

1952

Your nearest Dealer :-
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WATFORD.

Claud Butler

LIGHTWEIGHT BICYCLES

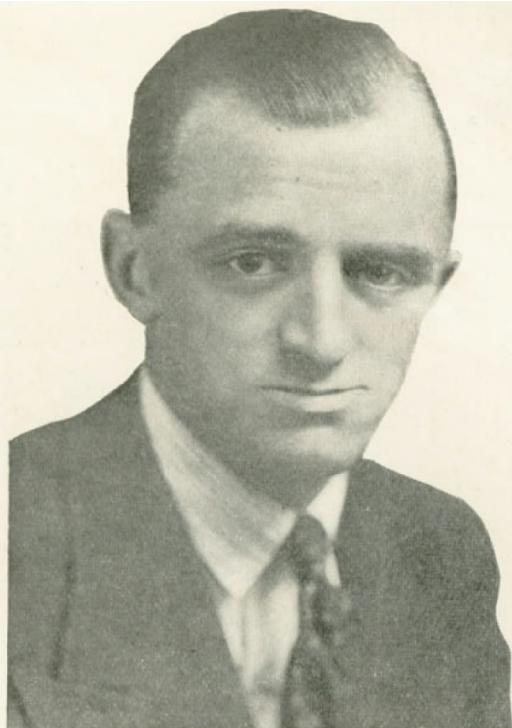


- ★ Machines for Touring, Club Riding, Massed Start, Time Trial and Track Racing.
- ★ Choice of welded, brazed or the now world-famous C.B. bi-laminated frame construction.
- ★ New components, fittings and features exclusive to the Claud Butler range.
- ★ The cycle you want, the design you need to get the best out of yourself, the finish you like, the price you can afford.
- ★ Expert design service at your disposal for frames to suit your own angles and dimensions.
- ★ Claud Butler himself personally at your service at the C.B. works, through C.B. Depots in the London area or Agents and Dealers throughout Great Britain and the World.

FAMOUS NOT ONLY FOR RACING . . .

Claud Butler also produces the finest Touring, Club-riding and General-purpose models. These too incorporate those sound designs, special materials, exclusive features and manufacturing techniques which have been developed, tested and proved in the long succession of victories by C.B. riders in both classic and local events all over the world. And these riders continue to demonstrate with each fresh triumph the fundamentally superior technical ability and craftsmanship embodied in all Claud Butler bicycles.

"The Champions' Choice"



TEAMWORK !

In introducing my 1952 Lightweight Catalogue, I contend it is the finest range of machines my fellow workmates and I have ever produced.

The very best use is made of modern high-class materials in the construction of these world-famous C.B. productions. . . . From the conference room to the drawing office, to the machine shop, the frame building shop,

the filing section, the plating and enamelling department, so through to assembly, inspection and final testing, packing and despatch—it's an eye-opener in these days of haste (and a real contrast to "mess" production).

You are welcome to come along and have a chat to these craftsmen who take such a pride in building your machine. You only have to drop me a line saying when you would like to see what's going on. You know we here are only vain mortals and like to show off at times—so please come and see us.

Now I'm not "coming the old soldier," or "line-shooting," nor is it "flannel" when I say (and others all over the world do also) that there is no country on the Continent or elsewhere that can hold a candle to us.

We here work as a team—there's Anne who makes the tea, there's "Smiler" who unloads supplies.

Take this catalogue, another team effort. We all have a say about what's going into it.

Then there's the girl who types answers to your technical queries and the cheerful soul who cleans up in the mornings, "Bill" who shuts up at night—all count in that harmonious team in producing the final happy result—the perfect Lightweight.

And don't forget our long-suffering C.B. dealer whom you keep up half the night discussing your specification or the time you HOPE to put up on Sunday!

Cheerio—I'll be seeing you,

Claude Butler

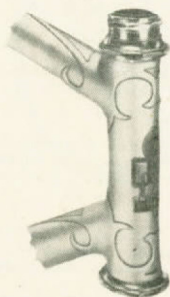
Exclusive Features

of CLAUD BUTLER LIGHTWEIGHT BICYCLES

Every Claud Butler Lightweight has its numerous special features, some examples of which are given below. It is such imaginative conceptions, scientifically designed, brilliantly produced and proved sound by practical test, which demonstrate the go-ahead policy of this Establishment and provide one of the many reasons why Claud Butler is always in the lead.

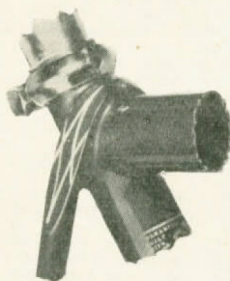
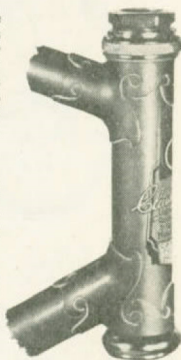
C.B. BI-LAMINATED CONSTRUCTION

The greatest advance in frame building technique since the evolution of the "safety" bicycle. 25 per cent. stronger than the ordinary brazed joint, as proved by official N.P.L. tensile test. Enables me to build your frame to any desired angles (if practical) without lug "pulling." Proved sound by practical demonstration on the roads and tracks of the World. (Including all post-war World's Championships and Olympic Games series.) **THIS IS THE TYPE OF FRAME CONSTRUCTION WHICH I RECOMMEND.**



(1) **AVANT-COUREUR SPÉCIAL BI-LAMINATIONS.** As illustrated on left. Judge for yourself the attractive appearance, rugged strength, neat design and light weight of this Super bi-laminated frame jointing technique. Now standard specification on "Avant-coureur Special" and "Olympic Sprint" models.

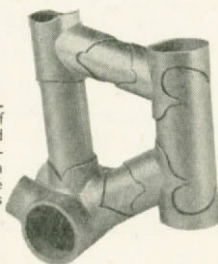
(2) **NEW ALLROUNDER BI-LAMINATIONS.** As illustrated on right. The original C.B. design elaborately feature cut, bringing the advantages of this revolutionary bi-laminated technique within reach of all lightweight enthusiasts.



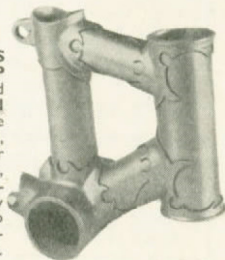
(3) **C.B. WRAPOVER SEAT STAY TOPS.** Originally introduced on C.B. Path models, this feature so effectively stiffens up the rear triangle whilst improving the appearance of the seat cluster that I now include it on the majority of road models as well.

(4) **THE C.B. SEAT CLIP.** Die cast in phosphor bronze, chromium plated and fitted with an effective 5/16" dia. bolt and nut, this is by far the most efficient seat clip now in use.

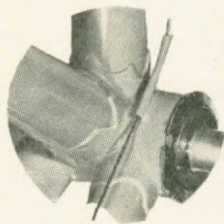
(6) **C.B. UNIVERSAL CLUB LUGS.** A set of strong lightweight pressed lugs, quite attractively cut-away, retaining strength whilst improving appearance and resulting in a first-class job at reasonable cost.



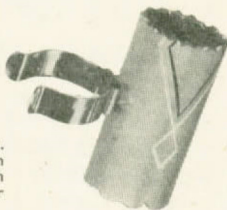
(5) **C.B. WORLD'S CHAMPIONSHIP SPRINT LUGS.** Produced from really high grade steel throughout (including the bracket shell), these lugs, whilst being slightly thicker than the average pressed lug, are effectively and decoratively lightened by the very attractive cutaway feature, so building up a light but immensely strong brazed frame.



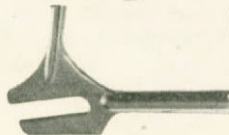
(7) **C.B. SPECIAL GUIDE TUBE** at bracket for exposed gear cable. By far the most effective method used for open gear cables on the market to-day.



(8) **C.B. SPRING PUMP CLIPS.** Here, again, C.B. in the lead! Fastest possible release and replace with pump meanwhile safely and securely held in position without rattle. Clips themselves can be removed or replaced simply by removing one screw.



(9) **C.B. PATH REAR ENDS.** These rugged ends are but one of the many reasons why C.B. Path models are so widely used. Made of 9 S.W.G. 30 tons per square inch steel, a full 2" slot makes provision for a wide range of gear ratios without interfering with total chain length.



The "Super Velo" model

Your first step towards **real** lightweight cycling. A reasonably priced general purpose mount possessing the authentic "lines" and genuine stamp of the true thoroughbred. The ideal machine on which to commence your "club" activities.



WEIGHT, from
26½ lbs. single speed.

TECHNICAL DATA

GENT'S

Angles, 73° head, 71° seat.
Top tube 1" dia x 22¾" long.
Fork offset, 2½".
Backs, 17½" C to C.
Front, 23½" C to C.
Bracket height, 10½" with 26's.
Overall wheelbase, 41".
Front ends, 3¾" wide.
Rear ends, 4½" wide.
Frame sizes, 21", 22", 23", 24".
Drg. No. B1003/ (see page 14).

LADY'S

Exactly as for "Lady Lightweight" model (page 9), Drawing No. B 1088/ (page 14), but without the additional struts across rear "triangle."

SPECIFICATION

FRAME SET. C.B. low-temperature process bronze welded construction throughout. Reynolds "531" or Accles & Pollock "Kromo" tubing with ½" dia. pencil seat stays fluted and chamfered at seat cluster. Mudguard eyes incorporated with fork ends front and rear. 15" pump pegs on down tube, brake cable stops under top tube. Gear lever boss on down tube. C.B. special guide tube at bracket for exposed gear cable (see fig. 7, page 3). Adjuster stop on R.H. chain stay. D section fork blades and steel crown, latter (and seat stay bridge) drilled for brakes. Continental head fittings. Brampton or Bayliss Wiley bracket fittings. Chromium plated detachable lamp bracket. Duralumin seat pin. Weight of frame set, 8 lbs.

CHAINWHEEL AND CRANKS. Three-pin detachable type with 6½" cranks and 46T chain ring.

HUBS. British Hub Co.'s narrow barrel Chromium plated racing pattern.

RIMS. Dunlop "Special Lightweight" (High Pressure) steel. Chrome plated.

TYRES. Dunlop "Road Racing" (High Pressure).

CHAIN. Renolds ½" x ¼".

GEAR. Cyclo "Benelux" or Simplex 3-speed. (4 or 5-speed gears or other types at normal price adjustment.)

FREEWHEEL AND COGS. Freewheel as specified with gear. (In the case of single speed models two fixed cogs are supplied.)

WING NUTS. Chrome plated with serrated washer.

PEDALS. Brampton or Phillips racing.

HANDLEBARS. Maes, or similar, polished duralumin alloy bend mounted on chromium plated steel stem. Expander fitting.

BRAKES. Shallow "stirrup" alloy caliper, with "hooded" levers. (Front brake only on single speed model unless otherwise specified.)

SADDLE. The famous Brooks B.17.

MUDGUARDS. Continental section aluminium alloy.

PUMP. Aluminium alloy, 15", with connector to suit "Presta" valves.

FINISH. Special Flamboyant Lustre in Wine red, Brilliant green or Peacock blue. (Frame and fork first "Bonderized.")

ALTERNATIVELY: Finished black, red, green or blue stove enamel with single contrasting lines. Tastefully "transferred" and with fork crown and front and rear fork ends chrome plated in all cases.

"SUPER VELO" FRAME SET as above (Model No. 38) - - PRICE £9 7 6

"SUPER VELO" COMPLETE MACHINES (Lady's or Gent's)

Model No. 38a. Single speed machine, specification as above. One brake, two fixed cogs.

Price (inc. £5 1 7 P. Tax) £26 16 10

Model No. 38b. Three speed machine, specification as above, including two brakes.

Price (inc. £5 16 7 P. Tax) £30 16 4

The "Super Arrow" model

Lady's or gent's, specification including 26" x 1¼" (or 1⅜") chrome plated Endrick rims, "Sprite" tyres, chrome plated steel handlebar bend (racing shape or raised—please state type when ordering), two steel brakes, fixed cog and freewheel. Lycett S.21 or L.99 saddle. Finished as "Super Velo" model above but fork crown only chromium plated.

"SUPER ARROW" FRAME SET (Model 37) - - - PRICE £8 15 0

"SUPER ARROW" COMPLETE MACHINES (Lady's or Gent's)

Model No. 37a. Single speed machine, as specified. Two brakes, fixed and "free."

Price (inc. £4 14 6 Tax) **£24 19 4**

Model No. 37b. With Simplex three speed. (16, 18, 20T freewheel.)

Price (inc. £5 4 10 Tax) **£27 14 2**

Frame sizes of models on this page exclude seat clip.

The "New Allrounder" model

Advantages of the famous C.B. bi-laminated frame construction, brought within reach of all in a moderately priced clubman's lightweight. A model which proclaims its rider a connoisseur among cyclists everywhere.



WEIGHT, single speed, from 26lbs.

TECHNICAL DATA

- Angles, 73° head, 71° seat.
- Top tube, 1" dia. x 22 $\frac{3}{4}$ " long.
- Fork offset, 2 $\frac{1}{4}$ ".
- Backs, 17 $\frac{1}{2}$ " C to C.
- Front, 23 $\frac{3}{4}$ " C to C.
- Bracket height, 11" with 27's.
- Overall wheelbase, 41".
- Front ends, 3 $\frac{1}{2}$ " wide.
- Rear ends, 4 $\frac{1}{2}$ " wide.
- Frame sizes, 21", 22", 23", 24".
Excluding seat clip.
- Drg. No. B1003/ (page 14).

SPECIFICATION

FRAME SET. Bi-laminated construction as depicted (fig. 2) on page 3. Design as set out above. Reynolds "531" or Accles & Pollock "Kromo" tubing with $\frac{1}{2}$ " dia. pencil seat stays fluted and chamfered at seat cluster. Continental rake fork with $\frac{3}{8}$ " dia. round section blades and $\frac{3}{8}$ " round steel crown. Lamp bracket boss on fork blade. Mudguard eyes integral with front and rear ends. 15" pump pegs on down tube, exposed brake cable stops under top tube, gear lever boss on down tube. C.B. special guide tube at bracket for exposed gear cable (see fig. 7, page 3). Adjuster stop on R.H. chain stay. Fork crown and seat stay bridge drilled for bolt-on brakes. Continental (expander type) head fittings. Brampton or Bayliss Wiley bottom bracket fittings. Chromium plated detachable lamp bracket. Duralumin alloy seat pin. Weight 7 $\frac{3}{4}$ lbs.

CHAINWHEEL AND CRANKS. Three-pin detachable type with 6 $\frac{1}{2}$ " cranks and 46T. chain ring.

HUBS. British Hub Co.'s narrow barrel Chromium plated racing type.

RIMS. 27" Dunlop "Special Lightweight" (High Pressure) steel. Chromium plated.

TYRES. 27" x 1 $\frac{1}{4}$ " Dunlop "Road Racing" (High Pressure).

GEAR. Cyclo Benelux or Simplex 3-speed. (Alternative gearing at usual normal price adjustment.)

FREEWHEEL AND COGS. Freewheel as specified with gear. (In the case of single-speed models two fixed cogs are supplied.)

WING NUTS. Chrome plated with serrated washer.

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

PEDALS. Racing pattern Phillips or Brampton.

HANDLEBARS. Polished duralumin alloy Maes, or similar, bend fitted in chromium plated steel stem. Expander bolt fixing.

BRAKES. Shallow racing pattern "Burlite," alloy caliper with "hooded lever." (Front brake only on single speed model unless otherwise specified.)

SADDLE. Brooks famous B.17.N.

MUDGUARDS. Continental section aluminium alloy.

PUMP. Aluminium alloy, 15", with connector to suit "Presta" valves.

FINISH. "Bonderized," then distinctively finished in Special Flamboyant Lustre, coloured Wine red, Brilliant green or Peacock blue. Decorative "lug" work tastefully picked out in contrast colour lining.

ALTERNATIVELY: Stove enamelled (after "Bonderizing") in Ivory, Eau de Nil, Cambridge blue, black, red, green (or to choice), with lug edges and frame tubes lined in contrasting colour.

Exclusive C.B. transfers with all finishes and crown chromium plated.

Note: Please state finish preferred when ordering.

FRAME SET as above (Model No. 39) - - PRICE £10 17 6
 Or with front and rear fork ends chromium plated - - PRICE £11 16 0

COMPLETE MACHINES

Model No. 39a. Single speed machine, specification as above. One brake, two fixed cogs.

PRICE (incl. £5 8 7 Tax) - £28 13 10

Chromium plated front and rear fork ends, price (including 4s. 4d. Tax), £1 2 10 extra.

Model No. 39b. Three speed machine, specification as above, including two brakes.

PRICE (incl. £6 3 7 Tax) - £32 13 4

The "Universal Club" model

A really sound brazed lug "job" for the experienced enthusiast. Moderately upright design giving a comfortable (therefore speedy) position for riders of average stature. Suitable for all road events. A machine you will take pride in owning and one that will give you real satisfaction.



WEIGHT, single speed, from 24½ lbs.

TECHNICAL DATA

Angles, 73° head, 71° seat.
 Top tube, 1" diameter x 22½" C to C
 Fork offset, 2¼".
 Backs, 17½" C to C.
 Front, 23¼" C to C.
 Bracket height, 11" with 27's.
 Overall wheelbase, 41".
 Width between ends, 3¼" F, 4½" R.
 Drg. No. B1003/ (page 14).

SPECIFICATION

FRAME SET. Brazed lug construction, utilising C.B. cutaway steel lugs of pleasing and practical design, built with Reynolds "531" or Accles & Pollock "Kromo" tubing throughout. Pressed steel fork crown, oval section fork blades, seat stays fluted and chamfered at seat cluster. Mudguard eyes incorporated in front and rear ends, lamp bracket boss on fork blade, fitted with chrome plated detachable lamp bracket. 15" pump pegs on down tube, exposed brake cable stops under top tube. Gear lever boss on down tube. C.B. special guide tube at bracket for exposed gear cable (see fig. 7, page 3), with adjuster stop on R.H. chain stay. Fork crown and seat stay bridge drilled for brakes. Brampton Continental head fittings (for expander stem). Bayliss Wiley bracket fittings. Alloy seat pin. Weight, 7½ lbs.

CHAINWHEEL AND CRANKS. Three-pin detachable type with 6½" cranks and 46T. chain ring.

HUBS. British Hub Co.'s narrow barrel Chromium plated racing type.

RIMS. 27" Dunlop "Special Lightweight" (High Pressure) steel. Chromium plated.

TYRES. 27" x 1¼" Dunlop "Road Racing" (High Pressure).

GEAR. Cyclo Benelux or Simplex 3-speed. (Alternative gearing at usual normal price adjustment.)

FREEWHEEL AND COGS. Freewheel as specified with gear. (In the case of single-speed models two fixed cogs are supplied.)

WING NUTS. Chrome plated with serrated washer.

CHAIN. Renolds ½" x ⅜".

PEDALS. Racing pattern Phillips or Brampton.

HANDLEBARS. Polished duralumin alloy Maes, or similar, bend fitted in chromium plated steel stem. Expander bolt fixing.

BRAKES. Shallow racing pattern "Burlite," alloy caliper with "hooded lever." (Front brake only on single speed model unless otherwise specified.)

SADDLE. Brooks famous B.17.N.

MUDGUARDS. Continental section aluminium alloy.

PUMP. Aluminium alloy, 15", with connector to suit "Presta" valves.

FINISH. "Bonderized," then distinctively finished in Special Flamboyant Lustre, coloured Wine red, Brilliant green or Peacock blue. Decorative "lug" work tastefully picked out in contrast colour lining.

ALTERNATIVELY: Stove enamelled (after "Bonderizing") in Ivory, Eau de Nil, Cambridge blue, black, red, green (or to choice), with lug edges and frame tubes lined in contrasting colour.

Exclusive C.B. transfers with all finishes and crown chromium plated.

Note: Please state finish preferred when ordering

FRAME SET as above (Model No. 50) - - PRICE £11 17 6

COMPLETE MACHINES

Model No. 50a. Single speed machine, specification as above. One brake, two fixed cogs.

PRICE (incl. £5 13 3 Tax) - £29 18 6

Model No. 50b. Three speed machine, specification as above, including two brakes.

PRICE (incl. £6 8 3 Tax) - £33 18 0

Frame sizes of models on this page calculated to top of seat lug.

The "International Club" model

Incorporating welded frame construction basically as introduced by C.B. in the 1930's, this model embodies the best features of subsequent developments and modern technique plus those exclusive refinements which keep Claud Butler "always in the lead."



WEIGHT from 23½ lbs. single speed.

TECHNICAL DATA

Angles, 74° head, 72° seat.

Top tube, 1½" dia. x 23" long. (1" dia. top tube optional)

Fork offset, 2½".

Backs, 17½" C to C.

Front, 24" C to C.

Bracket height, 11" with 27's.

Overall wheelbase, 41".

Width between ends, 3¼" F., 4½" R.

Drq. No. B1004/ (page 14).

Alternative designs, 73° head, 71° seat, etc., as shown on page 14, optional

SPECIFICATION

FRAME SET. Reynolds "531" or Accles & Pollock "Kromo" tubing throughout. Double butted top and down tubes, single butted seat tube. Taper butted seat stays, chain stays and fork blades. C.B. low-temperature process bronze welded construction. Seat stay tops chamfered and "wrapped" over seat cluster (see Fig. 3, page 3). Drop forged steel fork crown and ends. Oval section fork blades. Mudguard eyes incorporated front and rear. Lamp bracket boss on fork blade, fitted with detachable chrome plated lamp bracket. 18" pump pegs on down tube. Brazed on stops for exposed brake cable under top tube. Gear lever boss on down tube if desired. C.B. special guide tube at bracket for exposed gear cable (see Fig. 7, page 3). Adjuster stop on R.H. chain stay. Curved seat stay bridge with reinforced brake bolt hole. Crown also drilled for front brake. Polygonal head fittings (for expander stem). Bayliss Wiley or Brampton bottom bracket fittings. Alloy seat pin. Weight 7 lbs.

CHAINWHEEL AND CRANKS. Williams C.34 three-pin type, 6½" with detachable 46 or 48T. x ½" x ¼" chain ring.

SPOKES. Double butted 15/17G. rustless.

RIMS. Dunlop "Special Lightweight" (High Pressure) C.P. steel, 27".

TYRES. Dunlop "Road Racing" (High Pressure), 27" x 1¼", or "Sprites".

FREEWHEEL AND COGS. Single speed models carry two fixed cogs on the double sided rear hub. Geared models have fixed cog one side and freewheel "block" the other.

HUBS. British Hub Co.'s "Solite" or similar.

GEAR. Simplex, Huret or Benelux 3, 4 or 5-speed as desired.

Note. Where 3/32" transmission is necessary to comply with your choice of gear, this incurs slight additional charges for the special chain and chain ring.

WING NUTS. Serrated washer wing nuts or "track" nuts as desired.

CHAIN. Reynolds ½" x ⅝" (or as specified for gear).

PEDALS. Double sided or quill pattern racing.

HANDLEBARS. Alloy bend 15/16" dia. to choice with "G.B." or Strata alloy expander stem. Grips "plugged" and taped.

BRAKES. Alloy "G.B." (or similar), "Coureur" pattern front brake. Additional (rear) brake is essential on geared or freewheel models and is supplied at usual extra.

SADDLE. Brooks B.17.N.

MUDGUARDS. Polished aluminium alloy or white celluloid.

PUMP. Aluminium alloy 18", or white celluloid. Connector to suit inner tube valves supplied.

FINISH. "Bonderized" throughout, then stoved three coats of glass-hard coloured enamel, double box lined in the C.B. tradition and one coat of clear lacquer over transfers. Fork crown chromium plated. Alternative finishes and additional chrome plating entirely optional at usual extra.

FRAME SET as above (Model No. 40)

PRICE £12 7 6

COMPLETE MACHINES

Model No. 40a. Single speed machine, specification as above. One brake, two fixed cogs.

PRICE (incl. £6 5 2 Tax) - £33 1 4

Model No. 40b. Three speed machine, specification as above, including two brakes.

PRICE (incl. £7 0 10 Tax) - £37 4 6

Frame sizes of models on this page exclude seat clip.

The "Massed Start" model

Because of his wide knowledge and experience in the purchase of lightweight machines it is the hardened clubman who will appreciate most the obvious skill of the master craftsman and the promise of true satisfaction in performance demonstrated in this, the finest brazed lug road model it is possible to produce.



SPECIFICATION:

Frame sizes 21 $\frac{1}{2}$ ", 22", 22 $\frac{1}{2}$ ", 23".
Angles, 72° parallel seat and head.
Top tube 1" dia x 22" C to C.

Fork offset, 2 $\frac{3}{8}$ ".
Backs, 17 $\frac{1}{4}$ " C to C.
Front, 24" C to C.
Wheelbase, 40 $\frac{1}{2}$ "

Bracket height, 10" with 26's.
Close clearance for 27's and guards.
Front ends, 4".
Rear ends, 4 $\frac{3}{8}$ ".

FRAME SET. Brazed construction incorporating new Claud Butler taper gauge high grade steel lugs and bottom bracket shell. Acles & Pollock "Kromo" or Reynolds "531" double-buttet steel tubing, round or round-oval-round chain stays (to choice), $\frac{1}{2}$ " or $\frac{9}{16}$ " seat stays (to choice). Oval finely tapered fork blades. Steel fork crown with sloping top. Agrati fork ends incorporating Simplex gear lug and mudguard eyes. No lamp boss unless specially requested. Two brake cable stops under top tube. Gear lever boss on down tube. "C.B." special guide

tube at bracket for exposed gear cable (see Fig. 7, page 3). Adjuster stop on right-hand chain stay. 18" pump pegs with flector loop on down tube. Fork crown drilled for brake. Straight webbed seat stay bridge with reinforced brake bolt hole. Agrati head fittings, Agrati bottom bracket fittings (either standard chain line or with clearance for double chainwheel set. Alloy seat pin. Weight, 6 $\frac{3}{4}$ lbs.

FINISH. Brilliant flamboyant on silver base in red, purple, green, orange or peacock blue, with fork crown chrome plated.

FRAME SET as above (Model No. 51) - - PRICE £15 15 0

COMPLETE MACHINE

Entirely to your own choice. Quotations for alternative finishes or complete machines on receipt of your specification.

Frame sizes of models on this page calculated to top of seat lug.

The "Lady Lightweight" model

As with all truly sound mechanical designs the C.B. Lady Lightweight embodies graceful appearance with supreme suitability for the job in hand. This machine, with its combined artistic and practical appeal, has no equal for those who prefer an "open" frame and is definitely equal to the "diamond" type in both strength and rigidity.



WEIGHT, single speed (with welded frame), from 24 lbs.

TECHNICAL DATA

Angles, 70° parallel seat and head.
Top head lug to seat lug, 21½" C to C.
Fork offset, 2⅝".
Backs, 17½" C to C.
Front, 23½" C to C.
Wheelbase, 40¾" C to C.
Bracket height, 10½" with 26's.
Fork end width, 3¾" front, 4½" rear.
See Drg. No. B1088/ (page 14).

SPECIFICATION

FRAME SET. Built with Reynolds "531" or Accles & Pollock "Kromo" tubing incorporating taper seat stays, chain stays and fork blades. Design as illustrated above. Finely chamfered tops to normal seat stays and the additional struts across rear "triangle." Mudguard eyes incorporated into front and rear fork ends. Detachable chrome plated lamp bracket with brazed on boss to fork blade. 15" pump pegs on down tube. Brazed on cable stops for gear and rear brake as required. Drilled for bolt on brakes front and rear. Brampton head fittings (for expander stem). Brampton or Bayliss Wiley bottom bracket fittings. Alloy seat pin.

CHAINWHEEL AND CRANKS. Three-pin 6½" cranks with detachable 46T. chain ring.

HUBS. British Hub Co.'s narrow barrel. Chrome plated.

RIMS. Dunlop 26" x 1½" Endrick.

SPOKES. Double butted 15/17 G. rustless.

TYRES. Dunlop "Sprite," 26" x 1¼".

WING NUTS. Chrome plated quick release.

GEARS. Freewheel one side, fixed wheel the other on double sided rear hub. Quotations with pleasure for alternative 3 or 4-speed hub gears or derailleur.

CHAIN. Renolds ½" x ⅝".

PEDALS. Phillips alloy-rubber No. 102 or equivalent.

HANDLEBARS. Alloy bend and stem as illustrated or to choice.

BRAKES. Alloy calipers front and rear.

SADDLE. Brooks B 66L., B.72L. or Lycett spring top.

MUDGUARDS. Aluminium alloy or white celluloid.

PUMP. Aluminium alloy or white celluloid to match mudguards.

FINISH. "Bonderized" throughout and finished in C.B. special Blue Flamboyant on silver base, with Feather ended lining in contrasting colour, tastefully transferred and with one coat of clear lacquer over all. Fork crown chromium plated.

FRAME SETS

Model No. W.43. As described above and built by the C.B. low-temperature bronze welded process. Weight 7¼ lbs. PRICE £10 7 6

Model No. B1.43. Similar design but built by the C.B. bi-laminated process (lugs as Fig. 2, page 3) Weight 7½ lbs. PRICE £12 10 0

COMPLETE MACHINES

Model No. W.43a. Single speed machine, specification as above, with WELDED FRAME, two brakes, fixed and freewheel.

PRICE (incl. £5 4 2 Tax) - £27 10 4

Model No. B1.43a. Single speed machine, specification as above, with BI-LAMINATED FRAME, two brakes, fixed and freewheel.

PRICE (incl. £5 14 1 Tax) - £30 2 9

Frame sizes of models on this page calculated to top of seat tube.

"Avant-coureur Spécial" model

THE INEVITABLE CHOICE OF THE CONNOISSEUR

An improved version of the exclusive and performance-demonstrated bi-laminated principle of frame construction originated by Claud Butler. Incorporating the New De-luxe "Spearpoint" Bi-laminations so popular with the track "heads" during the 1950 season. (See page 3, item 1.)



WEIGHT, single speed, from 23½ lbs.

TECHNICAL DATA

Angles, 74° head, 72° seat.
 Top tube, 1½" dia. x 23" long.
 Fork offset, 2¼".
 Backs, 17½" C to C.
 Front, 23 11/16" C to C.
 Wheelbase, 41" C to C.
 Bracket height, 11" with 27's.
 Fork end width, 3¼" front, 4½" rear.
 See Drg. No. B1004/ (page 14).

SPECIFICATION

FRAME SET. Design as above or to choice (see range of alternative designs on page 14) incorporating new pattern "spearpoint" bi-laminated frame construction and Reynolds "531" or Accles & Pollock "Kromo" butted tubing throughout. Oval section fork blades and chain stays. Seat stays chamfered at top ends and wrapped over seat cluster. Drop forged steel fork crown and ends. Mudguard eyes integral with fork ends front and rear. Chrome plated detachable lamp bracket with screwed boss on R.H. fork blade. C.B. special guide tube at bracket for exposed gear cable (see Fig. 7, page 3). Gear lever boss on down tube. Adjuster stop on R.H. chain stay. Exposed cable eyes for brake under top tube. C.B. detachable spring steel pump clips on down tube, curved seat stay bridge with reinforced brake bolt hole. Fork crown drilled for brake. Gunutti Decagon head fittings. Bayliss Wiley bracket fittings with hollow axle. Alloy seat pin. Weight 7½ lbs.

CHAINWHEEL AND CRANKS. Williams C.1000 three-pin with detachable ½" x ½" chain ring, or to order.

HUBS. British Hub Co. "Airlite" (small flange) or as specified.

RIMS. Dunlop "Special Lightweight" (High Pressure) C.P. steel, 27".

SPOKES. Double butted 15/17G. Rustless.

TYRES. Dunlop "Road Racing" (High Pressure) 27" x 1¼".

FREEWHEEL AND COGS. Single speed models carry two fixed cogs on the double-sided rear hub. Geared models have fixed cog one side and freewheel 'block' the other.

FRAME SET as above (Model No. 44)

GEAR. Cyclo Benelux, Simplex or Huret, 3, 4, or 5-speed as desired.

Note. Where 3/32" transmission is necessary to comply with your choice of gear this incurs slight additional charges for the special chain and chain ring.

WING NUTS. Huret Bronze de Luxe.

CHAIN. Renolds ½" x ½" or to suit gearing.

PEDALS. Brampton B.8 or Webb quill pattern.

HANDLEBARS. As illustrated with 15/16" dia. alloy bend and steel or alloy handlebar stem.

BRAKES. G.B. "Coureur" pattern alloy front brake only on single speed model. Geared models have two brakes included in the list price below.

SADDLE. Brooks B.17.N, or to choice.

MUDGUARDS. Aluminium alloy. Continental section.

PUMP. 18" aluminium alloy with "Presta" connector.

FINISH. Frame and fork first "Bonderized" then finished three coats of C.B. glass-hard coloured enamel, lug edges delicately picked out in contrast colour, tastefully transferred and with one coat of clear lacquer over all. Fork crown chromium plated.

Quotations with pleasure (and at reasonable prices!), for alternative finishes such as C.B. Metallic Lustre in various shades, Flamboyant Lustre, Super Electro Flamboyant, "Crackles," etc., and additional lining or chromium plating.

PRICE £14 17 6

COMPLETE MACHINES

Model No. 44a. Single speed machine, specification as above. One brake, two fixed cogs.

PRICE (incl. £7 4 2 Tax) - £38 2 0

Model No. 44b. Three speed machine, with Simplex gear and two brakes.

PRICE (incl. £7 19 11 Tax) - £42 5 3

Frame sizes of models on this page exclude seat clip.

The "Sprint" models

Developed as the direct result of experience accumulated by the very cream of the world's sprinting talent who have victoriously demonstrated the virtues of C.B. design and craftsmanship in National, International and Olympic competitions over two decades.



WEIGHT, from 18½ lbs.
(With welded frame).

TECHNICAL DATA

See drawings Nos. B1011/ and B1087/.

Brazed lug frames with 1" dia. x 23½" top tube. Angles, 75° head, 72° seat.

Bi-laminated and welded frames with 1½" dia. top tube. Angles either 73° parallel seat and head, with 22½" top tube, or 75° head and 72° seat with 23½" top tube.

Note. Frame sizes for "Sprint" models are calculated to top of seat lug on Brazed frames but exclude seat clip on Welded and Bi-laminated frames.

SPECIFICATION

FRAME SET. Built throughout with Reynolds "531" or Accles & Pollock "Kromo" butted tubing. Design as specified. Seat stays chamfered and "wrapped" over at seat cluster. C.B. rugged rear ends with long slots giving full 2" adjustment, accommodating a wide range of gears without the necessity of amending chain length. Close clearance for 27's without guards (except on "ROAD/TRACK" model). Drop forged steel crown and fork ends with ¾" round section blades. Curved seat stay bridge. Continental "Polygon" head fittings. Brampton or Bayliss Wiley bottom bracket fittings. Alloy seat pin.

THREE ALTERNATIVE TYPES OF CONSTRUCTION:

THE "ROAD/TRACK" model
LOW-TEMPERATURE-WELDED, lightest of all and equivalent in strength and rigidity to the brazed lug type. Also with 1½" dia. top tube and oval section chain stays. Clearance for mudguards and grass tyres with 27" wheels on this model. Drilled for brakes front and rear. Mudguard eyes incorporated in fork ends.

THE "OLYMPIC SPRINT" model
BI-LAMINATED, incorporating the New De-Luxe Spearpoint bi-laminations (definitely superior in strength and appearance) with 1½" dia. top tube and oval section chain stays giving maximum tyre and chainwheel clearance without indents.

THE "WORLD'S CHAMPIONSHIP SPRINT" model
BRAZED LUG cutaway design (Fig. 5 on page 3), with steel lugs and steel bottom bracket shell (far superior to malleable castings) neatly feature cut to give added "stamina" at the frame joints and demonstrating the craftsmanship of the frame builder. Top tube 1" dia. Round-oval-round chain stays. Reinforcing end plates to seat stay bridge.

FRAME SETS as above:—

THE "ROAD / TRACK" MODEL	Model W45. Bronze-welded construction.	Weight, 6½ lbs.	-	-	PRICE £12 7 6
THE "OLYMPIC SPRINT" MODEL	Model Bl.46. Bi-laminated construction.	Weight, 6¾ lbs.	-	-	PRICE £14 17 6
THE "WORLD'S CHAMPIONSHIP SPRINT" MODEL	Model BR.47. Brazed lug construction.	Weight, 6¾ lbs.	-	-	PRICE £15 17 6

COMPLETE MACHINES

Specification as listed above with option of three different types of construction:—

THE "ROAD / TRACK" MODEL	Model WE.45a. Price complete (including £8 2 6 Tax)	-	£42 18 9
THE "OLYMPIC SPRINT" MODEL	Model Bl.46a. Price complete (including £8 14 2 Tax)	-	£46 0 5
THE "WORLD'S CHAMPIONSHIP SPRINT" MODEL	Model BR.47a. Price complete (including £8 18 10 Tax)	-	£47 5 1

Quotations for alternative specifications with pleasure on receipt of full details.

The "Ultra-shortbase D.P." model

(Dual-Purpose)

The original C.B. design, Patent No. 464,959, giving improved hill-climbing performance to the road man and more rapid acceleration for track work without prejudice to the comfortable accommodation of both riders who, by the retention of long top tube and bracket centres, are both able to assume positions equivalent to those on a solo machine.



TECHNICAL DATA

Angles, 73° head, 71° front seat
69° rear seat.

Top tubes, 22½" front and rear.

Fork offset, 2¼".

Backs, 15".

Bracket centres, 21¼".

Bracket height, 11" with 26's.

Overall wheelbase, 60".

See Drg. No. D1086/ (page 14).

WEIGHT, single speed,
from 47 lbs.

SPECIFICATION

FRAME SET. Design as above with short rear drive centres and immensely strong and rigid back "triangle." Built throughout with Reynolds "531" or Accles & Pollock "Kromo" butted tubing, using the C.B. low-temperature process bronze-welding technique of frame construction. ⅝" dia. taper butted seat stays. Forward opening rear ends (unless otherwise specified). Mudguard eyes incorporated in fork ends front and rear. Cable stops for gear and brake. (If ordering frame set only state type of gear and brakes being fitted.) Lamp bracket boss on fork blade with chrome plated detachable lamp bracket. 18" pump pegs. Curved seat stay bridge with brake bolt hole reinforced. Fork crown drilled for bolt on brake. Complete with head and bottom bracket fittings, seat bolts, seat pins and two-way clip on front seat pin to take rear handlebars.

CHAINWHEEL AND CRANKS. Williams 3-pin type with detachable chain rings. Drive all one side. 6½" cranks.

HUBS. British Hub Co.'s "Solite" TANDEM, or to order.

SPOKES. Special 12/14G. single-butted rustless.

RIMS. Dunlop 26" x 1¼" Endrick chrome plated.

TYRES. Dunlop Tandem "Sprite," 26" x 1¼".

GEAR. Benelux, Standard Cyclo, Simplex or to order (3 or 4 speed).

FREEWHEEL AND COGS. Single speed models carry two fixed cogs on a double-sided rear hub. Geared models have fixed cog one side and freewheel "block" the other.

CHAINS. Coventry ½" x ⅜" roller chain front and rear.

PEDALS. Brampton B20 or equivalent front and rear.

HANDLEBARS. Chrome plated steel stem, 1", 2" or 3" extension. Chrome bends F. and R.

BRAKES. Alloy calipers front and rear. (Quotations for Hub-brake machines or other alternative braking, with pleasure.)

SADDLES. Brooks B.15 front. Lycett S.21 rear, or to order.

MUDGUARDS. Either polished alloy or white celluloid, to order.

PUMP. 18" alloy or celluloid to match mudguards.

FINISH. "Bonderized" throughout, then stoved three coats of glass-hard black or coloured enamel. "Feather" lined in contrast colour. Usual C.B. name transfers and head badge. One coat of clear lacquer over all. Fork crown chromium plated. Quotations with pleasure for alternative finishes (including the famous C.B. Lustres and Flamboyants) and additional chrome plating.

FRAME SETS as above (Double Gent's)

MODEL No. 48. Double Diamond design. Weight, 16½ lbs. - - - PRICE £31 15 0

MODEL No. 49. Centre Bar design with twin struts across rear triangle. Weight, 17½ lbs. - PRICE £33 5 0

Note. Lady back design can be supplied where desired at 20/- extra on frame sets.

COMPLETE MACHINES

Model No. 48a. Single speed specification as above. Double diamond design. Price, including £12 4 1 Tax - £64 10 1

Model No. 48b. With Benelux or Simplex 3-speed gear. Double diamond design. Price, including £12 15 2 Tax - £67 8 8

Note. Lady back design can be supplied where desired and the additional charge on a complete machine including 4s. 8d. Tax, is £1 4s. 8d.

Model No. 49a. Single speed specification as above. Centre bar design. Price, including £12 11 10 Tax - £66 11 1

Model No. 49b. With Benelux or Simplex 3-speed gear. Centre bar design. Price, including £13 2 11 Tax - £69 9 8

Alternative specifications with "High Pressure" or Tubular Sprint wheels, etc., can be supplied—quotations with pleasure on receipt of your detailed requirements.



Craftsmanship —

Craftsmanship is exemplified in the versatility of the C.B. organisation. During the war years, for instance, bicycle manufacture was curtailed in favour of Aircraft and Radar Equipment production. Of more general interest are the machines illustrated below. If you want anything "tubular" ask Claud Butler to quote.

UNICYCLES

This is one I made for the famous Moxham Trio. I also make small ones with cranks mounted on the wheel spindle, or larger ones with countershaft drive. The tallest unicycle I have made (so far) was one 12 ft. high!



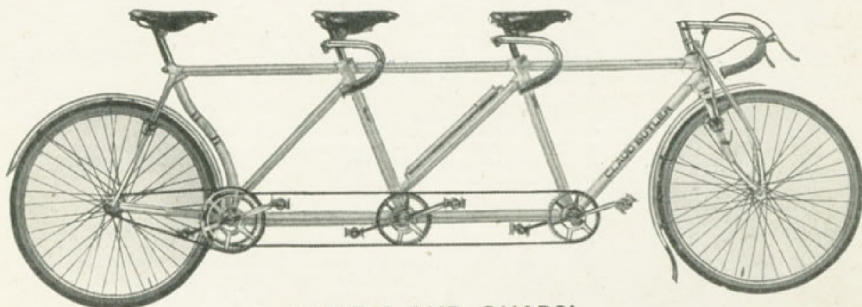
PACE-FOLLOWERS

Built to U.C.I. and/or N.C.U. regulation dimensions. As used in successful record attempts and competition at home and abroad. C.B. pace-following machines are preferred by the majority of well-known riders whose names, for reasons you are well aware, cannot be mentioned here.



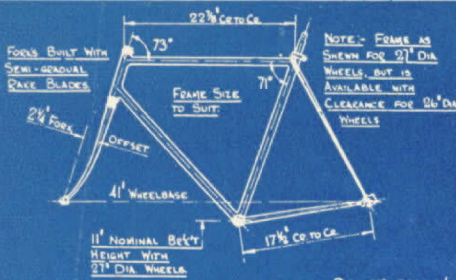
POLOBIKES

Designed and built to the ideal specification as a result of personal experience on the polo field in actual league competition. Not the cheapest polo machine you can buy (although quite moderately priced) but certainly the best.

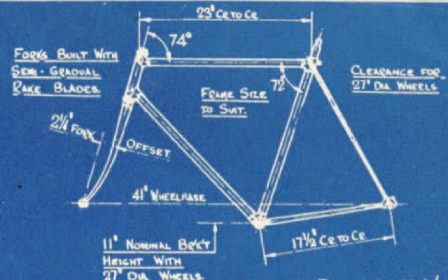


TRIPLETS AND QUADS!

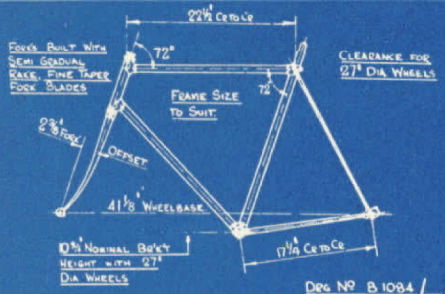
Multiple seat machines are a speciality of the C.B. establishment. Three-seaters, Four-seaters, yes, and even Five-seaters built by C.B. may be seen on the roads of the world doing yeoman service, from Wyoming to Glasgow and from Bristol to Madras. Claud Butler will gladly quote you on hearing your requirements.



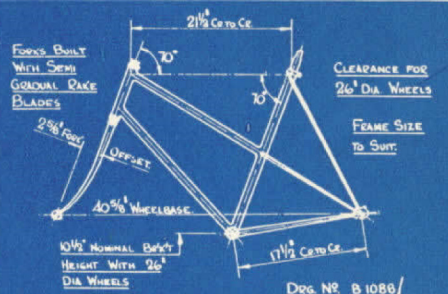
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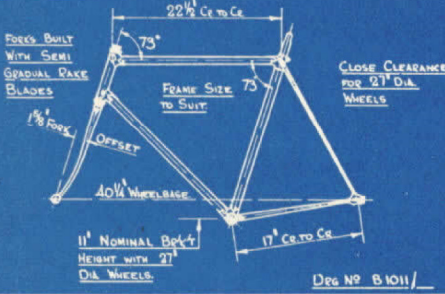
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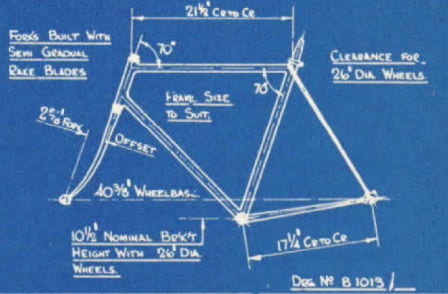
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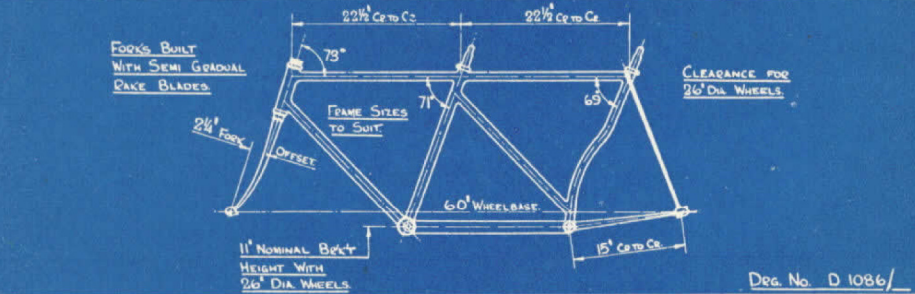
DES. NO. B 1080 /



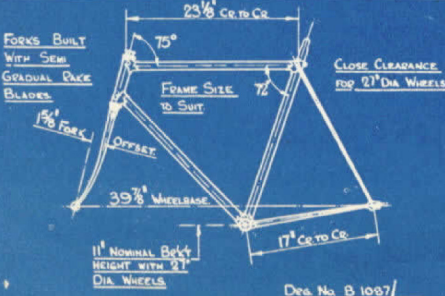
DES. NO. B 1011 /



DES. NO. B 1013 /



DES. NO. D 1086 /



DES. NO. B 1087 /

FRAME DESIGNS

CLAUD BUTLER CAN BUILD TO ANY PRACTICAL DIMENSIONS AND ANGLES. BUT BEFORE DECIDING TO HAVE A MACHINE BUILT TO YOUR OWN IDEAS CONSIDER CAREFULLY THE VAST WEALTH OF EXPERIENCE AND TECHNICAL KNOWLEDGE EMBODIED IN THE DESIGNS SHOWN HERE. IF OWING TO SPECIAL CIRCUMSTANCES YOU STILL FEEL YOU NEED SOMETHING DIFFERENT SEND A NOTE OF THE FEATURES, ANGLES, MEASUREMENTS, ETC., THAT YOU REQUIRE (IN ORDER OF IMPORTANCE) TO "C.B." EITHER DIRECT OR THROUGH YOUR AUTHORIZED DEALER. CLAUD BUTLER WILL ADVISE YOU WHETHER OR NOT YOUR IDEAS ARE PRACTICAL (REASONS WHY AND SO FORTH) AND WILL, ON REQUEST, SUBMIT A SCALE DRAWING FOR APPROVAL AT A NOMINAL CHARGE OF 1-1-0, HALF OF WHICH AMOUNT WILL BE REGARDED AS PART DEPOSIT ON RETURN OF DRAWING WITH CONFIRMATORY ORDER FOR NEW FRAME OR COMPLETE MACHINE.

Alternatives

The alternatives quoted below refer to solo machines and apply only where the item in question is not already included in catalogue specification. Tandem specifications also may be varied if desired and estimates will be gladly submitted on receipt of detailed requirements.

These extras apply to single speed models and do not include provision of additional brake (where required).

For complete list of alternative finishes (and prices of same) see the C.B. Refinishing Price List.

ALTERNATIVES	Extra on frame set	Extra on complete machine
Chrome front and rear ends (5" up)	£ s. d. 18 6	£ s. d. 1 2 10
Path lines	7 6	9 3
Single box lines	7 6	9 3
Double box lines	14 3	17 7
Single feather lines	7 6	9 3
Double feather lines	14 3	17 7
Triple box lines	1 1 0	1 5 11
Contrast colour, 8" band on seat tube (in lustre or enamel)	4 3	5 3
" " band on head tube (" " " ")	4 3	5 3
" " whole of head tube (" " " ")	6 9	8 5
6" chequer band on seat tube	16 6	1 0 5
Continental panels*	2 3 3	2 13 4
Lustre finish instead of enamel	3 9	4 8
Flamboyant finish (on silver undercoat) instead of lustre	5 0	6 2
Crown panels*	2 8 6	2 19 10
Sturmev-Archer A.W. Wide Ratio 3-speed		2 1 0
" " A.M. Medium Ratio 3-speed		2 8 9
" " A.S.C. Fixed gear 3-speed		3 1 1
" " F.W. Wide Ratio 4-speed		2 7 10
" " F.M. Medium Ratio 4-speed		2 15 8
" " F.C. Close Ratio 4-speed		2 19 0
Simplex 3-speed derailleur gear		2 15 6
" " 4-speed derailleur gear		4 5 9
New Type 1951 Simplex 4-speed x 3/32" (Eureka Block)		† 5 4 2
" " 5-speed x 3/32" (" " " ")		† 5 11 0
Constrictor Ösgear 3-speed (16, 18, 20)		2 18 7
" " 3-speed (14, 16, 18)		3 7 10
Cyclo Benelux 3-speed x 1/2" (Boss patt. F.W. derailleur)		3 1 8
" " 4-speed x 1/2" " " " "		3 7 10
" " 4-speed x 3/32" " " " "		† 3 11 7
" " 5-speed x 3/32" " " " "		† 3 15 11
Gnutti 1/2" x 1/8" or 1/2" x 3/32" chainwheel set (in place of C.34)		1 10 10
Steel High Pressure rims in place of Endricks		5 5
High Pressure tyres in lieu of Sprites		9 3
" Hockey stick " chain cover (enamelled to match frame)		4 4
* These items are costed as an alternative to plain enamel finish with chrome crown. As an alternative to other finishes prices would be subject to slight adjustment.	Frame extras are free of Purchase Tax	Prices in this column include Purchase Tax
† Plus additional charge for 3/32" chain and chain ring (where necessary).		

These extras apply to single speed models and do not include provision of additional brake (where required)

SPECIALS

Full scale drawing (at nominal cost of £1 1s. 0d.) may be forwarded to rider for approval on request if special frame design submitted for estimate makes this necessary. Half of this amount will, however, be regarded as part deposit on return of drawing with confirmatory order for new frame or complete machine. (See page 14.)

CARRIAGE IS FREE

Cycles, tandems and frames are despatched carriage paid to destinations within Great Britain and Northern Ireland, and are insured against damage in transit. In the event of damage or loss it is essential that carriers are notified immediately and the relative insurance coupons (enclosed with postal advice) returned to Claud Butler at once.

INSURE YOUR CYCLE

A Claud Butler bicycle is an acquisition you may be proud of and you are advised in your own interests to insure it against theft, etc. Your club secretary or local C.B. dealer can advise you on this important matter, but if you have any difficulty in securing details Claud Butler will gladly send particulars of a sound and inexpensive scheme.

PRICES

All estimates and quotations, including those herein, are given in good faith, but, being based on current labour, material and finishing costs, remain subject to prices ruling at date of despatch.

Guarantee

I GIVE AN EVER-LASTING GUARANTEE WITH EVERY CYCLE (frame or complete machine) bearing my transfer and purchased from me or my duly authorised dealer. I guarantee that all such cycles have been built in my own Works and that all reasonable precautions have been taken to secure excellence in materials, workmanship and finish.

If any defect should appear I undertake to inspect the part in question providing it is sent to me carriage paid with covering letter stating date of purchase, number of frame and reason for return. If after examination such part is agreed to be faulty I will repair, replace or refinish same free of charge. In the absence of covering letter as described above parts 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 have been repaired by any other firm, are not guaranteed by me.

No liability whatsoever is accepted for consequential loss, damage or expense and this Guarantee is in lieu of and in exclusion of any liability under Common Law, Statute or Warranty as to the quality or fitness for the purpose of cycling. Neither does this Guarantee apply to defects caused by wear and tear, misuse or neglect.

Claude Butler

C.B. WORKS, CLAPHAM MANOR STREET, S.W.4

Telephone MACaulay 4583

