

Claud Butler

HIGH CLASS LIGHTWEIGHT CYCLES, TANDEMS

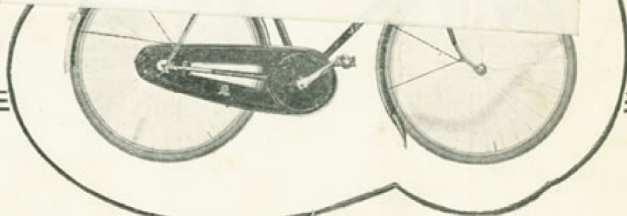
"C.B." machines can no longer be supplied with Simplex gears or other components of French manufacture and, according to materials available under present conditions it may be necessary to vary specifications in some way or another in order to expedite delivery. At all times however no effort will be spared to deliver machines as nearly as possible to the specifications quoted and with the minimum delay.

ABRIDGED PRICE LIST 1940

CLAUD BUTLER LIGHTWEIGHT RANGE, 1941

PURCHASE TAX PRICE REVISION

CODE NO.	NAME OF MODEL	LIST PRICE	PURCHASE TAX	TOTAL PRICE
5	Tourist Anglais	16 0 0	74/8	19 4 8
5.GC	Tourist de Luxe	16 18 0	78/11	20 16 11
6	Super Velo Steels	10 15 0	50/2	13 5 2
6.SP	Super Velo Sprints	12 10 0	58/4	15 8 4
7	Supreme Tourer	11 11 0	53/7	14 4 7
8	Anglo Continental	15 17 6	74/1	19 11 7
9	Mass Start	15 17 6	74/1	19 11 7
10	Super Arrow	9 15 0	45/6	12 0 6
10 AM	Super Arrow "A.M."	11 6 6	52/10	13 19 4
11	Continental Club	12 10 0	58/4	15 8 4
12	Sport Anglais	12 10 0	58/4	15 8 4
13	Silver Arrow	8 15 0	40/10	10 15 10
13.O	Silver Arrow with "Oppy" gear	10 7 6	48/5	12 15 11
14.R	International Road	14 14 0	68/7	18 2 7
15	Continental Classique	13 15 0	64/2	16 19 2
16.B	Lady Lightweight (Brampton)	13 17 6	64/9	17 2 3
16.C.B.	Lady Lightweight (CB)	10 5 0	47/10	12 12 10
17.B	Miss Modern (Brampton)	11 10 0	53/8	14 3 8
17.B	Miss Modern (CB)	10 5 0	47/10	12 12 10
18.S	Hyperlite Tourer	11 10 0	53/8	14 3 8
18	Hyperlite single speed	20 10 0	95/8	25 5 8
18.SPS	Hyperlite Sprints three-speed	18 2 6	84/7	22 7 1
18.SP	Hyperlite Sprints single-speed	20 10 0	95/8	25 5 8
20	Ultra Club Tan. single-speed	18 2 6	84/7	22 7 1
20.S	Ultra Club Tan. three-speed	18 7 6	85/9	22 13 3
20.F	Ultra Club Tan. four-speed	19 19 0	93/2	24 12 2
21	Ultra Shortbase single-speed	20 7 0	94/11	25 1 11
21.S	Ultra Shortbase three-speed	21 8 6	100/-	26 8 6
22	Ultra Sportif single-speed	23 0 0	107/4	28 7 4
22.S	Ultra Sportif three-speed	21 8 6	100/-	26 8 6
23	Polobike	23 0 0	107/4	28 7 4
		5 9 6	25/7	6 15 1





The man you are dealing with —
a personal concern with
personal supervision throughout.

We should worry !!

On all fronts the policy must be "keep on carrying on" and we have an obligation to those boys defending our liberties that we in turn shall defend with all our might the great game of "Cycling" which many of us have had to lay aside so abruptly at one time or another during our lifetime. Let us hope it will not be long before we shall all be back in the sport again.

The name "Claud Butler" is known throughout the World for straightforward and honest dealing. Claud Butler high class bicycles and tandems have been used in World's Championships and Olympic Games since 1930.

England, America, Denmark, Italy, France, Belgium, Switzerland, Holland, Germany, India, China, Africa etc., from all these countries I receive letters frequently telling me of further championships won by riders of "C.B." machines. There are very few (if any) countries where the cycling sport is popular that "Claud Butler" is not popular also.

I have myself competed, with some degree of success, in the majority of road and track events in this country and have enjoyed club riding, touring, camping etc., to a very great extent. As a consequence I have gained valuable experience as to how a real bicycle should be built. Furthermore I have been connected with bicycle manufacture all my life and now the whole of my energies are devoted to the improvement of the modern lightweight.

Each machine is a masterpiece of engineering, so delicate and light, yet so strong, sturdy and rigid that these famous "C.B." lightweights are seen in all parts of the World, often loaded with camping kit, demonstrating beyond all doubt that the lightweight bicycle of today built by a specialist is the only machine upon which one may experience fully the real pleasure of cycling.

The days of the mass-produced heavy roadster bicycle are gone—never to return. Place your confidence in me—you will not be disappointed—nothing is too much trouble and my advice will be gladly given on any problem connected with our great game.

Claud Butler

Please consider these points when ordering your new machine



A famous tourist and well known sportsman, Frank R. Nott, many years Hon. Secretary of the Balham Cycling Club, Road Secretary to the S.C.C.U. and Assit. Secretary S.R.R.A., with the Claud Butler touring bicycle on which he has covered over 50,000 miles in four years, most of it with 25 lbs. of "wig-wam" and kit on his numerous camping trips!

A frame design for every purpose. Choose the model that suits your style of riding, or the purpose for which it will be most generally used remembering that a natural riding position is the first essential to speedman and tourist alike. Science and actual practical personal experience is embodied in the "C.B." designs—utilise such advantages to your utmost benefit. Claud Butler's expert advice is always at your disposal if you are in doubt.

Raw materials are vitally important especially in the actual frame. This is the "heart" of the bicycle and on "C.B." machines is built of aircraft specification tubing having an average tensile strength of 50 tons per square inch plus maximum "fatigue resistance." This means, in laymans language, that a motor lorry weighing over 3½ tons could be suspended on a single wire of this high tensile steel no thicker than a lead pencil! In this way then strength and rigidity are allied to lightness.

Craftsmanship and pride of production go into the making of every Claud Butler and 75% of the highly skilled staff have served their apprenticeship in my employ. Each individual man is personally concerned in making every single machine he builds one that he himself would be proud to ride. This together with the resources offered by my complete and up-to-date workshop ensure complete and lasting service no matter how many miles you travel, no matter where you ride.

"C.B." finish. Here I add the final unique touch which gives every "Claud" that individual hall-mark of an exclusive masterpiece. With the Glass-hard Black and coloured enamels and the Lustre finishes, frames are first degreased and "cosletized" making them absolutely impervious to rust. It should be noted too, that, subject to reasonable care, (periodical polishing with a soapy rag) "C.B." double deposition chromium plating is guaranteed for ten years!

Wheelbuilding. I am particularly proud of "C.B." wheels, and have been frequently consulted by manufacturers of hubs, rims and gears, as to the best method of "lacing" the spokes etc; my experience in this direction is unparalleled and whether your machine be for touring for club-riding, business riding or racing, on road, grass track, six-day "boards" or continental pavé, you can rely with confidence on the quality of your "C.B." wheels.

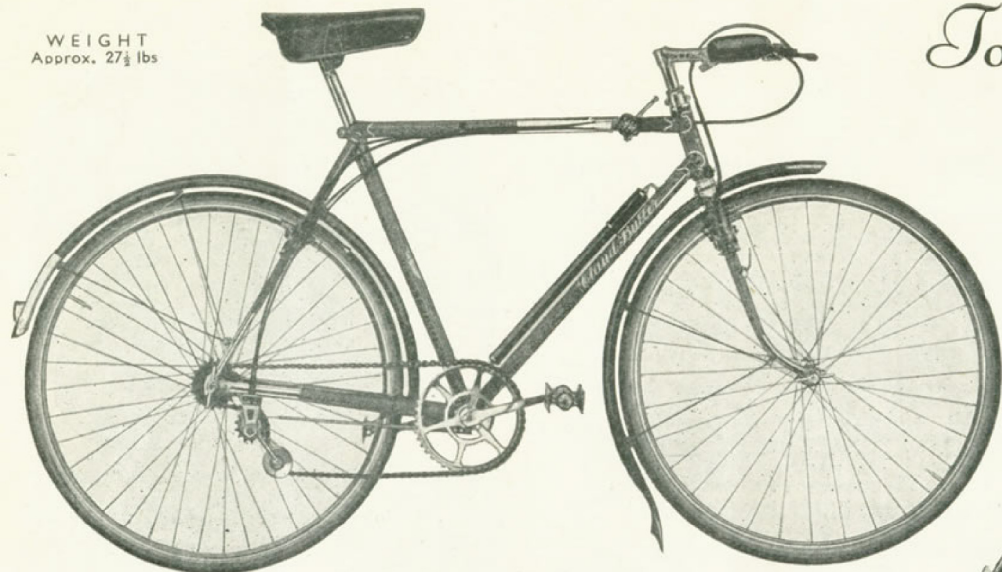


Victors in the Six Day race at Wembley 1938 on their Claud Butler track models, Albert Buysse and Albert Billiet, two of the worlds leading sprinters pictured with their laurels at the finish. Their long list of brilliant success include 2nd in Brussels "Six" 1939, 1st in the Antwerp "Six" 1939 and 1st in the Paris "Six" 1939. Practical demonstration of the "maximum-result value" of Claud Butler construction and design.

Final assembly. This is another phase of construction where men who are themselves cyclists intelligently put your desires into actual practice by the careful assembly and correct adjustment of the many complicated high grade component parts, variable gears, etc; which complete the simply operated, easy running and highly efficient modern "C.B." lightweight.

The "C.B." establishment is one of service to you. Nothing is too much trouble and my advice together with the assistance of my staff is freely at your disposal always. "C.B." machines now hold a pre-eminent position in the cycle world and the rapid progress of this establishment is the result of an expert and unique method of manufacture based on a policy of quality first, together with the loyal co-operation of an enthusiastic administrative staff, themselves keen cyclists, taking a personal interest in the progress of their firm through your individual order.

WEIGHT
Approx. 27½ lbs



Tourist Anglais

An elegant model designed specially for comfortable touring in all parts both at home and abroad. Built to individual specification on Continental lines it is an ideal machine for hilly country and enthusiastic tourists, being light yet speedy and responsive, sturdy and, above all, reliable.

NET CASH PRICE

£16-0-0

SPECIFICATION

FRAME: Size to order. Built throughout with double butted "531" alloy steel tubing. Taper butted D to round chainstays and taper seatstays completely brazed up. All usual "C.B." refinements brazed on. Angles 68° seat, 71° head. Wheelbase 41 inches. Low riding position.

FORKS: Taper gauge "531" blades. D to round section. Rake low down. Fork offset 2½ inches. Quick release solid ends.

WHEELS: 26 x 1¼ or 1½ in. chromlum Endrick or Dunlop Special Lightweight Steel rims for High Pressure tyres. Best D/B spokes. Claud Butler hubs.

GEARS: Cyclo derailleur as illustrated above or Sturmey Archer wide ratio 3-speed.

CHAINWHEEL & CRANKS: Lightweight 6½" cranks with detachable flanged chainwheel.

TYRES: Dunlop non-skid "Speed", or "High Pressure."

CHAIN: "Elite" ½" x ⅝" roller.

HANDLEBARS: "C.B." De Luxe Tourer flat bend as illustrated or North Road reversible raised or dropped on 2" or 3" extension. Sponge rubber grips

BRAKES: Front and rear Resilion Cantilever rim brakes or Internal expanding hub brakes to order.

MUDGUARDS: Bluemels "Ultra-light celluloid white or black with integral white patch on rear. Non rattle quick release fittings to brazed eyelets on forks and seat stays.

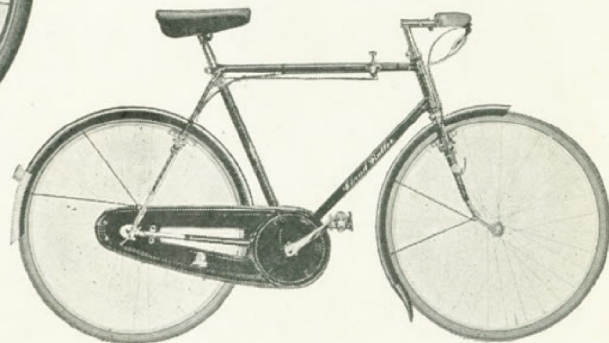
SADDLE: Brooks Champion B.66, or Lycett as illustrated.

PEDALS: Double sided or Quill type solid centre.

LUBRICATION: By force feed oil gun to head, bracket etc.

EQUIPMENT: Bluemels 15 x ⅞" inflater and large cape roll with tool pocket, tools and oil gun.

FINISH: Lustrous glass-hard black enamel frame and forks delicately lined out in gold. Front and rear fork ends and fork crown "C.B." chromium plated. Lustre or coloured enamel finishes with contrast lining no extra charge.



Tourist de Luxe

Design and specification based on the "Tourist Anglais" including oilbath gear case, "Winter" mudguards and Sturmey Archer wide ratio 3-speed gear. Cantilever rim brakes or internal expanding hub brakes to front and rear wheels entirely optional. Suitable alike for town and country business riding or pleasure.

NET CASH PRICE

£16-18-0

Hire Purchase Terms & Form with pleasure

WEIGHT

Approx. 21 lbs.
as illustrated.

**SPECIFICATION**

FRAME : Special semi-upright design with 70° parallel seat and head angles and 41" wheelbase. 10½" bottom bracket height. Built with double butted "531" frame tubes. Super cutaway lugs. Completely brazed up rear triangle. Pump pegs, mudward eyes, chain catch and lamp bracket bosses brazed on. Frame size to order.

FORKS : Abrupt 2½" offset rake as illustrated. 2" round blades solid ends.

WHEELS : Constrictor "Round Reinforced" maplewood sprint rims. Double butted spokes. "C.B." double cogged hubs.

CHAINWHEEL : Flanged interchangeable chain ring with 3-arm fixing in 6½" cranks.

TYRES : Dunlop No. 3 or No. 4 tubulars.

CHAIN : Coventry ¼" x ¼" Roller.

HANDLEBARS : Chromium plated Shallow Highgate bend as illustrated on "C.B." patent lugless adjustable stem. "C.B." grips.

BRAKE : Front or rear Monitor.

MUDGUARDS : Bluemels front extension only.

SADDLE : Mansfield Ormond or Brooks B.17 N.

PEDALS : Solid centre Quill racing type.

LUBRICATION : By force feed oiling system to head and bracket.

EQUIPMENT : Oil gun, cape or tubular carrier with tool pocket and tools. Bluemels celluloid pump. Detachable lamp bracket.

FINISH : "C.B." chromium plated front and rear fork ends and fork crown. Rest of frame and forks in medium blue, red or orange enamel or "C.B." coloured lustre. Delicate single contrast lining.

Super Velo (WITH "SPRINTS")

This high class but moderately priced Lightweight Racing model is essentially an English type. Built to specification on semi-upright angles, it incorporates sound material and component parts in an extremely lively and responsive design that I can thoroughly recommend for road racing at all distances and grass track events.

NET CASH PRICE**£12-10-0**

OPTIONAL EXTRAS

Front forks "C.B." chromium plated all over	...	5/9
Seat stays " " " " "	...	7/9
Chain " " " " "	...	7/9
Frame and forks completely chromium plated	...	29/6

Super Velo (WITH "STEELS")

An ideal clubman's model and one that will appeal to all classes of rider. Sleek in appearance, sturdy and reliable yet light and responsive in spite of a very comprehensive all round specification.

SPECIFICATION

Frame design angles and completions as "Sprints" model but fitted with 26 x 1¼" chromium plated Endrick rims, Dunlop "Sprite" wired on tyres and Bluemels white or black celluloid mudguards. Handlebars as illustrated or "C.B." shallow drop, Middleton, Bailey, etc., to order. A machine that can be rapidly adapted to racing requirements and will give years of good all-round efficient service.

NET CASH PRICE**£10-15-0**

Hire Purchase Terms & Form with pleasure

WEIGHT
Approx. 29½ lbs.

Supreme Tourer

A very practical Lightweight road model designed on orthodox lines with moderate seat and head angles, incorporating high quality raw materials and component parts in a rigid and responsive machine that is especially suitable for those requiring a comfortable, easy running variable gear model for general touring and business riding.

NET CASH PRICE **£11-11-0**

OPTIONAL EXTRAS

Dynamo lighting with front and rear lamp	...	25/-
Trigger handlebar control for Sturmey Archer gear	...	1/-
Hub brakes front and rear	... ..	17/6
"Satin Lustre" finish	... ..	6/6



SPECIFICATION

FRAME: Special "C.B." road design. Size to order. Built with "531" alloy steel frame tubes and super cutaway lugs. Completely brazed up rear triangle. Forward opening rear ends. Brazed on refinements including detachable lamp brackets, mudguard eyes, pump pegs etc. 68-degree head and seat angles. Wheelbase 42". Low bracket.

FORKS: D to Round section as illustrated with 2½" offset. Taper gauge butted fork blades.

WHEELS: 26" x 1¼" or 1½" Endrick rims, chromium or black finish. "C.B." hubs. Bayliss Wiley "Unit" rear hub supplied when Cyclo gear specified.

GEARS: Cyclo 3-speed derailleur with "Unit" hub, or Sturmey Archer 3-speed.

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

TYRES: Dunlop or Palmer.

CHAIN: Coventry, ½" x 1½".

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 3½". Marsh 16" or any to order. Patent lugless adjustable stem. "C.B." sponge rubber grips.

BRAKES: Front and rear Monitor.

GUARDS: Bluemel's full width, white or black with quick-release wing nuts attachment to brazed eyelets.

SADDLE: Brooks' B.11 or Lycett's special spring seat.

PEDALS: Double sided steel rat-trap or rubber. **LUBRICATION:** "C.B." Force feed to head, bracket etc. Oilgun supplied with tool kit.

EQUIPMENT: Bluemel's celluloid inflator. Tool kit. Detachable and adjustable lamp brackets.

FINISH: "C.B." new glass-hard black or coloured enamel, guaranteed fadeless olive green or any colour lustre with "C.B." chromium-plating to front and rear frame ends and fork crown.

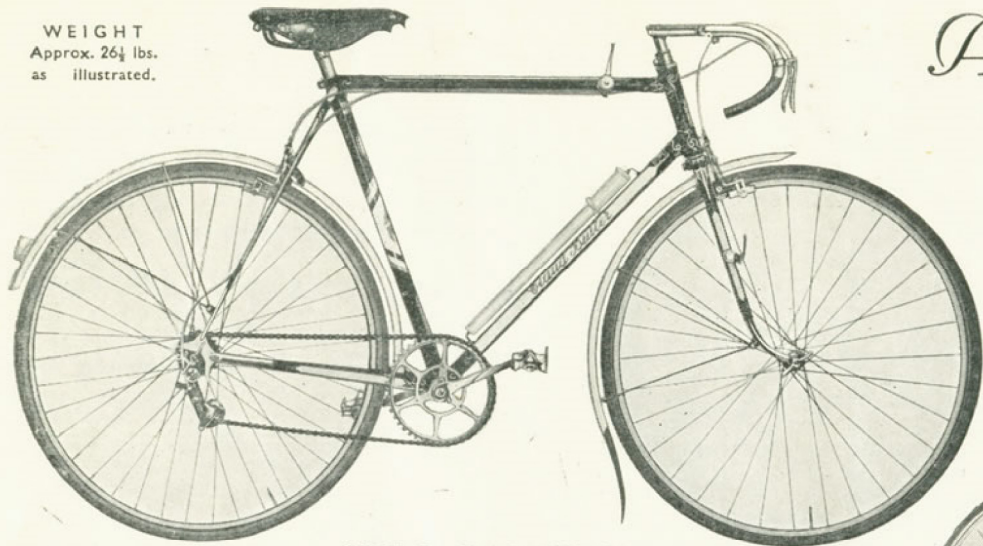
OUT WITH 'THE BOYS'



★ Week-end and evening runs to familiar and new places hold a special fascination whether alone or in pleasant company such as this. Enthusiasm for our health giving pastime grows rapidly astride a "C.B."

Hire Purchase Terms & Form with pleasure

WEIGHT
Approx. 26½ lbs.
as illustrated.



SPECIFICATION

FRAME: Exclusive "C.B." "Anglo-Continental" design with 70" seat and 73" head. Unique cutaway lugs. Double butted "531" alloy steel tubing throughout. Finely tapered and chamfered seat stays. Specially rigid D section chain stays. "C.B." Continental rear frame ends. Wheelbase 40½". All "C.B." refinements brazed on. Frame size to order.

FORKS: Taper gauge "531" blades, rake as illustrated, 2" offset, ¾" round section. Genuine "Bastide" (French) crown. Central fork ends.

WHEELS: 27 or 26". Dunlop Special Lightweight Steel rims ("High Pressures") "C.B." chrome steel front hub and Bayliss Wiley Unit rear.

GEAR: Simplex "Champion du Monde Professional" 3-speed racing derailleur or Cyclo "Oppy."

CHAINWHEEL: Detachable single-flange chain-wheel with 6½" 3-pin fixing cranks.

TYRES: Dunlop High Pressure 26 or 27".

CHAIN: Elite ½ x ¼" roller.

HANDLEBARS: Duralumin alloy adjustable stem with Aerts bend. Grips bound with tape.

BRAKES: Two "C.B." special lightweight calipers giving ample tyre clearance and facilitating easy wheel removal.

MUDGUARDS: Bluemels "Ultra-light" white or black celluloid, with quick release clip fittings.

SADDLE: Brooks' "Champion Flyer," B.17 or to order, on light steel seat pin.

PEDALS: "C.B." solid centre race, or Boa.

EQUIPMENT: Bluemels 15 x 7/8" inflator, tubular tyre or cape carrier with tool pocket and tools, force feed oilgun etc.

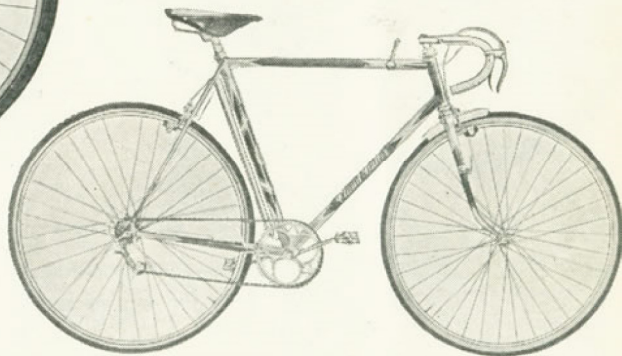
FINISH: "C.B." Continental hand panelled as illustrated, with glass-hard black enamel "Base" white panels and seat tube band. Panels delicately picked out in gold. International chevron bands on seat tube. "Script" transfer on down tube. Chromium plated front and rear fork ends and fork crown. This combination may be varied with any two colour contrasts in similar style.

Anglo-Continental

A modern version of the original "Anglo-Continental" model first introduced by Claud Butler. A scientifically designed "stayer" machine which, as its name implies, combines the best features of English and French bicycle construction.

NET CASH PRICE

£15-17-6



Mass Start (WELDED FRAME)

Welded by the Special "C.B." Process, I am able thus to build the "Mass-Start" model also with "531" alloy steel tubing and frames welded by this process are equal in strength and rigidity to the brazed type in every respect. The design illustrated is built specially for massed start racing but the specification may be varied to suit individual requirements and quotations will be submitted with pleasure on request.

Hire Purchase Terms & Form with pleasure

Price same as "ANGLO-CONTINENTAL"

WEIGHT
Approx. 26½ lbs.



Super Arrow (SINGLE SPEED)

A semi-upright all-purpose machine with a special appeal to those requiring a fast, light and "lively" club riding and racing model. Combining Continental features and high-class completion parts in a medium priced mount which commands the serious attention of all riders.

NET CASH PRICE

£9-15-0

OPTIONAL EXTRAS

Sturmey Archer "A.W." Wide Ratio 3-speed gear	23/9
Additional brake	5/6
H'bar trigger control to Sturmey gear	1/-
"Oppy" 3-speed derailleur gear	23/9

SPECIFICATION

FRAME: Built to special upright design in any size to order with Reynolds "531" high tensile steel tubing. 41" Wheelbase. 10¼" bracket height. "C.B. Super Cutaway lugs machined to special angles with straight tapered, solid brazed-up seat and chain stays. Mudguard eyes, detachable and adjustable lamp brackets, 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.

WHEELS: Chromium-plated Endrick 26" x 1½" rims, built up with double butted spokes on "C.B." Narrow Barrel chromium-plated double cogged racing hubs with locked cones.

CHAINWHEEL & CRANKS: Williams C.34 three arm 6½" cranks with 46T. chainwheel.

TYRES: Dunlop.

CHAIN: Coventry ½" x ½" roller.

HANDLEBARS: Lightweight adjustable stem as illustrated with 16" chromium-plated Bailey bend or to order. Coloured tape or grips optional.

BRAKE: Front or rear "C.B." Caliper with water-proofed covered cable.

MUDGUARDS: Bluemels white celluloid incorporating 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.

EQUIPMENT: Comprises Bluemels 15" pump, cape roll with tool pocket, tools and oil gun.

FINISH: Claud Butler "S.A. Special," consisting of glass-hard ivory enamel "base" with 6" 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. Alternative two-colour contrasts in the same style will be supplied to order if desired.

Super Arrow "A.M."

STURMEY ARCHER 3 SPEED MODEL

Frame design, specification and "completion parts" exactly as specified but with additional brake and Sturmey Archer "A.M." medium ratio 3-speed hub incorporating the following recommended ratios:—61.2 bottom, 70.3 normal and 76.8 top (or to order).

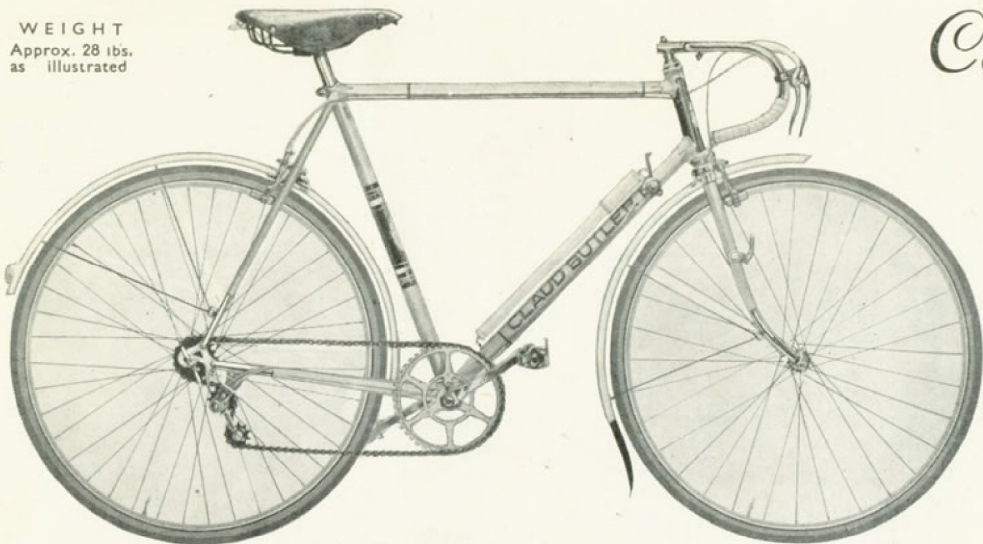
NET CASH PRICE

With 2 brakes and Sturmey
Archer "A.M." 3-speed.

£11-6-6

Hire Purchase Terms & Form with pleasure

WEIGHT
Approx. 28 lbs.
as illustrated



SPECIFICATION

FRAME: "C.B." Continental design with 70" seat and 73" head, 41" wheelbase and 10 1/4" bracket height. Built with double butted "531" steel tubing. Completely brazed-up seat and chain stays. "C.B." Continental rear fork ends. Pump pegs, mudguard eyes, chain stay protector and detachable lamp brackets, brazed on. Two point suspension head bearings.

FORKS: 3/8" Round section Continental rake, as illustrated, with Bastide (French) crown.

WHEELS: 26" x 1 1/4" Chromium-plated Endrick rims, built on British Hub Company's front hub. Bayliss Wiley Unit rear hub, providing rapid interchangeability of derailleur cogs.

GEARS: Cyclo "Oppy" 3-speed derailleur gear with 14T-16T-18T. cogs, giving gears of 66, 75 and 85". (Recommended).

CHAINWHEEL: 46T. Williams C.34 chainwheel 3-pin detachable type with 6 1/2" cranks.

TYRES: Dunlop "Sprite" or "Speed".

CHAIN: Coventry 1/2" x 1/8" roller.

HANDLEBARS: Chromium-plated "Binda" (as illustrated), "Tour de France" or any to order, on patent adjustable lightweight stem.

BRAKES: Continental front and rear.

MUDGUARDS: Bluemels white or black with quick release brazed-on eyelets and wing nut fastening to seat stays and fork blades.

SADDLE: Brooks B.15.

PEDALS: Light weight double-sided "Universal" or "Quill" type.

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

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

FINISH: (a) "C.B." famous Silver with Red "S.A." double-panelled lining and seat tube bands. Metal badge on head tube. Chromium-plated fork crown and Olympic bands on seat tube. Alternative finishes:—

(b) As above, but with gunmetal grey lustre "base" and dark blue lining and seat tube band.

(c) As above, but with medium Blue Lustre "base" and Gold lining and seat tube band.

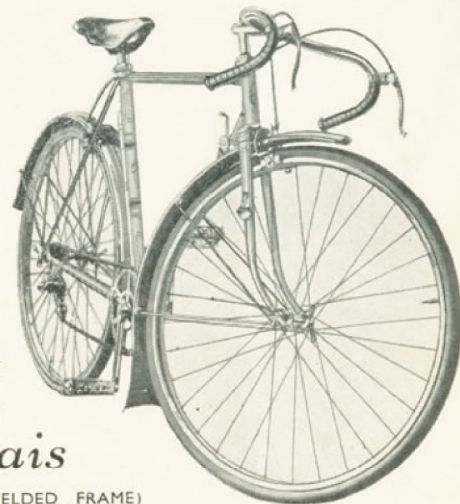
(d) As above, but with Copper Lustre "base" and Red lining and seat tube band.

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 that is specially produced for the enthusiastic clubman and ideal for racing, fast club riding and touring at all distances.

NET CASH PRICE

£12-10-0



Sport Anglais

(WELDED FRAME)

Specification as above but with "C.B. Process" welded frame including "531" alloy steel tubing. A true British-made "Continental" model.

NET CASH PRICE

£12-10-0

Hire Purchase Terms & Form with pleasure

WEIGHT
Approx. 27 lbs.

Silver Arrow

A masterpiece of individual lightweight bicycle construction—far ahead in a class of its own—specially appealing to all who are seeking a real up-to-date clubmans machine at a modest price. A really rigid and responsive lightweight, scientifically designed and built with modern high grade raw materials and component parts.

NET CASH PRICE

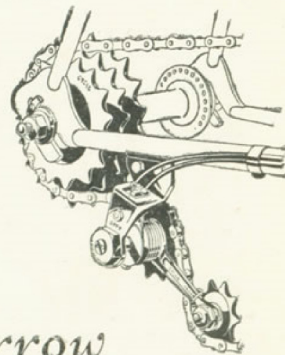
£8-15-0

OPTIONAL EXTRAS

Forks "C.B." Chrome plated all over	...	...	5/9
Frame & forks "C.B." chrome plated all over	...	...	29/6
Sturmey Archer "A.W." 3-speed gear	...	...	23/9
Additional brake	...	...	5/6

"OPPY" DERAILLEUR

A fine gear for racing man or tourist. Light in weight yet extremely efficient and always reliable. Supplied with Silver cable, chromium plated chain stay bracket and down-tube control quadrant. Wheel removal is unimpaired and a wide range of gear ratios are available.



Silver Arrow

With "Oppy" gear & 2 brakes

NET CASH PRICE

£10-7-6

SPECIFICATION

FRAME: Special design. Size to order. Built of Reynolds "531" tubing and unique design cutaway lugs saving weight and increasing strength. Straight tapered and brazed-up seat and chain stays. D to round taper gauge fork blades, rake as shown. Profiled fork crown. Mudguard eyes, pump pegs, chain catch and detachable lamp brackets brazed on.

WHEELS: Endrick chromium-plated 26" x 1 1/4" rims. "C.B." double cog hubs.

CHAINWHEEL & CRANKS: Williams 3-pin fixing flanged type with 6 1/2" cranks.

TYRES: Palmer "Super Speed" or "Pixie."

CHAIN: Coventry roller 1/8" x 1/4".

HANDLEBARS: "C.B." original as illustrated, 16" x 3 1/2" drop or to order on patent adjustable extension. "C.B." grips.

BRAKE: "C.B." caliper. Front or rear as desired

MUDGUARDS: Bluemels white celluloid with quickly detachable wing nut fitting to brazed eyelets.

SADDLE: Brooks "B.11" 4-wire with butt hide top (11 x 6") or Dunlop "CL.7"

PEDALS: Double-sided chromium-plated race type.

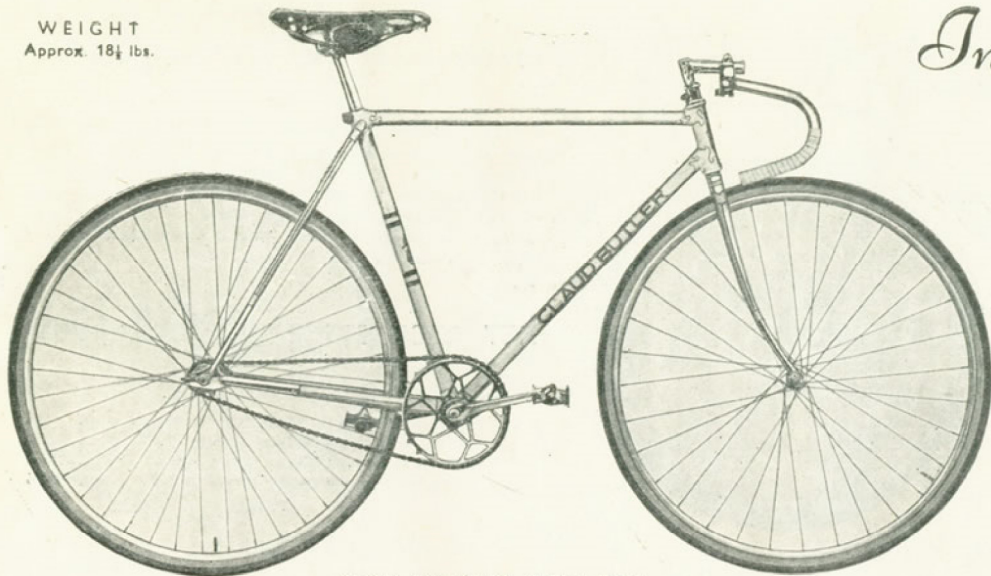
LUBRICATION: "C.B." Force feed to head, bracket etc.

EQUIPMENT: Bluemels pump, 15 x 1 1/2". Case 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.

Hire Purchase Terms & Form with pleasure

WEIGHT
Approx. 18½ lbs.



SPECIFICATION

FRAME: "C.B." Continental design with 72° seat and 75" head Wheelbase 40". Bracket height 11" with 27's (No clearance for mudguards) Built throughout with "531" tubing including D section chainstays and finely tapered seat stays. Clearance allowed for 1½" grass tyres.

FORKS: 1.13/16" offset ½" diameter. Rake as illustrated. Bastide fork crown.

WHFELS: 27" Tabuchi or Constrictor best wood sprint rims. "C.B." wide flange single cog path hubs. Best double butted spokes.

CHAINWHEEL & CRANKS: Special 5-pin fixing interchangeable and detachable type with 6½ or 7" cranks.

TYRES: Dunlop "No.2" smooth band, "No.6" file tread or "No.8" 1¼" grass.

CHAIN: 1 x 3/16" block.

HANDLEBARS: "Bailey" as illustrated, or any bend to order on "C.B." special own make sliding stem. Grips tanned.

SADDLE: Brooks "B.17" Sprinter or Mansfield "Ormönd" Sprint.

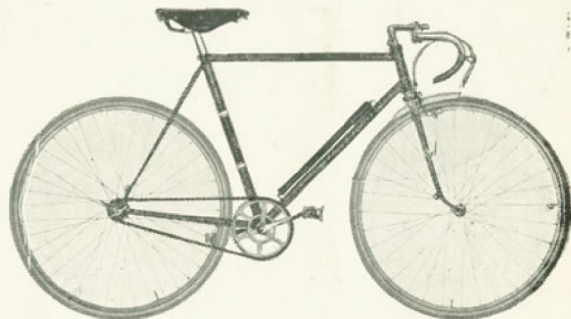
PEDALS: Special "C.B." Continental Path or Boa.

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

International Path

This model is intended for use on all classes of tracks (cement, grass, cinders or boards) and is designed on similar lines to the "C.B." machines ridden by those famous "Six-Day Stars" Albert Buysse and Albert Billiet. A longer front centre to centre measurement is incorporated however in order to allow more clearance for toe clips and straps.

NET CASH PRICE **£14-14-0**



International Road

WITH "HIGH PRESSURE" RIMS & TYRES

Angles as for the "International Path" model but with clearance at seat and chain stay bridges and fork crown for mudguards. Specification as illustrated above including Dunlop "High Pressure" tyres and rims, ½" pitch chain, front brake and pump. Forward opening fork ends. Usual brazed on "C.B." refinements.

NET CASH PRICE **£13-15-0**

Hire Purchase Terms & Form with pleasure

WEIGHT
Approx. 27½ lbs.

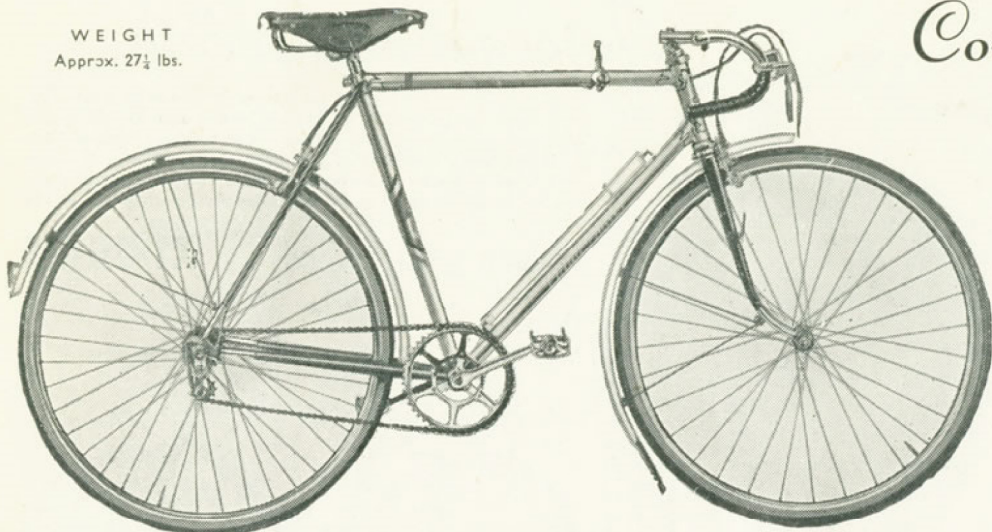
Continental Classique

A very attractive Continental model built on upright lines with varying angles to head and seat. Combining two-point-suspension type 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 time trials and mass start events.

NET CASH PRICE **£13-17-6**

OPTIONAL EXTRAS

Chrome front and rear ends as illustrated ...	...	8/6
Forks "C.B." chrome plated all over ...	...	5/9
Seat and chain stays "C.B." chrome plated ...	...	15/6
Frame and forks completely chrome plated ...	...	29/6



SPECIFICATION

FRAME: Angles 72° seat 74° head. Wheelbase 41½". Bracket height 10½" with 26's. Frame size to order. Double butted "531" tubing throughout. Completely brazed up frame with solid ends and usual "C.B." refinements including chainstay protector. Two-point suspension head bearings.

FORKS: Special resilient oval-taper-to-round blades. Continental rake 2½" offset.

WHEELS: 26 x 1½" chromium-plated Endrick rims with double butted spokes. "C.B." Light weight hubs. (Special "Unit" rear hub on 3-speed with integral freewheel to take interchangeable derailleur cogs).

THREE-SPEED GEARS: Simplex "Professional" or Cyclo "Oppy" derailleur.

CHAINWHEEL & CRANKS: Williams C.1200 light steel Continental with detachable chainwheel.

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

CHAIN: Coventry ½ x ½" roller.

HANDLEBARS: "Tour de France" "Pelissier" or "Bailey" chromium-plated bend on lightweight expander stem. Taped grips.

BRAKES: Two brakes inclusive front and rear.

MUDGUARDS: Bluemels white celluloid with quick-release fastening to brazed eyelets.

SADDLE: Mansfield Ormond or Brooks "B.17N"

PEDALS: Quill type racing pedals suitable for use with any make of toe clip and strap.

EQUIPMENT: 15" celluloid pump. Tool roll with tools and oilgun etc.

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

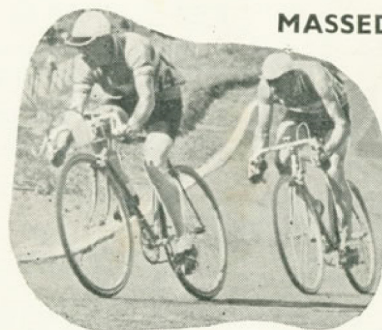
FINISH: (a) Bronze Yellow glass hard enamel "Base" with 6" band on seat tube, double panelled lines on all frame tubes and lug edges picked out in contrasting Amber Brown. Fork crown "C.B." chrome plated.

Alternative finishes:—

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

(c) As illustrated, with frame in one colour and forks, seat tube band, chain and seat stays in contrast. (Chrome fork ends extra—see above).

MASSED START RACING



★ Scene from an English massed-start race. Two riders make a break-away and drop the "peleton" far behind. Team work is vital in this spectacular form of racing which provides plenty of thrills for riders and spectators alike.

Hire Purchase Terms & Form with pleasure

WEIGHT
from 26 lbs.



SPECIFICATION ("C.B. fittings)

FRAME: Exclusive "C.B." design as illustrated, with additional twin fine taper stays across "rear triangle." Rigidity absolutely equal in every respect to the normal diamond design "Miss Modern" frame. Built with Reynolds "531" double butted tubing. Chain catch pump pegs, mudguard eyes and lamp bracket bosses brazed on. "C.B." Super Cutaway lugs. Frame size to order. "Wheelbase 41". Low bottom bracket.

FORKS: Specially designed "C.B." comfort rake of particularly strong yet resilient construction, with solid quick release fork ends.

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

CHAINWHEEL & CRANKS: Williams C.1000 detachable 3-pin chainwheel with 6 1/2" cranks.
TYRES: Dunlop 26 x 1 1/4" "Speed" or "Sprite"

CHAIN: Elite 1/2" x 3/4" roller.

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

BRAKES: Monitor chromium plated. Front and rear.

MUDGUARDS: Bluemels celluloid white, or black with moulded-in white patch.

SADDLE: Brooks B.18 Ladys', or to order.

PEDALS: Double sided steel, rubber, or quill type.

EQUIPMENT: Bluemels pump, oilskin carrier with tool pocket, tools and oilgun.

LUBRICATION: By force feed system.

FINISH: Silver-Blue new (Exclusively "C.B.") Satin Lustre, recommended. "C.B." famous Silver or Silver-Blue Lustre finishes entirely optional. Chromium plated front and rear fork ends and fork crown.

SPECIFICATION WITH BRAMPTON FITTINGS

Incorporating Brooks S25/NH, B.11 or Lycett A2L saddle, Coventry chain, Palmer "Super-speed" or "Pixie" tyres, Williams C.34 chainwheel and cranks and two caliper brakes. Otherwise as above.

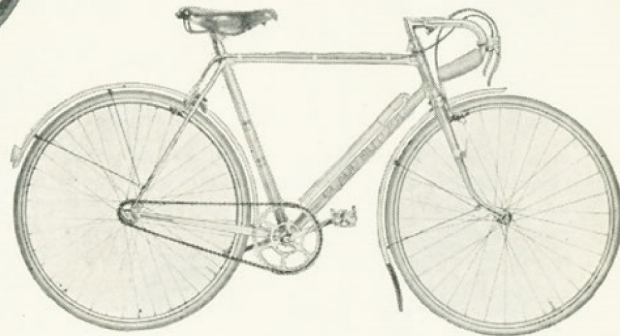
Lady Lightweight

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 with strength in the right places, yet light and easy running.

NET CASH PRICES

BRAMPTON FITTINGS **£10-5-0**

CLAUD BUTLER FITTINGS **£11-10-0**



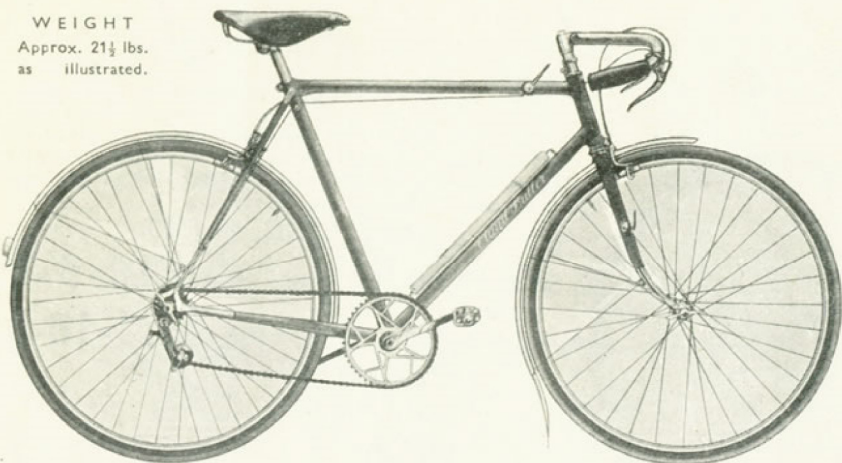
Miss Modern

As illustrated above. Special design "diamond" frame with short top tube enabling lady riders to assume a normal position without being the least bit over-reached.

PRICES SAME AS LADY LIGHTWEIGHT

Hire Purchase Terms & Form with pleasure.

WEIGHT
Approx. 21½ lbs.
as illustrated.



The finest Bicycle in the World.

Built specially to order for the connoisseur, this machine embodies the most-up-to-date features of modern bicycle construction in a de luxe model, appealing solely to the rider who will have the best. Details may of course be varied to suit individual riders and special quotations together with expert personal advice will be submitted with pleasure upon receipt of specification or requirements, stating height, weight and inside leg measurement.

It is possible to build a bicycle still lighter, but then the strength and rigidity would be sacrificed. I prefer to build only the lightest machines consistent with strength and maximum performance, discarding freakish components and tubing, the use of which is entirely rejected by the "C.B." establishment.

Hyperlite (SINGLE SPEED)

This model which weighs less than 20 lbs. is normally supplied (specification similar to the "Hyperlite Tourer") with double-cog rear hub, fixed wheel transmission and one brake. Free wheel and additional brake can be included however for 17/6 extra, or as desired.

NET CASH PRICE **£18-2-6**

Hire Purchase Terms & Form with pleasure

Hyperlite Tourer

The lightest all-steel-frame bicycle it is possible to produce consistent with maximum performance. The "Hyperlite" is comparable with any duralumin frame bicycle on the market, yet the weight is saved without detrimental effect by painstaking detail attention to tube specification, lug-filing and fittings. Exceptionally rigid in spite of its light weight it will stand any amount of hard wear and carries my full guarantee.

NET CASH PRICE **£20-10-0**

SPECIFICATION

FRAME: Special design Ladys' or Gent's. Size to order, angles optional. Built throughout with double butted "531" alloy steel tubing. Lugs beautifully filed and "feather edged." Fine taper gauge stays, completely brazed on. All usual "C.B." refinements (and gear parts if desired), brazed on.

FORKS: Resilient D section blades of taper gauge. Rake as illustrated.

WHEELS: Tabucchi or Constrictor duralumin alloy "wired-on" rims. Special ultra light hubs. Duralumin wing nuts.

GEARS: Simplex "Professional" or Cyclo "Oppy" 3-speed derailleur or Sturmey Archer 3-speed hub gear.

CHAINWHEEL: Williams "Dureel" duralumin chainwheel with 6½" high tensile steel cranks.

HANDLEBARS: Reversible raised, or dropped as illustrated, any shape duralumin bend and stem.

BRAKE: Duralumin rim brakes front and rear.

MUDGUARDS: Ultra-light celluloid White, or Black with White rear patch.

SADDLE: Mansfield "Ormond" with duralumin alloy frame-work Duralumin seat pin.

PEDALS: Double sided duralumin alloy.

EQUIPMENT: Oiling by force feed system. Oilgun, tools, tool roll and pump. Duralumin lamp brackets.

FINISH: Any colour or combination desired, with chromium plated front and rear fork ends and fork crown.

SPRINT MODEL

The "Hyperlite" (Single-speed or 3-speed) is supplied also with Duralumin sprint rims and tubular racing tyres. Less mudguards but specification otherwise as above, weight approximately 16½lbs.

PRICES SAME

Standard Tricycle (WITH ONE WHEEL DRIVE)



WEIGHT from 39 lbs.

Designed primarily as an emergency machine (suitable for pleasure and utility riding). This model is built with "C.B." one-wheel-drive axle and incorporates the usual "C.B." refinements so particularly essential to effortless tricycling. A really efficient and reliable lightweight machine for everyday use.

NET CASH PRICES

SINGLE SPEED (Fixed or Free Wheel)	19	GUINEAS
THREE SPEED (Derailleur Gear)	20	GUINEAS
THREE SPEED (Countershaft Gear)	21	GUINEAS

SPECIFICATION

FRAME : Size 21 or 23" Gents, 20 or 22" Lady's. Cutaway lugs, "531" Alloy-steel frame tubing throughout. Axle width 28" (will pass through an ordinary doorway). Unique chain adjustment Low riding position. 39 $\frac{1}{2}$ " wheelbase.

GEARS : Freewheel or fixed transmission on the single speed model. Derailleur 3-speed gear or Sturmey Archer 3-speed hub gear, mounted as a countershaft between the chain stays and in a direct line through bottom bracket and rear axle. This transmits the drive from chainwheel to offside of countershaft hub, through the gearing mechanism to the hub shell, thence by chain to the near-side-drive rear axle.

WHEELS : Endrick rims, 26 x 1 $\frac{1}{4}$ ", with Dunlop tyres.

HANDLEBARS : Raised as illustrated, or reversible raised or dropped on adjustable stem.

BRAKES : Front caliper (NOTE. Twin rear hub brakes 37/6d. extra). Front hub brake instead of caliper optional—no extra.

SADDLE : Lycett spring top comfort model as illustrated.

PEDALS : Steel or rubber.

FINISH : Black or coloured "C.B." glass-hard enamel or "C.B." Lustre. Chromium plated fork crown and usual bright parts.

EQUIPMENT : Tool roll, tools, oilgun for force-feed lubrication, lamp brackets and inflator.

SPECIFICATION

FRAME : Size to order Lady's or Gent's. Built with "531" alloy steel frame tubing and cutaway lugs to moderate angles of 68° parallel seat and h.a.d. Or as desired. 10 $\frac{1}{2}$ " bottom bracket height. 39 $\frac{1}{2}$ " wheelbase. 2" fork offset. 30 $\frac{1}{4}$ " axle. (28" axle—12/6d. extra.)

WHEELS : 26 x 1 $\frac{1}{4}$ " Endrick or "High Pressure" rims. Dunlop tyres.

CHAINWHEEL : Williams with 6 $\frac{1}{2}$ " cranks.

HANDLEBARS : As illustrated, Shallow Highgate, Tourer flat bends or any to order. Adjustable stems.

GEAR : As described for "Standard" model, above.

BRAKES : Resilion "Cantilever" front. (Twin rear hub brakes 37/6d. extra). Front British Hub internal expanding brake instead of "Cantilever," optional, no extra.

MUDGUARDS : Bluemels celluloid. White or Black.

SADDLE : B.17, B.66, Mansfield "Ormond" or to order.

PEDALS : Double sided or Quill race type.

FINISH : Famous Claud Butler Silver or any colour "C.B." Lustre or Enamel. Chromium fork crown and ends.

EQUIPMENT : Force feed lubrication with oilgun, tool roll, tools, lamp brackets and pump.

De Luxe Tricycle (WITH DIFFERENTIAL REAR AXLE)

Claud Butler tricycles have been used successfully in record attempts and open competition for many years. This model is the culmination of "C.B." experience in tricycle construction for these and other purposes including general touring and utility riding. The specification, intended for general work, can naturally be varied if desired and quotations will be submitted with pleasure on request.

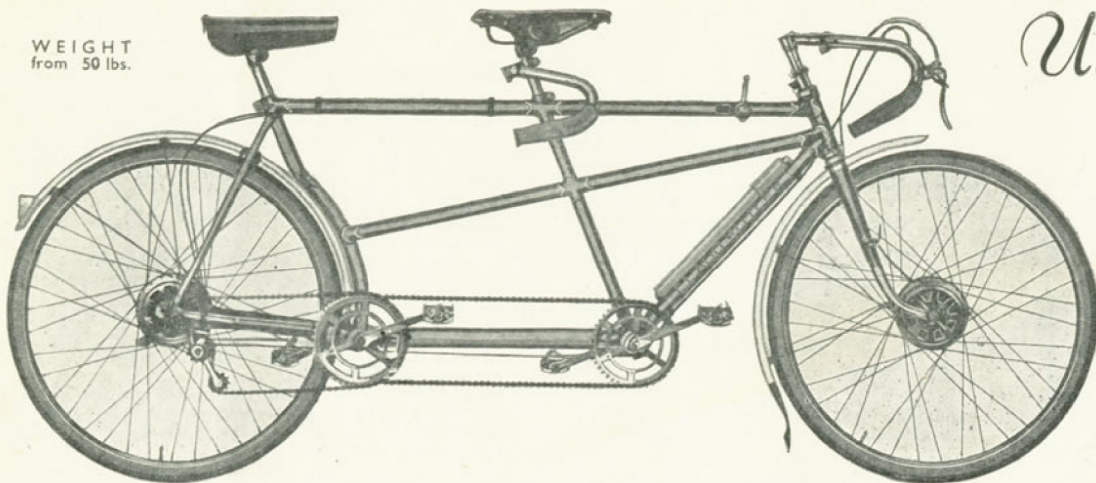
NET CASH PRICES

SINGLE SPEED (Fixed or Free Wheel)	22	GUINEAS
THREE SPEED (Derailleur Gear)	23	GUINEAS
THREE SPEED (Countershaft Gear)	24	GUINEAS



WEIGHT from 37 lbs

WEIGHT
from 50 lbs.



SPECIFICATION

FRAME: Size 21" front, 20½" back, or to order, "C.B." patent Ultra-Shortbase rear bracket and chain stay junction unit. Centre bar or double diamond design. "H.M." steel double butted frame tubes. "531" alloy-steel seat and chain stays. Unique cutaway lugs. Quick release frame ends. All usual "C.B." refinements brazed on. Wheelbase 59½".

FORKS: Built with "531" taper gauge blades rake as illustrated. 2½" offset.

WHEELS: 26 x 1½" Enderick rims, tandem gauge, 12/14 gauge single butted spokes. "C.B." D/C Narrow Barrel tandem hubs. Internal expanding hub brakes, front and rear (with "C.B." obscure type extended torque arm) if desired—no extra.

GEARS: Cyclo 3-speed Derailleur.

CHAINWHEEL & CRANKS: Williams Direct Drive chainwheels, ½ x ½". Three-pin fitting 6½" cranks.

TYRES: Dunlop 26 x 1½" tandem oversize or to order.

CHAINS: Coventry ½ x ½" roller.

HANDLEBARS: Shallow Highgate or "Bailey" with N.R.D. rear bend on reversible clip, or any shape to order. "C.B." adjustable handlebar stem.

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

MUDGUARDS: Bluemels White or Black with quick release fittings.

SADDLES: Brooks' "B.11" four wire with butted hide top or Dunlop "C.L.7" front. Lycett Lady's (all spring) rear.

PEDALS: Steel racing or quill type.

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

EQUIPMENT: Bluemels infator, 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 17/6d. extra).

Ultra Club Model

A fast, comfortable road model, suitable for "mixed" or all-male "crew." Built to the unique "C.B." Ultra-Short base design (patent No. 464,959) thus maintaining natural positions for both riders, eliminating drag on hills and improving performance generally. An extremely rigid and responsive lightweight machine with perfect steering and easy control at all speeds in addition to positive braking on both wheels.

NET CASH PRICE

SINGLE SPEED £18-7-6

THREE SPEED £19-19-0

Ultra Club "Four"

STURMEY ARCHER 4 SPEED MODEL

Frame design, specification and "completion" parts as above except for Sturmey Archer "A.F." or "F.M." Four Speed rear hub. Cantilever rim brakes are provided for front and rear unless otherwise specified by customer.

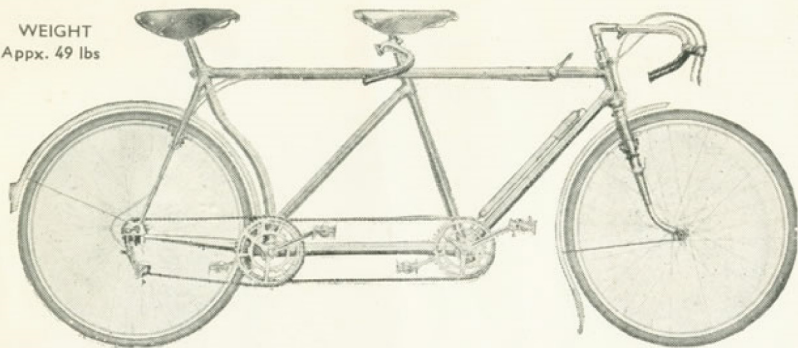
Gears available on the "A.F." hub are represented by the following recommended ratios (obtained with 48T chainwheel and 17T cog):—55 low, 66 second, 73 third and 80 top.

Gears available on the "F.M." hub, calculated as above, would be 49 low, 63 second, 73 third and 82 top.

CASH PRICE

£20-7-0

WEIGHT
Appx. 49 lbs



Equally suitable for touring or out and out speed work there's not a machine on the road to touch this "Ultra Shortbase" model. Here is the peak of perfection in tandem design and construction—the "Head of the Road."

NET CASH PRICES

SINGLE SPEED £21-8-6

THREE SPEED £23-0-0

Ultra Sportif (WELDED CONSTRUCTION)

Specification as above but built by the special "C.B." welding process. Design as illustrated on right including twin struts across rear triangle or double diamond design as above. Equal in strength and rigidity to the brazed type in every respect.

NET CASH PRICES

SINGLE SPEED £21-8-6

THREE SPEED £23-0-0

Ultra Shortbase (BRAZED FRAME)

SPECIFICATION

FRAME: My own patent design (No. 464959) with 59½" wheelbase and 22½" top tubes front and rear. Built with Reynolds double butted tubing throughout. Completely brazed up rear triangle. Centre bar or double diamond design. Beautifully cutaway lugs. Brazed on fittings. Sizes to order.

FORKS: D to round section taper gauge "531" blades in rake as illustrated. Solid quick-release fork ends. Detachable lamp bracket with boss brazed on right-hand side.

WHEELS: 26 x 1¼" Dunlop Endrick rims. Special gauge 12/14 single butted piano wire spokes. Hub brakes optional.

GEARS: Cyclo "Oppy" three-speed derailleur with top tube control.

CHAINWHEEL & CRANKS: Williams direct drive chainwheels with fluted cranks.

TYRES: Dunlop 26" x 1¼" Tandem. (Note: these are equal in section to a 1½" solo tyre).

CHAINS: Elite roller ½" x ½".

HANDLEBARS: Bailey front and North Road rear as illustrated with 2" extension on front bend and "two-way" double clip for rear bars which are adjustable and reversible.

BRAKES: Option of Cantilevers or hub brakes.

MUDGUARDS: Bluemels Ultralight White.

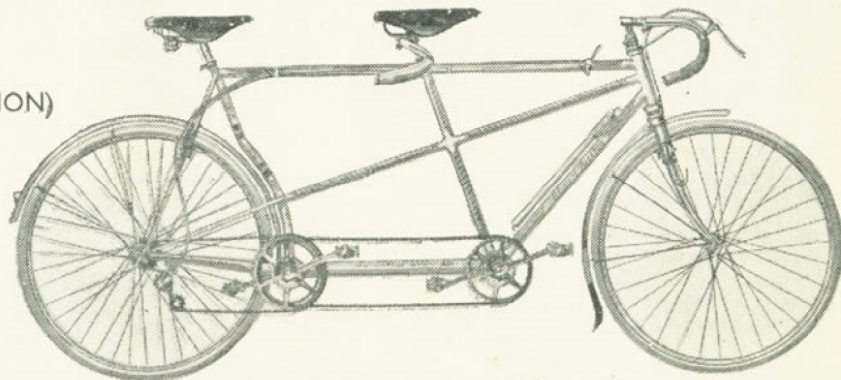
SADDLE: Option of J. B. Brooks "B.17" or Mansfield "Ormond" front. J.B. Brooks Lady's "B.16" or Lycett (all-spring) rear.

PEDALS: Quill type or double-sided racing.

EQUIPMENT: Comprises force feed oiling system with Tecalemit "Visagun" lubricator, pump, tool roll, tools and gear instructions.

FINISH:

- As illustrated. "C.B." famous original Silver with Blue "S.A." double-pannelled lining and band on rear seat tube. Metal badge on head tube. Chromium-plated fork crown and front and rear fork ends. Olympic bands on seat tube.
- As above, but with Light Green Lustre "base" and Gold lining and seat tube band.
- As above, but with Gunmetal Grey Lustre "base" and Dark Blue lining and seat tube band.

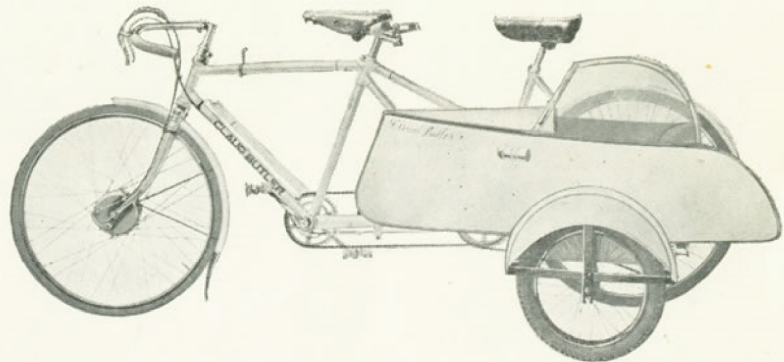


WEIGHT from 48 lbs.

Family Tandem

Here is a side car outfit I can thoroughly recommend. It will afford many additional happy hours for those who would otherwise be forced to curtail their cycling activities together, at least for a time, and is quite reasonably priced. Tandem is the "Ultra Club" (page 14) and the side-car a Watsonian No. 7 streamlined model.

NET CASH PRICE from **£24-0-0** (single speed)



Polobike

Designed as a result of personal experience on the polo field this machine is solidly constructed with a $14\frac{1}{2}$ " close-built back giving $36\frac{1}{2}$ " wheelbase as illustrated (wheelbase with optional straight seat tube $38\frac{1}{2}$ "). 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. Butted fork column. $1\frac{1}{2}$ " Westwood rims. Tandem spokes, 40 front and rear. Studded tyres. Non-slip pedals. Dunlop saddle on reversed L pin. 22T chainwheel. $6\frac{1}{2}$ " cranks. Bars to choice. Two-colour combination club colour finish.

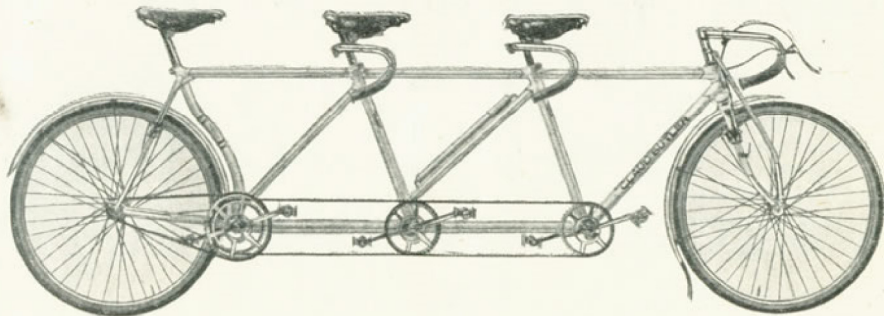
NET CASH PRICE

£5-9-6

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 invited to send in their own specification for quotation.

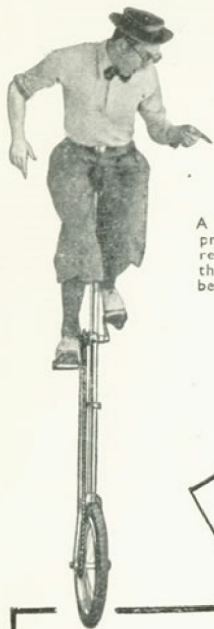
NET CASH PRICE from **£32-10-0**



.... and read what the riders say

Here is convincing evidence of Claud Butler superiority and irrefutable proof of my claim to build the lightest, fastest and most reliable machines of today. These letters are from actual riders, like you and me. Read what they say and judge for yourself.

A few "bouquets" representative of thousands received from all over the world. Originals may be seen at any time.



UNICYCLE

Made to order for a popular variety team who now own a large "stable" of "C.B." trick cycles, and illustrative of the wide range and varied nature of "C.B." productions.

London, N.W.10.

Dear Mr. Butler,

It will no doubt interest you to know that I have just completed 30,000 miles on my "C.B." machine.

It has given me the greatest satisfaction in every way and I cannot speak too highly of its efficient and steering 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 to—it will be impossible to wear the "Claud" out.

All the best,
C.C.W.

Philadelphia U.S.A.

Dear Sir,

In three years I have bought four "C.B." machines and my latest order has now been completed satisfactorily in every detail despite the distance of 3,500 miles that separates us.

I hope to have many more years of pleasant business association and if possible, the opportunity of renewing the personal acquaintance with you and your staff made on my last visit to England.

There is nobody from whom I could expect more courteous service and attention to my needs.

Sincerely yours,
A.F. de L.

Alexandria, Egypt.

Dear Claud,
Please accept my congratulations and best thanks for your fine design and excellent workmanship.

Without exaggeration my "Claud" has been admired by all in this cosmopolitan city, and many prejudiced in favour of bicycles constructed on the Continent (France and Italy). You do credit to the British cycle industry (and please note 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.

Co Durham

Dear Claud,
I received the "Ultra-Short-base" 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 and last but by no means least, steering is light but very positive; the hill-climbing performance and liveliness of the machine is nothing less than amazing.

Yours faithfully,
C.H.P.

Treboeth, Swansea.

Dear Mr. Butler,

... I should like you to know that I am more than pleased with my "C.B. Super Velo" model and can honestly say that she is the fastest and liveliest machine I have ever ridden.

... I can tell you I am proud of it."

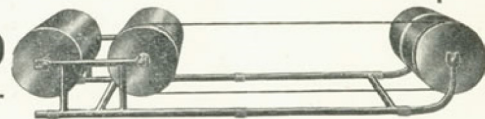
Yours faithfully,
D.W.J.

CLAUD BUTLER HOME TRAINER ROLLERS

A definite necessity to those who wish training to continue through the winter and a distinct asset in any club-room. The telescopic frame is easily adjusted to various wheelbases or collapsed to store in a small space.

PRICE

£4-0-0



Illustrations of road scenes by courtesy of "The Bicycle".



AIR MINISTRY A.I.D. APPROVED No. 49749/39.



Terms of Business

Prices in this catalogue are for prompt nett cash and are subject to alteration without notice but all orders on hand will be executed at the prices ruling at the time order was received. 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.

Damage in transit should be notified at once to carriers and Claud Butler. At the same time the instructions given on the Insurance slip

(sent by post on despatch of machine) must be carried out at once.

Cash Orders should be accompanied by a deposit of 20/- or more, balance being due and payable on advice of completion. Balance of purchase price is advisable before such notification at holiday periods when last minute orders may thus be completed without delay.

Overseas orders have been completed to the entire satisfaction of clients in all parts of the World, through the medium of the post. This is part of the "C.B. Service." Estimates cover-

ing cost of shipping, freight, packing and insurance charges will be sent with pleasure on receipt of your enquiry.

Specifications will be strictly adhered to so far as lays within my power. This catalogue however is being printed in war-time and difficulties may be experienced with regard to supplies of raw materials and component parts (particularly duralumin fittings). Should such become definitely unavailable, parts of equivalent quality and value will be substituted and/or the usual price adjustment allowed.

Guarantee

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 includes 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 will 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 pur-

chase 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 repaired by any other firm, (unless an approved "C.B." dealer) 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 of fitness for the purpose of cycling. This guarantee does not apply to defects caused by wear and tear, misuse, or neglect.



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