

As the result of a recent ruling by H.M. Customs and Excise Authorities in respect of Claud Butler Bicycles, Purchase Tax must now be charged at the rate of £25-3-9 0/0 on the retail value (i.e. approx. 5/0³/₄d. in the £). To counteract the effect of this slight increase on the actual total selling price of complete machines, these will in future be delivered carriage paid. 26.1.48.

CLAUD BUTLER LIGHTWEIGHT BICYCLES

Claud Butler lightweight bicycles and tandems are already well known in most parts of the world. While the first reaction may be to compare the price, it is necessary to consider the class of machine supplied. Claud Butler specialised methods of manufacture have little in common with the mass production of the average bicycle. Materials used are lighter and of a much higher grade (consequently more expensive) calling for greater skill in heat processes and manipulation generally. Strength is increased by mitring the tubes, thus obtaining a precise intersection of the frame members at each joint. An exceptional amount of time is spent in machining, cutting out and finishing the lugs or in the case of welded models, in dressing the welds to give the appearance of an almost continuous tube. This increases fatigue resistance by avoiding a rapid change of section. Lightweight bicycle manufacture is a much more scientific process than the building of the ordinary heavy roadster. Weight is reduced to a minimum consistent with strength and safety. There is no "trial and error" in C.B. methods. Specifications are the result of sound mathematical calculation and exhaustive tests. In the more expensive models finishes are well above average and components are carefully selected, many being exclusively manufactured by Claud Butler. The result is a bicycle many pounds lighter in weight, requiring much less effort, with far greater speed. And the appearance—well, let the machines tell their own story. You may be confident of the verdict because there are obviously very good reasons why the house of Claud Butler has earned such a high international reputation among discerning and racing cyclists. THE CLAUD BUTLER BICYCLE IS DIFFERENT.

Gent's Classique model No. 7



FRAME. Special design. Sizes: 21", 22" and 23". Built of light gauge steel tubing with cutaway lugs saving weight and increasing strength. Straight tapered and brazed up seat and chain stays. Mudguard eyes, pump pegs and detachable lamp bracket fitting integral with frame.

FORKS. D to round fork blades. Rake as shown.

WHEELS. Endrick 26" x 1 1/4" rims. Double cog hubs. Fixed cog and freewheel. Dunlop tyres.

TRANSMISSION. Fixed pattern

chainwheel and 6 1/2" cranks. Coventry roller chain, 1/2" x 1/4".

HANDLEBARS. "North Road" raised fixed bend and stem as illustrated.

BRAKES. Caliper type front and rear.

MUDGUARDS. Narrow section sports.

SADDLE. Four wire leather saddle as illustrated or spring top.

PEDALS. Steel or rubber.

FINISH. Glass hard stove enamel in Blue, Maroon, Grey, etc., with usual head badge.

NOT AVAILABLE
FOR HOME

Lady's Classique model No. 8

FRAME. Sizes: 20", 21" or 22". Open frame sports design with short reach from saddle to handlebars. Light gauge steel tubing. Cutaway lugs. Completely brazed up with straight tapered seat and chain stays. Usual refinements (mudguard eyes, pump pegs and detachable front fork lamp bracket fitting) brazed on.

FORKS. D to round blades. Rake as illustrated.

WHEELS. 26" x 1½". Endrick rims built on double cog hubs with fixed cog and freewheel.

TRANSMISSION. Fixed pattern chainwheel with 6½" cranks and Coventry ½" x ¼" roller chain.

TYRES. Dunlop 26" x 1½".

HANDLEBARS. Brazed up fixed "North Road" raised bend and stem as shown.

BRAKES. Front and rear caliper.

MUDGUARDS. Sports type narrow section.

SADDLE. Spring top as illustrated or four wire leather.

PEDALS. Rubber or steel.

FINISH. Glass hard stove enamel in Blue, Maroon, Grey, etc., with usual head badge.



See separate leaflet for 'Exportando' Model with 28" wheels

Hyperlite model No. 5



FRAME. Brazed lug frame. Sizes: 21", 22" and 23". Angles, 70° seat, 73° head. 41" wheel-base. Built throughout with Accles & Pollock "S.A.Q." or Reynolds "531" double butted alloy steel tubing. Completely brazed up rear "triangle" with finely tapered straight seat and chain stays. All usual "C.B." refinements brazed on.

FORKS. $\frac{7}{8}$ " round or D to round section. Taper gauge blades as illustrated. Offset 2". Solid quick release ends.

WHEELS. Endrick 26" x 1 $\frac{1}{4}$ " rims built on British double cog hubs with freewheel and fixed cog fitted. Dunlop tyres.

TRANSMISSION. Williams detachable chainwheel with 6 $\frac{1}{2}$ " cranks. Reynold "Elite" $\frac{1}{2}$ " x $\frac{1}{8}$ " roller chain.

HANDLEBARS. As illustrated Binda (or S. Maes or Pelissier) on 2" or 3" lightweight adjustable handlebar stem fitted with expander bolt. Rubber grips or adhesive tape.

BRAKES. Caliper with curved levers. Front and rear.

MUDGUARDS. Light alloy.

SADDLE. Brooks B.17 or B.15, or Mansfield No. 38N. racing.

PEDALS. Double sided or quill type racing.

FINISH. "C.B." Lustre in Copper, Silver, Silver Blue, or Ruby, or alternatively stove enamel in colour with delicate contrasting lines on all frame tubes. Chromium fork crown. Chevron bands, name in "script" and usual badge on head.

International Club model No. 1

Re-introducing the C.B. Welding technique proved so successful during the war years. Frame joints carefully blended to give a perfect streamline effect, so increasing resistance to fatigue. $\frac{3}{4}$ lb. (340 grammes) lighter than the brazed up bicycle yet absolutely equal in strength and rigidity.

FRAME. Sizes 21", 22" or 23". Welded construction incorporating a special alloy steel tubing (Reynolds "531" or Accles & Pollock "S.A.Q."*) which increases resistance to fatigue at the joints. Taper butted seat and chain stays, finely tapered and completely integral with main frame. All usual "C.B." refinements. Angles 70° seat, 73° head. Wheelbase, 41".

FORKS. Taper gauge blades. Rake as illustrated. Offset, 2". Solid ends.

WHEELS. 26" x 1 $\frac{1}{2}$ " Endrick rims. British hubs. Fixed cog and freewheel. Dunlop tyres.

TRANSMISSION. Williams chain-wheel with 3-pin 6 $\frac{1}{2}$ " cranks. "Elite" roller chain.

HANDLEBARS. As illustrated on

2" or 3" lightweight adjustable stem expander bolt fitting. Rubber grips or adhesive tape.

BRAKES. Front and rear caliper.

MUDGUARDS. Polished light alloy (or white or anodised alloy.*)

SADDLE. Brooks B.17 or B.15, or Mansfield No. 38N. racing type.

PEDALS. Double sided or quill.

FINISH. "C.B." Lustre finish in Copper, Silver Blue, Silver or Ruby, with chromium fork crown. Alternatively, coloured glass hard stove enamel with delicate contrasting lines. Chevron bands on seat tube. Name transfer in "script" on down tube and badge on head tube.

NOTE. — *According to availability.

The latest achievement of British Craftsmen



★ One of the new
WELDED models

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

Telephone: MACaulay 4583 (5 lines)

Telegrams: "BUTLER, MACaulay 4583"

Lady Lightweight model No. 6

FRAME. Special "C.B." design as illustrated with additional twin fine-taper stays to rear "triangle." Rigidity absolutely equal to gent's frame. Built with Reynolds "531" or Accles & Pollock "S.A.Q." double butted tubing. "C.B." special design cutaway lugs. Frame sizes: 20", 21" or 22". Low riding position. Usual brazed on refinements.

FORKS. $\frac{7}{8}$ " round or D to round section. Taper gauge blades as illustrated. Solid quick release ends.

WHEELS. 26" x $1\frac{1}{4}$ " Endrick rims built on British double cog hubs with freewheel and fixed cog fitted. Dunlop tyres.

TRANSMISSION. Williams detachable chainwheel with $6\frac{1}{2}$ "

cranks. Reynold "Elite" $\frac{1}{2}$ " x $\frac{1}{8}$ " roller chain.

HANDLEBARS. North Road Tourist pattern reversible bend (may be raised or dropped) on adjustable handlebar stem. Rubber grips.

BRAKES. Front and rear caliper.

MUDGUARDS. White celluloid or light alloy.

SADDLE. Brooks B.72 or similar (as illustrated).

PEDALS. Steel or rubber.

FINISH. "C.B." Lustre in Silver-blue, Copper or Ruby. Alternatively, coloured glass hard stove enamel with delicate contrasting lines. Usual "C.B." transfers on down tube and head. Chromium fork crown.



All frames receive anti-corrosive treatment prior to enamelling

Lady's International model No. 2

The most outstanding Lady's bicycle now produced

★ One of the new
WELDED models



FRAME. Sizes 20", 21" or 22". Exclusive "C.B." design as illustrated with twin fine-taper struts to rear "triangle." Rigidity absolutely equal to gent's frame. Welded construction. Weight, approx. $\frac{1}{2}$ lb. (340 grammes) lighter than brazed frame. Built with a special alloy steel tubing (Accles & Pollock "S.A.Q." or Reynolds "531") which increases resistance to fatigue at, or near the joints. Taper butted seat and chain stays, finely tapered and completely integral with main frame. All usual "C.B." refinements brazed on.

FORKS. $\frac{1}{2}$ " round or D to round section taper gauge blades as illustrated. Solid quick release ends.

WHEELS. Endrick 26" x $1\frac{1}{2}$ " rims built on double cog British hubs fitted with fixed cog and freewheel. Dunlop tyres.

TRANSMISSION. Williams 3-pin fixing detachable chainwheel with 6 $\frac{1}{2}$ " cranks, Reynold "Elite" roller chain, $\frac{1}{2}$ " x $\frac{1}{4}$ ".

HANDLEBARS. Tourist North Road pattern reversible bend (may be used either raised or dropped) on adjustable stem. Rubber grips.

BRAKES. Lightweight caliper front and rear.

MUDGUARDS. Light alloy.

SADDLE. Brooks B.72 (as illustrated) or similar.

PEDALS. Steel or rubber.

FINISH. "C.B." Lustre finish in Copper, Silver or Ruby. Alternatively, coloured glass hard stove enamel with delicate contrasting lines. Usual "C.B." name transfer on down tube and badge at head. Chromium fork crown.

Gent's Super Arrow No. 3

FRAME. "C.B." welded construction to special design. Sizes: 21", 22" or 23". Built throughout with light gauge high grade steel tubing. Weight, approx. $\frac{1}{2}$ lb. (340 grammes) lighter than brazed frame. Tapered seat and chain stays. All usual refinements brazed on.

FORKS. D to round section blades. Rake as shown.

WHEELS. Endrick 26" x 1 $\frac{1}{4}$ ". Double cog hubs. Fixed cog and freewheel. Dunlop tyres.

TRANSMISSION. Fixed chain-wheel with 6 $\frac{1}{2}$ " cranks. Coventry $\frac{1}{2}$ " x $\frac{1}{8}$ " roller chain.

HANDLEBARS. "C.B." shallow drop bend as illustrated or other shapes according to availability. Adjustable expander stem.

BRAKES. Front and rear caliper.

MUDGUARDS. Narrow section sports.

SADDLE. Mansfield "Eclipse" racing or spring top.

PEDALS. Double sided steel or rubber.

FINISH. Claud Butler famous glass hard stove enamel in Blue, Maroon, Light Grey, Black or Red with usual transfers.

★ One of the new
WELDED models



Lady's Super Arrow model No. 4

Welded construction to special lady's sports-tourist design. Handlebars similar to "Lady Lightweight" model. 26" x 1 $\frac{1}{4}$ " rims and tyres. Otherwise as Gent's "Super Arrow" model described above. Also available in Light Blue stove enamelled finish with usual bright parts.

Specification may be varied to individual requirements subject to quotation

Packing & Shipping Data

Claud Butler lightweight bicycles are normally packed unassembled, but with wheels built, 25 machines (either of one type, or assorted) in two cases, as below:—

CASE "A". Containing frames, forks, mudguards, etc. Size: 6 ft. 9 ins. x 2 ft. 7 ins. x 2 ft. 4 ins. Gross weight, approximately 6 cwt.

CASE "B". Containing wheels (with tyres fitted), handlebars, etc. Size, 4 ft. 1 in. x 4 ft. 1 in. x 3 ft. 10 ins. Gross weight, approximately 5 cwt.

Other methods of packing may be entertained where necessary to meet the special requirements of any particular market.

Nett weights vary according to type of machine ordered.

Alternative Fittings

Some of the alternative fittings which may be incorporated in order specifications at extra charge (subject to availability).

1. Dynamo lighting set with front and rear lamp.
2. Battery lamp, front.
3. Battery lamp, rear.
4. Tool bag.
5. Spanners.
6. Bell.
7. Touring bag.
8. Hockey stick chain guard in finish to match frame.
9. Light alloy handlebar bend.
10. Light alloy handlebar stem.
11. Mudguards finished to match frame (only in blue or copper lustre).
12. Chromium fork crown.
13. Dunlop "High Pressure" tyres and rims.
14. Sturmey Archer 3-speed hub gear.
15. Sturmey Archer 4-Speed hub gear.
16. Cyclo derailleur 3-speed gear.
17. Cyclo "Oppy" derailleur 3-speed gear.

Guarantee

We guarantee every cycle bearing our transfer and purchased from us or through our agents, and all reasonable precautions have been taken to secure excellence in materials and workmanship. Should any defect in material or fault in workmanship be suggested at any time after purchase, we undertake to examine that part provided same is returned to us carriage paid. If after examination any fault should be found by us, we will replace or repair that part entirely free of charge. This guarantee does not apply to defects caused by accident, misuse, wear and tear, lack of proper oil or general neglect. Nor does it apply to parts not manufactured by us such as pedals, tyres, saddles, etc. In the case of defects arising with such parts however or where customers do not consider same are giving satisfactory service we will be prepared to give the benefit of any guarantee made by the manufacturers of such parts and will endeavour to assist customers in coming to a satisfactory arrangement with them. In the event of any claim under this guarantee, the alleged defected part must be returned to us carriage paid with name and address of sender attached. Covering letter must also be sent stating date of purchase and number of machine. Unless this is carried out, any part or complete machine returned to us will remain on the premises at the sender's (or owner's) risk. We do not hold ourselves responsible for any consequential damage or expense which may arise as a result of defective materials or workmanship. Machines from which our transfer has been removed or which do not bear our manufacturing number or that have since purchase been resold or been repaired by any other firm (unless an approved Claud Butler dealer) are not covered by this guarantee.

