARDS. Bluemels "Noweight" celluloid white or black with moulded-in white patch. Reflector incorporated in rear mudguard. Front guard and extension in one piece.

SADDLE. Brooks B.18 Lady's, Terry C.T.C. Lady's or to order on straight seat pin.

PEDALS. Double sided chromium plated steel, rubber, or solid centre quill type, to order.

EQUIPMENT. Bluemels reflector (incorporated in rear mudguard) and 15 x 1/2 in "Featherweight" pump, oilskin carrier with tool pocket, tools and oilgun.

LUBRICATION. By force feed oilgun.

FINISH. Silver-Blue new (exclusively "C.B.") Satin Lustre, recommended. "C.B." famous Silver or Silver-Blue or Light or Dark Rose Lustre finishes entirely optional. Chromium plated front and rear fork ends and fork crown, and all usual bright parts.

"C.B." HYPERLITE MODEL

The finest, lightest and most exclusive all steel frame de luxe luxury cycle that it is possible for the most highly skilled craftsmen of the lightweight cycle industry to produce. It is comparable with any duralumin frame bicycle at present on the market yet the saving of weight has been effected without detrimental effect by patient and painstaking detail attention to design, tube specification, lugs and fittings. This machine is exceptionally rigid, 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. Definitely a machine for the connoisseur.



Weight inside 20 lbs.

"C.B." FITTINGS

£15-15-0

CASH PRICE

Easy Terms. 30/- deposit and 16 monthly payments of 21/9 each

SPRINT MODEL. Special Sprint Racing Model built up with "Hyperlite" fittings and components (Alloy sprint rims and tubular tyres in place of wired-on rims and guards). The lightest practical road racing machine, weight inside 16½ lbs. **SAME PRICE.**

"C.B." HYPERLITE TOURER WITH THREE-SPEED GEAR

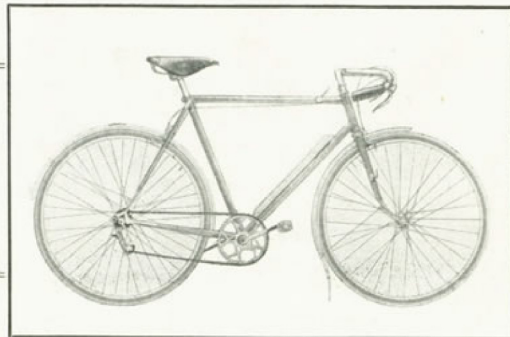
A model equipped with 3-speed derailleur gear and two brakes weighing less than 21½ lbs! Designed and built entirely to order and individual specification, especially appealing to those past racing days who yet enjoy cycling in preference to all other means of transport and for the rider who wishes to have a reliable and trustworthy machine that gives ready response, will stand up to all conditions of weather and road, but at the same time dispenses with every atom of unnecessary weight, resulting in a cycle that is the very lightest geared model it is possible to produce consistent with strength and rigidity.

£17-17-0

Easy Terms. 33/9 deposit and 16 monthly payments of 24/8 each

SPECIFICATION

- FRAME.** Special design, sizes to order, 10¼in. bottom bracket, 41in. wheel-base, or to order. Built throughout with Reynolds double long taper butted "C.B." specification "531" alloy steel tubing. "C.B." Hyperlite 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 ½in. 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.** Tabucchi "Fiamme" or Constrictor "Asp" wired-on duralumin alloy rims. "C.B." special Ultra-lite duralumin alloy and steel double cog hubs. Double butted steel spokes. Duralumin wing nuts. Duralumin cogs.
- CHAINWHEEL AND CRANKS.** Specially lightened 46T "Dureal" ½ x ½in flanged detachable 5-pin fixing chain ring with special, extra light, high tensile 6¼in. steel cranks and obscure cotters.
- TYRES.** Constrictor "Asp" wired-on (lightest) or Constrictor "Adder," or to order.
- CHAIN.** Elite roller ½ x ½in.
- HANDLEBARS.** Reynolds "Hiduminium R.R. 56" handlebar stem and bends, as illustrated (Shallow Highgate shape) or to order. Light rubber sleeving or sponge grips.
- BRAKE.** "Gloria" duralumin alloy bolt-on type with soft brake blocks
- MUDGUARDS.** Bluemels "Ultra-light" celluloid white or black with duralumin alloy stays and fittings. Quick release wing nut fitting to brazed fork blade and seat stay eyelets.
- SADDLE.** Mansfield "Ormond" with duralumin alloy frame (lightest) or Brooks "Champion Flyweight," "Narrow" or "Flyer" mounted on Reynolds "Hiduminium R.R. 56" straight seat pin.
- PEDALS.** Double-sided duralumin alloy, "C.B." alloy or to order.
- LUBRICATION.** "C.B." twin force-feed to head bearings, both bracket cups, pedals, etc.
- EQUIPMENT.** Bluemels reflector incorporated in rear mudguard. Bluemels "Sterling" 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 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.



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.

"C.B." CONTINENTAL CLASSIQUE

A very attractive Continental model built on upright lines with varying angles to head and seat. Combining the new type two-point suspension head bearings and numerous Continental features in a machine that has been designed specially to meet the demand for a light, lively and rigid, yet comfortable, fast club-riding model that is also suitable for road racing including time trials at all distances and mass start events.



Head angle 74°, seat angle 72°. Fork offset, 2½ inches. Wheelbase, 41½ inches. Weight, as illustrated, 27½ lbs.

THREE-SPEED MODEL

PRICE **£12-7-6** CASH

Easy Terms. 25/- deposit and 16 monthly payments of 17/- each

SINGLE-SPEED MODEL

PRICE **£10-17-6** CASH

Easy Terms. 21/- deposit and 16 monthly payments of 15/- each

SPECIFICATION

FRAME. Built throughout with special Continental "Classique" lugs and fittings to special "C.B." angles. Incorporating Reynolds "531" double-butted steel tubing in the "C.B." gauges. Long taper seat stays and "C.B." special rigid section chain stays giving ample clearance for all tyres. Completely brazed-up frame with all usual refinements brazed on, including chain stay protector, pump pegs, mudguard eyes and detachable fork blade lamp bracket. New "C.B." Continental rear frame ends. 72° seat, 74° head. Wheelbase, 41½in. Bracket height, 10½in. Frame sizes to order from 20½in.

FORKS. Special resilient oval-taper-to-round taper butted blades in the Continental rake illustrated. Light Continental fork crown. Butted steering column. Solid quick-release ends.

WHEELS. 26 x 1½in. chromium-plated Endrick rims built up with double butted spokes on "C.B." Pencil Barrel Lightweight steel hubs. (Special "Unit" rear hub on 3-speed model, with integral freewheel to take interchangeable derailleur cogs.)

"High Pressure" tyres and rims on this model 5/- extra, if desired.

THREE-SPEED GEARS. Simplex "Professional" lightweight racing derailleur, Cyclo Standard derailleur or Tri-Velox type "B.1."

CHAINWHEEL AND CRANKS. Williams C.1200, light steel Continental type or "Durax" No. 19, with detachable chainwheel. Chromium plated.

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

CHAIN. Coventry ½ x ½in. roller.

HANDLEBARS. "Tour de France," "Lapebie" or "Bailey" chromium-plated high tensile steel bend on special lightweight expander stem. 2 or 3in. extension. Taped grips.

BRAKES. "Gloria" steel, "C.B." alloy, or to order. Two brakes inclusive on 3-speed model. Option of front or rear brake on single-speed model.

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

SADDLE. Mansfield Ormond duralumin or Brooks "B.17N Champion."

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

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

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

FINISH (a) Bronze Yellow glass-hard enamel "base" with 6in. band on seat tube, double panelled lines on all frame tubes and lug edges picked out in contrasting Amber Brown.

(b) Blue Lustre "base" with international bands on the seat tube, frame and forks double-lined Red and Gold.

NOTE—Any desired alternative colour combinations can be supplied in either of the above styles. Finish includes chromium plated fork crown and all usual bright parts

14
"C.B." MASS-START MODEL
 WITH "C.B." LOW TEMPERATURE - PROCESS WELDED FRAME

The new "C.B." Low Temperature Welding process (the subject of prolonged research and experimental work) preserves all the essential properties of the frame tubing, cuts down the area of tube to be heated, prevents distortion and gives a sound, scientifically perfect joint that is equal in strength and rigidity to the orthodox brazed lug in every respect. Practical and exhaustive tests by actual demonstration under abnormally severe conditions enable me to guarantee the performance and quality in exactly the same terms as all other "C.B." productions in this catalogue. The design illustrated below is built specially for Mass Start racing, but the specification may be varied if desired to suit individual requirements, and quotations will be submitted with pleasure on request.



Angles 71° seat and 73° head Bracket height 11 in. with 27 x 1 1/4 in. Oversize High Pressure tyres. Fork offset 2 1/2 in. Wheelbase 42 in. Weight as illustrated 26 lbs.

THREE-SPEED MODEL

PRICE **£13-15-0** CASH

Easy Terms. 27/4 deposit and 16 monthly payments of 18/11 each.

Four-Speed Model with 3/32 in. chain, exactly as above in all other respects, £13 18s. 6d. cash, or on Easy Terms 30/2 deposit and 16 monthly payments of 19/- each.

Great strides have recently been made in the development of welding technique and "C.B." specialisation in this direction has resulted in the perfect combination of materials and process that are essential to produce a sound and reliable welded bicycle frame. In accordance with the usual "C.B." policy I have purposely refrained from placing this before the cycling public until now, after prolonged and exhaustive practical tests, I am able to state decisively that this exclusive "C.B." process has proved its superiority beyond all possible doubt and I can now thoroughly recommend the "C.B." welded frame bicycle with every confidence in its performance and durability.

SPECIFICATION

FRAME. Built with "C.B." specification, double-buttet "531" alloy steel tubing in my own special gauges with 1 1/4 in. diameter down and seat tubes. 1 in. diameter top tube, finely tapered overed 13m.m. seat stays with chamfered top ends and special diameter fluted Continental chain stays incorporating an unique two-point suspension head, the new "C.B." Continental rear fork ends with integral mudguard eyes and special chain stay finish-protector. Completely welded up rear triangle. Pump pegs for 18 in. pump behind the seat tube.* Frame size to order, wheelbase 42 in., bracket height 11 in. with 27 x 1 1/4 in. Oversize High Pressure tyres.

FORKS. Taper gauge butted blades in the Continental rake illustrated with orthodox oval crown. Mudguard eyes integral with fork ends. Detachable and adjustable lamp bracket welded to offside fork blade.

WHEELS. 27 x 1 1/4 in. nominal size Special Lightweight Steel rims (36 holes front and rear), built with best 14/16 double-buttet spokes on Simplex "Exceltoo" duralumin hubs. Spokes tied and soldered at the crossings.

GEAR. Simplex "Professional Champion du Monde" 3-speed with 15, 17, 19 cogs, giving, with the oversize tyres, gears of approximately 87, 77, and 69 in. (or to order). Down tube or top tube control.

CHAINWHEEL AND CRANKS. Williams C.1200 Continental type or No. 19 "Durax" 48T x 1/2 x 1/2 in. with 6 1/2 in. cranks. Detachable 3-pin fixing. Chromium-plated nickel steel.

TYRES. 27 in. (nominal diameter) oversize High Pressure.

CHAIN. Elite 1/2 x 1/8 in. roller (1/2 x 3/32 in. on 4-speed model).

HANDLEBARS. 1 in. diameter duralumin alloy bend in any of the popular Continental shapes. Duralumin alloy expander bolt stem. "Glossy" or "Matt" tape on the grips. Rubber end plugs.

BRAKES. Front and rear "Lam" duralumin with neat "hooded" style levers.

MUDGUARD EXTENSION. Duralumin Continental type as illustrated.

SADDLE. Brooks "B.17 Flyer" or to order on Brooks combination seat pin.

PEDALS. "Lyotard" solid centre quill chromium-plated.

LUBRICATION. By "C.B." force-feed system.

EQUIPMENT. Includes cape or tubular roll with tool pocket, oilgun, 18 in. "Zefal" duralumin pump* and "Exceltoo" universal spanner.

FINISH. "C.B." special new "Crown Panel" finish as illustrated in contrasting shades of Blue or any colour glass-hard enamels, "C.B." guaranteed fadeless Lustre with double "S.A. Special" panel lines and International bands on the seat tube or "C.B." Continental Panel finish if desired. Chromium-plated fork crown and all usual bright parts.

*Pump pegs for 18 in. pump can be brazed behind seat tube only on frames size 22 in. or over.

"SPRINT" MODEL. If springs and tubulars are desired in place of the wheels specified above, please state make and type of rims and tyres required. Quotation will be sent by return.

"C.B." ROAD-PATH MODEL

For years Claud Butler has led the trade with the "UPRIGHT" and "STAYER" designs for racing purposes. This design, the Road-Path, is "SEMI-UPRIGHT," angles being between those of a road racing machine and a track mount. The carefully calculated design and exclusive "C.B." Road-Path rear fork ends combining special quick-release adjusters with a forward opening drop-out, make this a real dual-purpose machine suitable for both grass and cement tracks and road racing.



71° seat, 71° head. 2in. fork offset. 40½in. wheelbase. Weight 20 lbs.

CASH PRICE **£12-15-0** "C.B." FITTINGS

Easy Terms. 24/8 deposit and 16 monthly payments of 17/7 each

"STEELS" MODEL

The Road-Path "Steels" model is similar in design and specification except that 27 or 26in. Dunlop High Pressure tyres and rims (or 26 x 1¼in. Endricks, if desired), are substituted for "sprints and tubulars" and Bluemels "Ultra-light" mudguards are included. Weight from 23½ lbs. complete.

B.S.A. FITTINGS

B.S.A. fittings, including lugs, head and bracket interiors, chainwheel and cranks, hubs and pedals, can be incorporated in this model at 20/- extra on the cash price. Easy payments 2/8 deposit and 16 monthly payments of 1/4 each.

CHATER LEA FITTINGS

Chater Lea fittings, including lugs, head and bracket interiors, chainwheel and cranks and pedals (Chater Lea hubs are discontinued) can be included at 30/- extra on the cash price. Easy terms 4/- deposit and 16 monthly payments of 2/- each.

"C.B." FITTINGS
£11-15-0

Easy Terms. 23/4 deposit
and 16 monthly payments
of 16/2 each

SPECIFICATION

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 1, "Special Features"), or usual forward drop-out. Sizes to order, short wheelbase, 11½in. bracket with 27in. wheels or 10½in. with 26's.

FORKS. Rake as illustrated or any design to order. Taper butted ½in. round or D to round section blades. Solid ends.

WHEELS. 27 or 26in. 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.

CHAINWHEEL AND CRANKS. Flanged detachable chainwheel with lightweight 6½in. cranks.

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

CHAIN. Renold Elite ½ x ½in. roller.

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

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

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

PEDALS. "C.B." solid centre quill.

LUBRICATION. By "C.B." force feed oiling system.

EQUIPMENT. Bluemels 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 bright parts. "C.B." Silver recommended, or as illustrated with forks, seat and chain stays in contrasting colour glass-hard enamel, including International chevron bands on the seat tube.

"C.B." CONTINENTAL CLUB

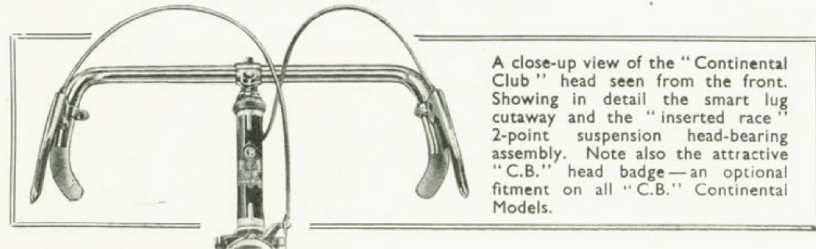
A soundly and scientifically designed model, based on actual practical experience and intensive research. Individually built to order, with head and seat at varying angles, on true upright Continental lines for English road conditions. An inexpensive machine incorporating "C.B." Classique type lugs and derailleur gear, specially suitable for the enthusiastic clubman and ideal for racing, fast club-riding and touring at all distances.



Design includes 70° seat and 73° head angles. 40½ inches wheelbase and 2 inches offset Continental fork rake. Weight complete with 3-speed gear as illustrated, approximately 28 lbs.

PRICE **£10-17-6** CASH

Easy Terms. 21/- deposit and 16 monthly payments of 15/- each



A close-up view of the "Continental Club" head seen from the front. Showing in detail the smart lug cutaway and the "inserted race" 2-point suspension head-bearing assembly. Note also the attractive "C.B." head badge—an optional fitment on all "C.B." Continental Models.

SPECIFICATION

FRAME. Special "C.B." Continental design with 70° seat and 73° head, 41in. wheelbase and 10½in. bracket height. Built with "C.B." specification double butted "531" steel tubing and "C.B." Classique-type lugs, beautifully filed and cutaway. Completely brazed-up straight taper seat and chain stays. Quick-release "C.B." Continental forward opening drop-out rear fork ends. "C.B." refinements, including pump pegs, mudguard eyes, chain stay protector and detachable fork blade lamp bracket, brazed on.

FORKS. Taper gauge butted blades in ½in. round section and Continental rake, as illustrated, with genuine Bastide (French) crown, butted steering column and solid quick-release drop-out ends.

WHEELS. 26 x 1½in. light gauge chromium plated steel Endrick rims, built on British Hub Co.'s narrow barrel chromium-plated front hub, Bayliss Wiley Unit rear hub, providing for rapid interchangeability of derailleur cogs.

GEARS. Cyclo new "Opdy" 3-speed derailleur gear with 14T-16T-18T cogs, giving gears of 66, 75 and 85 inches. (recommended.)

CHAINWHEEL. Single-flange 46T Williams C.34 chainwheel, 3-pin detachable type with 6½in. cranks. Chromium plated.

TYRES. Dunlop "Sprite" or "Translucent Speed" 26 x 1½in.

CHAIN. Coventry ¼ x ½in. roller.

HANDLEBARS. Chromium plated "Binda" (as illustrated), "Lapebie," "Tour de France" or any to order, on patent adjustable lightweight stem with 1, 2 or 3in. extension. Grips taped "Matt" or "Glossy."

BRAKES. Continental front and rear. Chromium plated.

MUDGUARDS. Bluemels white or black with quick release brazed-on eyelets and wing nut fastening to seat stays and fork blades. Reflector incorporated in rear guard.

SADDLE. Brooks B.15

PEDALS. Lightweight double-sided "Universal" or "Quill" type.

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

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

FINISH. "C.B." guaranteed fadeless Silver Blue lustre "base" with contrast Dark Blue head tube and 4in. band on seat tube. Olympic colour bands on seat and head tube. Delicate lining in contrast colour to all frame tubes. "C.B." double deposition chromium plating to fork crown and front and rear fork ends. Alternative finishes as desired—quotations with pleasure.

"C.B." SUPREME TOURER

A practical "C.B." Lightweight Road model designed on comfortable orthodox lines with moderate seat and head angles, incorporating high quality raw materials in a rigid and responsive machine that is specially suitable for those requiring a variable gear model for general touring and business riding.



Seat and head tube built parallel at 68°. Wheelbase 42in. Fork offset 2½in.

BRAMPTON FITTINGS

PRICE **£10-0-0** CASH

Easy Terms. 20/- deposit and 16 monthly payments of 13/9 each

The lavish specification of this model may be varied, if desired, to suit individual requirements in regard to rider's height, inside leg measurement, etc. These things together with any special or peculiar physical characteristics will be taken into consideration and expert advice with quotations will be submitted without any obligation on request.

SPECIFICATION

FRAME. Special "C.B." design built to road angles. Size to order, wheelbase 42in., bracket height 10½in., to suit individual rider and conditions. Built throughout with special gauge Reynolds "531" 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 as illustrated to accommodate Cyclo gear to order (please give definitive instructions on this point). Unique design "Super cutaway" lugs. All refinements brazed to frame.

FORKS. Design as illustrated in D to round or ½in. round-section or Reynolds super-resilient. Solid brazed-up quick-release ends. Taper gauge butted blades.

WHEELS. 26 x 1½ or 1½in. Endrick or Westwood steel rims, chromium-plated or black finish. Narrow barrel "C.B." chromium-plated race hubs. New Bayliss Wiley "Unit" rear hub supplied when Cyclo gear specified.

GEARS. Cyclo 3-speed deralleur with new "Unit" hub, latest type "B.1" Tri-Velox, or Sturmey-Archer "Medium" or "Wide" ratio 3-speed hub gear.

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

TYRES. Dunlop or Palmer, translucent, to order.

CHAIN. Coventry, ½ x ½in.

HANDLEBARS. Flat bends as illustrated or reversible shallow drop bend to give option of raised or drop position, "C.B." Original 16 or 18 x 3½in Marsh 16in. or any to order. Chromium-plated finish. Patent lugless, adjustable stem, extension to order. "C.B." anti-shock sponge rubber grips.

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

GUARDS. Bluemels full width, white or black, with quick-release wing nut attachment to brazed eyelets. Reflector attached.

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

PEDALS. Double-sided race-type chromium-plated or rubber.

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

"D.S.H." CHAMPIONSHIP PATH

The world's finest sprint racing bicycle. Designed on the most modern lines to give correct scientific distribution of weight between the wheels. Incorporating only the very highest grade raw materials and components. Built to individual specification especially for English and Continental banked cement and board tracks and occasional grass racing.



Design includes 75° upright head and 71° seat tube angles. Long top tube, short 40in. wheelbase and 1½in. fork offset. Weight from 18 lbs.

This actual model has been used in World's Championships and Olympic Games since 1931.

B.S.A. OR CHATER LEA FITTINGS

PRICE

£13-17-6

CASH

Free advice given in drawing up frame specification for grass, cement or board track racing.

Easy Terms. 29/- deposit and 16 monthly payments of 19/- each

CLAUD BUTLER TEAMS 1ST AND 2ND IN THE 1938 WEMBLEY SIX-DAY RACE

Albert Buysse and Albert Billiet (the winners) are here shown at the finish with their laurels of victory after the most thrilling Six-Day Race ever seen in England and in which they covered nearly 2,000 miles, finishing a whole lap ahead of the rest of the field. The Frans Slaats and Cees Pellenaers combination, who also rode Claud Butler Bicycles throughout the race, were second. Shortly after this Buysse and Billiet, again riding as a "C.B." team, won the Grand Prix de Dijon. Slaats and Pellenaers then reversed the tables on their rivals by winning the Brussels Six-Day Race on their Claud Butler machines in January, 1939, Buysse and Billiet following a close second. Since then Buysse and Billiet have won the Antwerp Six-Day Race, and their latest victory a sensational win with a lead of two laps over the rest of the field at the Paris "Six" in March. These repeated successes definitely establish my claim to build the lightest and fastest machines of to-day. Deeds speak louder than words.

SPECIFICATION

FRAME. New Claud Butler 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 ½in. round-section blades. Rake as illustrated. Light-weight reinforced fork crown. Butted steering column. Solid ends.

WHEELS. 27in. 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 "Airlite" "W.F." Continental Path hubs.

CHAINWHEEL AND CRANKS. Any size to order. 1in. pitch with 6½, 6½ or 7in. cranks. Chromium-plated.

TYRES. Dunlop Nos. 1, 2 or 3. Constrictor or Tabucchi or to order.

CHAIN. Coventry best 1 x ¾in. block recommended, or to order.

HANDLEBARS. Any to order or "Bailey" Continental as illustrated on "C.B." own make sliding 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."

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

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

FINISH. "C.B." Path colours recommended, or the "C.B." black/grey Merkens finish with black panels on top and down tubes (for owner's name and transfer respectively), including chromium-plated frame ends and crown, or any finish to order. "C.B." special Continental pannelled finish if desired, no extra.



"C.B." INTERNATIONAL PATH

This model is intended for use on grass, cinder and cement tracks, or in short distance road events. It is designed on similar lines to the D.S.H. model, but has a longer front centre to centre measurement, allowing greater clearance for toe clips and straps. A really sound stayer design that will command the serious attention of all racing men.



Angles 72° seat, 75° head. Fork offset $1\frac{1}{8}$ in. Wheelbase 40 $\frac{1}{2}$ in. Weight from 18 $\frac{1}{2}$ lbs.

CASH PRICE **£12-15-0** "C.B." FITTINGS

Easy Terms. 24/8 deposit and 16 monthly payments of 17/7 each

"C.B." INTERNATIONAL ROAD MODEL

The design of the "Road" model is adapted from the above and includes abrupt offset forks, a slightly higher bottom bracket height (10 $\frac{1}{2}$ in. with 26's, 11 $\frac{1}{2}$ in. with 27's) and clearance for mudguards when using 27in. wheels. "C.B." Forward Serrated rear fork ends are incorporated and mudguard eyes, chain catch and pump pegs brazed on. Transmission is $\frac{1}{2}$ in. pitch with Elite $\frac{1}{2} \times \frac{1}{2}$ in. chain. Short mudguard extension and "C.B." front or rear brake are included in the specification. Weight complete, as illustrated, approximately 20 lbs.

"C.B." FITTINGS

£12-15-0

Easy Terms. 24/8 deposit and 16 monthly payments of 17/7 each.

SOUTH AFRICAN RIDERS PLEASE NOTE. Alternative interchangeable spare forks can be provided, exactly as illustrated, for either the "Road" or "Path" models. Price with chromium crown and finish to match frame (less head parts), 21/- pair.

SPECIFICATION

FRAME. Special "C.B." Continental design, including "C.B. Classique" type lugs machined to special angles, and Reynolds "531" double butted "C.B." Specification alloy steel tubing throughout. New type D-section chain stays giving ample clearance for 1 $\frac{1}{2}$ 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 40 $\frac{1}{2}$ in. Bracket height, 11 in. with 27's. (No clearance for mudguards.)

FORKS. Taper-gauge butted blades in the rake illustrated with $\frac{1}{2}$ in. round genuine Bastide (French) crown. Butted steering column. Solid ends.

WHEELS. 27in. Tabucchi or Constrictor best wood sprint rims. "C.B." Special Ultra-lite Alloy wide flange single-cog path hubs. Best double butted spokes.

CHAINWHEEL AND CRANKS. Special 5-pin fixing interchangeable and detachable type with lightweight steel, 6 $\frac{1}{2}$ or 7 in. cranks.

TYRES. Dunlop "No. 2" smooth band, "No. 6" file tread or "No. 8" $\frac{1}{4}$ in. grass, Constrictor or Tabucchi to order.

CHAIN. 1 x $\frac{3}{16}$ in. block.

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

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

PEDALS. Special "C.B." 3 $\frac{1}{2}$ or 4 in. wide bearing lightweight steel Continental Path or Boa.

FINISH. "C.B." International Path finish recommended, i.e., Silver with delicate black lining to all frame tubes, and red, white and blue bands on seat tube. Fork crown chromium-plated. Alternatives include the "C.B." hand-panelled finish or any colour "C.B." glass-hard enamel or fadeless lustre.



"C.B." SUPER FRAMES



Prices are for complete frame and forks with chromium-plated head and bracket interiors, chainwheel and cranks and seat pin. Specifications, angles and finishes are as built for complete machines described in the foregoing pages. Weights from $8\frac{1}{2}$ lbs. complete. Tandem frame prices on application.

IMPORTANT. When ordering frames it is essential to give size of wheels and width over cones or lock nuts, also whether mudguard clearance is required for 27in. wheels on road models, before building can be commenced.

"SILVER ARROW"

Brampton Fittings
Price £4 4 0 Cash
 Easy Terms: 7/7 deposit
 and 12 monthly payments
 of 7/5 each.

"SUPER-VELO R.R."

Brampton Fittings
Price £4 15 0 Cash
 Easy Terms: 8/3 deposit
 and 12 monthly payments
 of 8/5 each.

"LADYLIGHTWEIGHT" and "MISS MODERN"

"C.B." Fittings
Price £4 18 6 Cash
 Easy Terms: 8/9 deposit
 and 12 monthly payments
 of 8/9 each.

"ROAD-PATH"

"C.B." Fittings
Price £5 10 0 Cash
 Easy Terms: 9/6 deposit
 and 12 monthly payments
 of 9/9 each.

"ALL-ROUNDER"

"C.B." Fittings
Price £5 5 0 Cash
 Easy Terms: 9/9 deposit
 and 12 monthly payments
 of 9/3 each.

"INTERNATIONAL PATH" or "ROAD"

"C.B." Fittings
Price £5 15 0 Cash
 Easy Terms: 10/3 deposit
 and 12 monthly payments
 of 10/2 each.

"HYPERLITE"

"C.B." Fittings
Price £6 15 0 Cash
 Easy Terms: 12/3 deposit
 and 12 monthly payments
 of 11/11 each.

"SUPER ARROW"

Brampton Fittings
Price £4 9 6 Cash
 Easy Terms: 7/11 deposit
 and 12 monthly payments
 of 7/11 each.

"CONTINENTAL CLUB."

Price £5 0 0 Cash
 Easy Terms: 9/- deposit
 and 12 monthly payments
 of 8/10 each.

"ANGLO" CONTINENTAL"

"C.B." Fittings
Price £6 0 0 Cash
 Easy Terms: 11/- deposit
 and 12 monthly payments
 of 10/7 each.

"TOUR d'ANGLETERRE"

"C.B." Fittings
Price £6 15 0 Cash
 Easy Terms: 12/3 deposit
 and 12 monthly payments
 of 11/11 each.

"D.S.H. CHAMPIONSHIP"

B.S.A. Fittings
Price £6 15 0 Cash
 Easy Terms: 12/3 deposit
 and 12 monthly payments
 of 11/11 each.

"CONTINENTAL CLASSIQUE"

Price £5 10 0 Cash
 Easy Terms: 9/6 deposit
 and 12 monthly payments
 of 9/9 each.

"MASS START"

Price £5 15 0 Cash
 Easy Terms: 10/3 deposit
 and 12 monthly payments
 of 10/2 each.

"C.B." VARIABLE GEAR TRICYCLE



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

CASH
PRICE

£21-10-0 WITH "C.B."
FITTINGS

Easy Terms. 52/- deposit and 16 monthly payments of 29/- each.

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 in. axle (28 in. 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 ½ in. round or D to round section. Taper gauge butted blades. Light reinforced crown. Butted steering column.

WHEELS. 26 x 1½ in. 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.)

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.)

CHAINWHEEL AND CRANKS. Special light flanged detachable chain ring with 6½ in. light steel cranks.

CHAIN. Elite roller ½ x ½ in.

HANDLEBARS. 15 in. or 17 in. Shallow "Highgate" as illustrated, or any shape bend to order, chromium-plated 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.

MUDGUARDS. Bluemels "Noweight" White or Black with special quick detachable fittings to all three wheels and rigid "C.B." light steel tubular stays to rear guards. Reflector incorporated.

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

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

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

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

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

"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.

With "High Pressure" Rims and Tyres

"C.B." FITTINGS

PRICE **£18-18-0** CASH

Easy Terms. 45/6 deposit and 16 monthly payments of 25/6 each.

With "Sprints" as illustrated

"C.B." FITTINGS

PRICE **£20-0-0** CASH

Easy Terms. 48/- deposit and 16 monthly payments of 27/- each.

Angles 68° parallel seat and head. Fork offset 2 inches. Wheelbase 39½ inches.

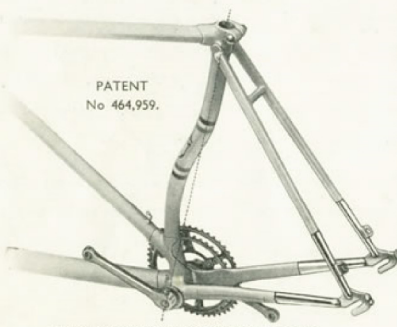


WEIGHT approx. 30 lbs.

22
“C.B.” ULTRA-SHORTBASE ROAD AND PATH TANDEM

Here is a design that appeals instantly to the discerning cyclist who will immediately realise the scientific and practical manner in which the problem of short wheelbase tandem construction has been tackled.

60 INCH WHEELBASES (AND UNDER) WITH INCREASED ROOM FOR BOTH RIDERS



This view of the "Ultra-Shortbase" frame shows clearly how the base is shortened by bringing the back wheel right up close to the bracket-spindle-housing and demonstrates the most and immensely rigid construction of the rear triangle. Note particularly how a line drawn through the centre of the top straight portion of the seat tube passes through the dead centre of the bracket spindle. It is obvious from this that you can rely on your tandem saddle position being the same as that on your single.

Short wheelbases are a definite and practical necessity to tandem riders to overcome "drag" on hills, increase the liveliness of the machine, stiffen the construction of the rear triangle and improve control. The performance of a correctly designed short wheelbase tandem is superior in every way and the saving of three or four inches makes an amazing difference.

With the "C.B." Ultra-Shortbase design, incorporating wheelbases of from 59½ in., the saving is made where it will not interfere with the comfort of the riders. The back triangle is shortened, reducing the measurement between rear wheel spindle and rear bottom bracket axle centres to 14½ inches! As the radius of the wheel is 13 inches it will be seen that, allowing adequate clearance for tyre and mudguard, this is an absolute minimum. Only by means of the specially cast and accurately machined patent "C.B." one-piece rear bracket shell is this made possible and top tube measurements are thus not affected in any way by the reduction of the wheelbase, being in fact longer than those on many single bicycles. Bottom bracket centre to centre measurement (the dimension between the two bottom brackets) remains the same on the "Ultra-Shortbase," thereby retaining a comfortable and practical riding position for the saddle in its relation to the pedals.

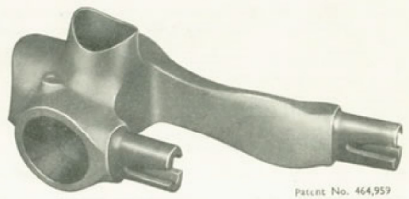
Scientific calculation, backed up by practical tests under actual riding conditions, has determined the correct gauge material for the rear seat tube and extended bracket lug, thus ensuring rigidity and reliability actually superior to the orthodox straight seat tube type. Naturally (as is the case with any tandem) if the back rider has less than average reach the "C.B." Ultra-Short wheelbase can be still further reduced by shortening the rear top tube, this however, is only advised in exceptional cases and should be made the subject of special enquiry.

It is now three years since I first placed this revolutionary "C.B." patent before the cycling public, during which period "C.B." Ultra-Shortbase tandems have been the subject of practical demonstration by world-famous riders of the "C.B. School." This, together with the resources offered by my complete and up-to-date workshop equipment, manipulated by the capable hands of a highly skilled staff (75% of whom served their time as apprentices in my employ), ensures the completed machine being perfect in every detail and is definite proof of the manifold advantages obtained through the use of this assembly.

The various "Ultra-Shortbase" designs illustrated in the following pages incorporate angles most suitable for the purposes mentioned and technical facts, with which the expert designer is familiar, are utilised to the utmost advantage in building up the lightest, most responsive machines, consistent with strength and durability. Nevertheless, any desired combination of riding positions (providing they are practical) can be built by special designing and I can guarantee the accuracy of any angles and dimensions which individual requirements may demand.

HERE IS THE EXCLUSIVE "C.B." PATENT BRACKET SHELL THAT MAKES THESE ULTRA-SHORT WHEELBASES POSSIBLE

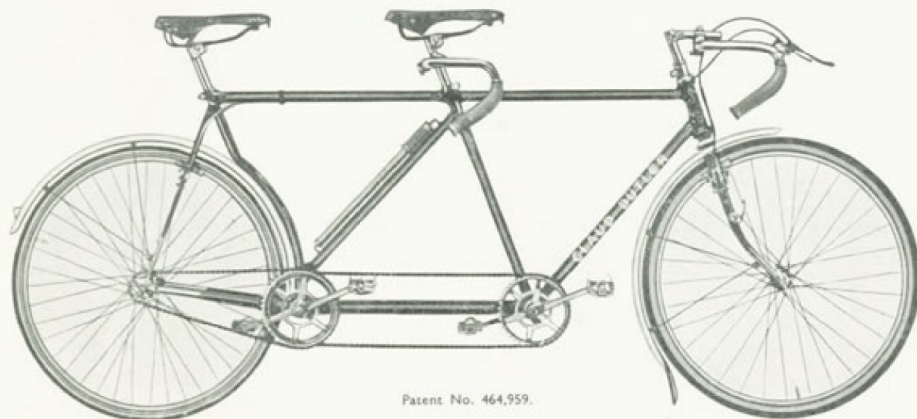
This specially designed casting makes possible the very short 14½ in. back, reducing the overall wheelbase of "C.B." "Ultra-Shortbase" tandems to 60 inches and under. The solid connecting piece on the offside, made of 15 tons per square inch tensile strength material, has a sectional area capable of withstanding a tensile load of 7 tons! The inner rear chainwheel intersects the section of the chain stay enabling the use of 42 or 44 tooth front drive chainwheels 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.



Patent No. 464,959

"C.B." ULTRA-SHORTBASE TANDEM

A model that has been soundly demonstrated in actual competition on road and track, in successful record attempts and time trials—proved beyond all doubt the fastest, lightest, most rigid and reliable tandem yet produced. Comfortable positions assured for both riders and positive steering with perfect control at all times. A machine designed specially for fast touring and road racing, appealing to all tandem enthusiasts.



Patent No. 464,959.

Wheelbase 59½ inches. Angles 71° head, 69° front seat, 67° rear seat. Fork offset 2½ inches. Recommended for all road work, touring and club riding. Weight approximately 45 lbs., fully equipped.

SINGLE SPEED

Specification and completion parts as above. "D.P." semi-upright angles as below optional—no extra.

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

Easy Terms. 41/4 deposit and 16 monthly payments of 28/11 each.

THREE-SPEED

As above, but fitted with Cyclo, Simplex or Tri-velox derailleur or Sturmey-Archer hub gear.

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

Easy Terms. 44/- deposit and 16 monthly payments of 31/- each.

SPECIFICATION

FRAME. "C.B." exclusive and advanced touring and road racing design, patent No. 464,959. Ideally suitable for all road purposes and occasional use on the track. Built entirely of "C.B." special fittings and "C.B." special gauge "531" double-butted tubing throughout, under personal supervision. All lugs specially cast and beautifully filed. "C.B." 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. Solid drop-out frame ends. Double Diamond or Centre Bar design. All "C.B." refinements brazed on. 59½in. wheelbase. Top tubes 22½in. 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 1½in. Dunlop Endrick chromium-plated steel rims. "C.B." special "Ultra-Lite" alloy, Continental large flange or standard tandem race hubs. Single-butted spokes tied and soldered.

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

CHAINWHEELS AND CRANKS. 48T or 52T special tandem rear, with 42T front drive chain rings. ½ x ½ x 6½in. fluted cranks.

TYRES. Dunlop "Tandem Sprite" or to order.

CHAINS. Elite roller ½ x ½in.

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

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

MUDGUARDS. Bluemels full width "Ultra-light" Black or White, with adjustable and brazed-on fittings.

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

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

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

EQUIPMENT. Oilgun, Bluemels reflector and inflator, "C.B." tool roll and tools, rubber grips.

FINISH. "C.B." individual hand-panelling in any desired colours, "C.B." guaranteed fadeless Lustres, "C.B." Path colours (i.e., "C.B." Silver, lined Black), "C.B." Super Electro Flamboyant or any combination of the famous "C.B." finishes to order, including chromium-plated front and rear fork ends and fork crown and all usual bright parts.

"C.B." ULTRA-SHORTBASE

For track and road racing. Incorporating 74° head, 72° front seat and 70° rear seat angles. Top tube measurements 23in. centre to centre front and rear, 60in. wheelbase and 1½in. fork rake. Stripped for racing and fitted Constrictor "Boston" tandem sprint rims and Dunlop or Constrictor tubulars. Less guards and brakes. As illustrated.

NOTE.—Frame specification and completion parts may be varied to suit individual requirements. Quotations and advice submitted without obligation, by return of post, on receipt of details.

"D.P." MODEL

PRICE WITH "SPRINTS"

£21-15-0

Easy Terms. 42/- deposit and 16 monthly payments of 30/- each.



"C.B." SILVER ACE TANDEM

A speciality-built real lightweight tandem at a modest cash price or on easier easy terms, now enabling all to realise in full the great pleasure of tandem riding—Real Lightweight Tandem Riding—on a Super lightweight tandem, scientifically designed and individually built to order by Claud Butler, the foremost authority on modern cycle and tandem construction and design.



Seat and head angles parallel at 68°. Wheelbase 63½ inches. Fork offset 2½ inches.

SINGLE SPEED MODEL

PRICE **£15-10-0** CASH

THREE-SPEED MODEL

PRICE **£16-16-0** CASH

Easy Terms. 30/8 deposit and 16 monthly payments of 21/4 each.

Easy Terms. 32/6 deposit and 16 monthly payments of 23/2 each.

SPECIFICATION

FRAME. "C.B." Double Diamond design as illustrated (recommended) or Centre Bar type optional. Size 21in. front, 20in. rear (or to order). Suitable for lady or gent rear partner. Short wheelbase. Built with Reynolds double-butted "H.M." steel tubing and special "Silver Ace" fittings. Unique design cutaway lugs, brazed-up "531" seat and chain stays and quick release frame ends. All "C.B." refinements brazed-on.

FORKS. Special taper gauge Reynolds "531" as illustrated. Solid drop-out ends.

WHEELS. 26 x 1½in. 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.

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

CHAINWHEELS AND CRANKS. Williams special Direct Drive set with 32T front chainwheels and 48T rear chainwheel, 6½in. cranks. Chromium-plated.

TYRES. Dunlop "Non-Skid" Tandem.

CHAINS. Coventry roller ½ x ½in.

HANDLEBARS. As illustrated or any to order, chromium-plated. Adjustable reinforced stems. "C.B." sponge rubber grips.

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

MUDGUARDS. Bluemels full width "Noweight." Brazed lugs and detachable "C.B." quick release fittings (White or Black).

SADDLES. Brooks' "B.11" or Lycett's elastic "A.2." with spring top.

PEDALS. Universal steel or rubber.

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

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

FINISH. "C.B." famous Silver, or best Black or Coloured enamels, or guaranteed fadeless Lustres, with chrome plated crown and front and rear frame ends.

"C.B." SUPER ACE MODEL TANDEM

A lightweight racing or club model, similar in design to the above but built with "C.B." fittings incorporating abrupt offset forks. Equipped with Resilion Cantilever brakes and Brooks' "Champion" saddles. Choice of Cyclo or Tri-Velox derailleur or Sturmey-Archer "A.W.", "A.R." or "A.M." hub gears.

SINGLE SPEED **£16-10-0** CASH PRICE

Easy Terms. 32/- deposit and 16 monthly payments of 22/9 each.

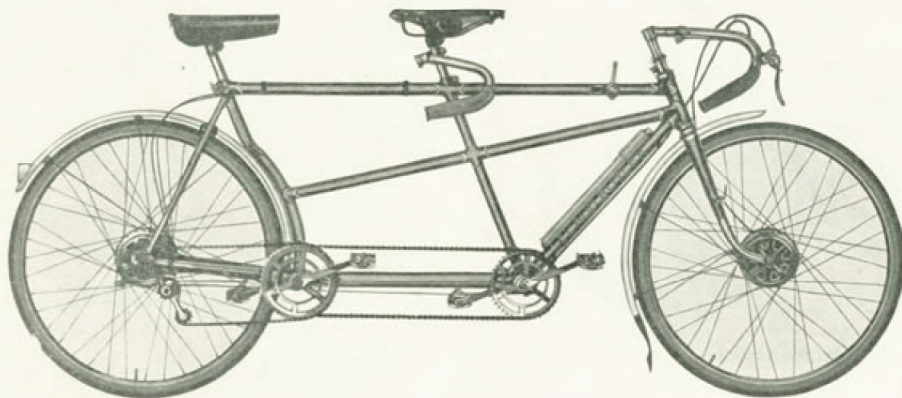
THREE SPEED **£17-17-0** CASH PRICE

Easy Terms. 36/5 deposit and 16 monthly payments of 24/6 each.



"C.B." ULTRA CLUB TANDEM

A fast, comfortable road model incorporating "C.B." Ultra-Shortbase "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.



Wheelbase 59½ inches. Carefully calculated head angle to give light but positive steering. Moderate front and rear seat angles. "C.B." abrupt 2¼ inches fork offset. Top tubes 22½ inches centre to centre, front and rear. Weight from 46½ lbs.

SINGLE SPEED MODEL

With Cantilever rim brakes this makes an ideal machine for an all-male "crew," suitable for road racing, fast club riding and general road work.

PRICE **£17-10-0** CASH

Easy Terms 36/- deposit and 16 monthly payments of 24/- each.

THREE-SPEED MODEL

Ideally suitable for mixed or all-male "crew" and club riding, "week-ending" and comfortable touring on all classes of roads in all types of country.

PRICE **£18-18-0** CASH

Easy Terms. 37/7 deposit and 16 monthly payments of 26/- each.

SPECIFICATION

FRAME. "C.B." Ultra-Shortbase design, giving additional room for both riders. Incorporating the patent "C.B." one-piece rear bracket and chain stay junction unit and super tandem fittings in either double diamond or centre bar frame. Reynolds' double-butted "H.M." steel tubing, special "C.B." gauges. Lugs beautifully machined. "C.B." unique cutaway. All "C.B." refinements. Solid brazed-up "531" chain and seat stays of straight taper gauge. Quick release forward serrated rear frame ends. All usual "C.B." refinements, including hub brake and gear parts, brazed to frame.

FORKS. Built up with Reynolds' "531" taper gauge blades in the rake illustrated. 2¼ in. abrupt offset. Reinforced fork crown, butted steering column. Quick release central type ends.

WHEELS. 26 x 1¼ in. Endrick rims, tandem gauge, 12/14 gauge single butted best quality spoker. 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, chromium-plated, with "C.B." new type obscure extended torque arm, if desired.

3-SPEED GEARS. Cyclo 3-Speed "Standard" or "Oppy" Derailleur (recommended).

CHAINWHEELS AND CRANKS. Williams Direct Drive with 42T x 42T x 48T chainwheels, ½ x ¼ in. Three-pin fitting 6½ in. cranks. Chromium-plated.

TYRES. Dunlop 26 x 1¼ in. tandem oversize or to order.

CHAINS. Coventry ½ x ½ in. roller.

HANDLEBARS. Shallow Highgate 17 in. or 19 in. or "Bailey" 16 in. or 18 in. 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.

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

MUDGUARDS. Bluemels "Noweight," White or Black—lugs attached and quick release fittings.

SADDLES. Brooks' "B.17" or Mansfield "Ormond" duralumin front. Brooks' Lady's "B.16" or Terry's Club (all spring) rear. Or to order.

PEDALS. Steel racing or solid centre quill type.

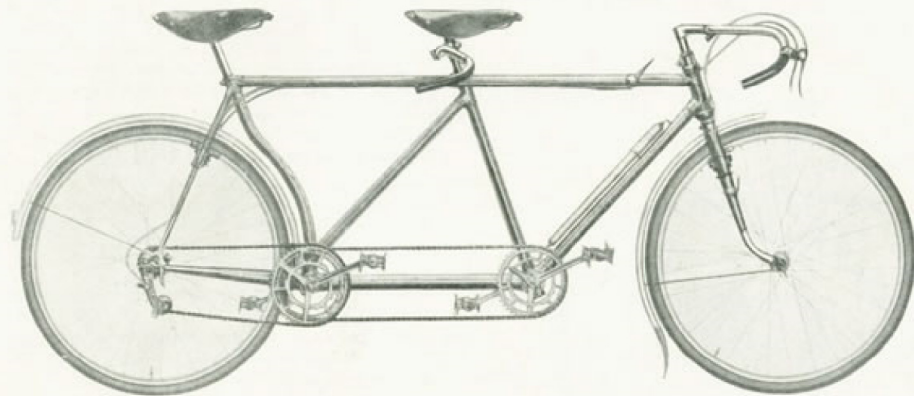
LUBRICATION. "C.B." twin force-feed to brackets and head, etc., oilgun and instructions provided.

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. ("C.B." Continental panel finish or "C.B." Flamboyant process, 12/6 extra.)

"C.B." ULTRA-FAST TOURER

The peak of perfection in tandem construction and design—a de-luxe machine, built regardless of cost entirely to individual specification for the connoisseur—the experienced rider who will have the best. Light in weight yet immensely strong, rigid and responsive with perfectly balanced steering at all speeds.



Built with Chater-Lea component parts, "interiors" and fittings, incorporating the patent "C.B." Ultra-Shortbase rear bracket shell with Chater-Lea transmission throughout. Optional angles: 71° parallel head and seats or 66° parallel head and seats. Alternative angles will be built if desired but must incorporate certain "non-Chater" parts. Wheelbase from 59½ inches. Weight from 42½ lbs.

SINGLE SPEED MODEL

PRICE **£23-10-0** CASH

Easy Terms. 45/4 deposit and 16 monthly payments of 32/5 each.

THREE-SPEED MODEL

PRICE **£25-0-0** CASH

Easy Terms. 49/4 deposit and 16 monthly payments of 34/5 each.

"C.B." SUPER FAST TOURER TANDEM

Similar specification and components to above but with the new Chater-Lea chain stay extended bridge piece and orthodox straight seat tube. 71° or 66° angles. Wheelbase 62in. Built throughout entirely with Chater-Lea fittings, interiors and component parts.

SINGLE SPEED **£22-5-0** Easy Terms. 43/4 deposit and 16 monthly payments of 30/8 each.

THREE SPEED **£23-15-0** Easy Terms. 46/- deposit and 16 monthly payments of 32/9 each.

SPECIFICATION

FRAME. Built throughout with special Ultra-tensile double tapered Reynolds "531" alloy steel tubing and Chater-Lea super fittings incorporating the "C.B." Ultra-Shortbase rear bracket shell. Patent No. 464,959. Rigid, brazed-up straight tapered seat stays. Specially short chain stays giving immensely rigid drive. Solid forward serrated drop-out rear ends. All lugs beautifully filed and cut away in the unique "C.B." super design. All usual brazed-on refinements. Frame size to order. Wheelbase from 59½in. Double Diamond or Centre Bar design optional.

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 x 1½in. special tandem gauge narrow section Endrick rims. "C.B." Special Ultra-lite Alloy wide flange tandem race hubs. Special gauge "C.B." S-B spokes. Hub specification varied where advisable, to meet special requirements with regard to alternative gears and hub brakes.

GEARS. Cyclo "Standard" or "Oppy" derailleur, Simplex "Professional" or any to order.

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

TYRES. 26 x 1½ in. Dunlop "Fort," 26 x 1½ in. Oversize Tandem Non-skid, or any to order.

CHAINS. Elite roller ½ x ½in. or to order.

HANDLEBAR STEM. "C.B." own make adjustable. Chromium plated, extension to order.

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

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

GUARDS. Bluemels "Ultra-light" detachable, brazed eyes, "C.B." detachable fittings.

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

PEDALS. Chater-Lea solid centre race.

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. Advice gladly given on selection of suitable colour and design.



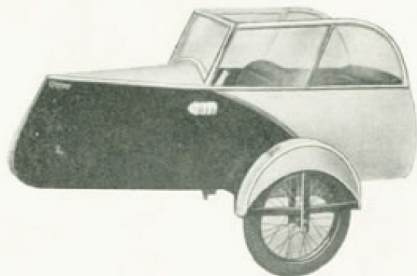
THE "C.B." FAMILY TANDEM-SIDECAR OUTFIT

SPECIFICATION

The model illustrated herewith (on the right) shows the "C.B. Silver Ace" tandem, built with lady-back design incorporating the famous "C.B. Lady Lightweight" rear triangle. The sidecar is a Watsonian "No. 7," streamlined model with flexible coupling and gives increased leg room for the youngster. Rigid windscreen and sidecreens are provided, also a folding hood giving absolute security from rain and sun. Ample ventilation is obtained by a weatherproof slot in the hood. The hammock seat is adjustable to four positions and incorporates safety straps. For easy stowing the sidecar body can be completely removed from the chassis by the simple process of unscrewing four wing nuts. When this is done the chassis will fold up with the wheel over the rear mudguard of the tandem and will go through any doorway with ease. Specification of the tandem is the same as that described on page 24 except that it is advisable to have slightly lower gear ratios to counterbalance the additional weight. Double gents' tandem or lady-back type can be combined with this sidecar and prices are given for both designs.

Heel control giving increased purchase on the rear brake can be fitted if desired 11/6 extra

Sidecar in Silver finish 6/- extra



TWO-SEATER SIDECAR MODEL

This is the Watsonian "No. 8" two-seater and is designed to carry two children up to 2½ years of age. It is noted for its lightness and extremely generous specification and incorporates the same features as the "No. 7" described above, including luggage compartment behind the rear seat. Extra for this model above the prices shown above: 18/- cash, or on easy terms 1/7 deposit and 16 monthly payments of 1/3 each.



Here is an ideal sidecar outfit that I can thoroughly recommend. It will afford many additional happy hours to those who would otherwise be forced to curtail their cycling activities, at least for a time, and is quite reasonably priced. Alternative combinations can be supplied, of course, and I shall be pleased to quote for any make on receipt of full details.

WITH DOUBLE GENTS' DESIGN TANDEM

PRICE £21-5-0 CASH

Easy Terms. 42/- deposit and 16 monthly payments of 29/3 each.

WITH LADY-BACK DESIGN TANDEM

PRICE £21-15-0 CASH

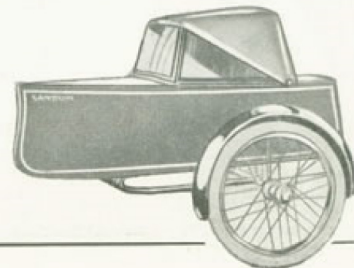
Easy Terms. 42/- deposit and 16 monthly payments of 30/- each.

"C.B." ULTRA-SHORTBASE TANDEM SIDECAR OUTFIT

The "Ultra-Shortbase" tandem range needs a different type of sidecar chassis to the above. Illustrated here is the Sandum, built throughout with Reynolds High Manganese steel tubing. Sandum sidecar bodies incorporate all the usual features designed for the youngster's comfort and will be fitted to any of the "C.B. Ultra-Shortbase" range of tandems at the following inclusive extra charges:

SINGLE SEATER AS ILLUSTRATED fitted complete £6 4s. 6d. Or on easy terms, 9/5 deposit and 16 monthly payments of 8/9 each.

TWO-SEATER MODEL. Similar design to the above £6 14s. 6d. **Easy Terms.** 9/5 deposit and 16 monthly payments of 9/6 each.



THE "C.B." POLO-BIKE



PRICE **£4-15-0** CASH

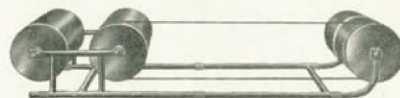
Easy Terms. 9/- deposit and 12 monthly payments of 8/9 each.

SPECIFICATION (in brief)

Special design frame with 14in. close built back. Wheelbase as illustrated 36in. (or with optional straight seat tube 38in.). Track type rear ends. Clip and expander head. Wide clearance at all points to avoid "mud-clogging" and allow for wheel buckles. D section straight forks with solid crown and ends. Butted fork column. 1 1/2in. Westwood rims. Tandem spokes, 40 front and rear. Studded tyres. Non-slip pedals. Dunlop saddle on reversed L pin. 22T chainwheel. 6 1/2in. cranks. Bars to choice. Two-colour combination club colour finish. Complete specification with frame prices, etc. free on request.

"C.B." HOME TRAINER

Here is a sound and practical design, sturdy but silent-running home trainer at a price that brings it within reach of all racing men. A definite necessity to those wishing to continue training through the winter and a distinct asset in any club-room.



SPECIFICATION

Adjustable telescopic steel tube frame enabling it to be quickly adapted to any wheel-base and easily stored in small space. Rollers, which are interchangeable, are 6in. in diameter and the back one is adjustable to make the "going" hard or easy. Front drive is taken by a strong leather belt. Whole machine is finished in lustrous "C.B." glass-hard black enamel, front roller having white line to assist maintaining "centre." It is a sound, practical and reliable home trainer and carries the usual "C.B." guarantee.

PRICE **69/6** CASH

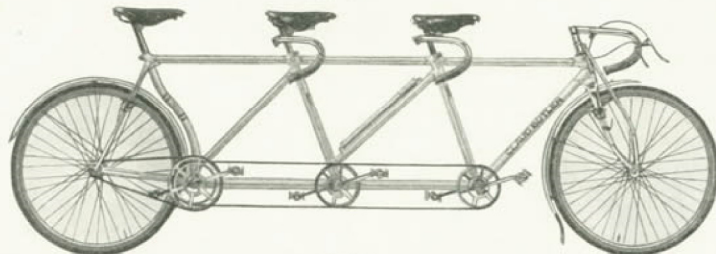
Easy Terms. 10/6 deposit and 12 monthly payments of 6/- each.

Ask Claud Butler to quote you

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



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.



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 hub 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.

THESE LETTERS FROM SATISFIED "C.B." RIDERS WILL INTEREST YOU

A few "bouquets" picked at random from among the many hundreds of letters which I am continually receiving from old and new members of the "C.B." School.

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).

TANDEM HILL-CLIMBING AMAZING

Dear Sir,
... received the "Ultra-Shortbase" Tandem in good order... and was immediately impressed by the sensible design. After a good trial I have found that absence of vibration is particularly noticeable, steering is light but very positive; and last, but by no means least, the hill-climbing performance and liveliness of the machine is nothing less than amazing...

Yours faithfully,
C.H.P. (Co. Durham).

THIS IS HOW IT GETS 'EM

Oh, woe is me, I am no poet,
But dear ole Claud
I'd like you to know it,
The machine you created
Is not over-rated,
It's Superior!
Stupendous!
Supreme!
She is light and very rigid,
And of hills she has no fear,
Her cut-away lugs and her beautiful lines
Makes the speedy racing man put up those faster times.
With apologetes to all poets!

Mrs. B. (Hemel Hempstead).

SHORT AND SWEET

Dear Sir,
I am certainly very pleased at the way the whole transaction has been carried out. In my opinion your methods and service are like your bikes—100%. With every good wish for your continued success.

Yours sincerely,
E.D.G. (Earlsfield, London).

UNPROFITABLE (TO ME) BUT NONE THE LESS APPRECIATED

Dear Sir,
It may interest you to know that my "C.B. Silver Arrow," bought second-hand several years ago, has survived two accidents and has given me no trouble whatsoever, although I have to ride it over rough country lanes every day.

Yours truly,
W.M. (Truro).

EGYPTIAN ENTHUSIASM

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).

CYCLING AT 90 ?

26/2/38.

Dear Mr. Butler,
It will no doubt interest you to know that on the 13th instant I completed 30,000 miles on the machine you built for me early in 1935. It has given the greatest satisfaction in every way and I cannot speak too highly of its efficient and sterling quality. Riding as I do every day in all weathers throughout the year is no mean test of durability. If I live to be 90—and still ride—as I shall optimistically hope so—it will be impossible to wear the "Claud" out.
All the best.

C.C.W. (London, N.W.10).

THAT'S WHAT I SAY!

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).

UNDER RACING CONDITIONS

Dear Sir,
May I say how pleased I am with the "C.B." Now that I have had time to appreciate the superior quality of the workmanship and materials in actual racing conditions I am more than satisfied that I invested in a cycle that is all and more than is said and advertised about it. I am proud to say that I broke the club's 25 miles road record on it and also find that even on steep track banking control is very steady and certain. Please send me "C.B." badge.
H.B. (Stockport).

SAVED A STAMP! (from two brothers)

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).

4,000 MILES—ONE PUNCTURE

Dear Claud,
... I have now done over 4,000 miles on the "C.B.", including camping and a considerable amount of rough riding, and so far the only trouble I have had is one puncture... this is a good advertisement of the quality of your cycles.

Yours faithfully,
B.W.B. (Ewell, Surrey).

IN AMERICA

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 four 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.DeL. (Philadelphia, U.S.A.).

AND IN SOUTH AFRICA

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

GENUINE APPRECIATION

Dear Claud,
Since receiving delivery of the "C.B. Anglo-Continental," I have put it through exacting tests in competition and am pleased to inform you that its performance reflects every credit on your staff, and I must also acknowledge that the enormous attention to detail is indeed very pleasing. The masterly design, coupled with the perfect building and beautiful finish, causes the machine to be constantly admired wherever connoisseurs gather as a fine piece of craftsmanship which serves to prove that the reputation you enjoy has been honestly earned. I might add that even before receiving the machine, so confident was I of complete satisfaction that I recommended a "first-year man" to enrol in the "C.B." ranks. He has since had delivery of his job and is absolutely satisfied. I am now endeavouring to enlist a further "Butlerite" via the "Super-Velo" which will, I think, perfectly suit his requirements.
Yours sincerely,
E.S. (Liverpool).

AS IF I WINK!

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 indeed" if ever you lost your interest.

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

AND SO IT GOES ON AND ON . . .

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 "All-Rounder" 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).

CLAUD BUTLER *famous all over the world*

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 col. 3. 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.

CASH ORDER.

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 custom 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.

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, 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. Larger 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.

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.

PRICE 6d. POST FREE

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 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.



Claud Butler for straight-forward and honest dealing