

Claude Butler

Bawden - Basingstoke

Lightweight Specialists

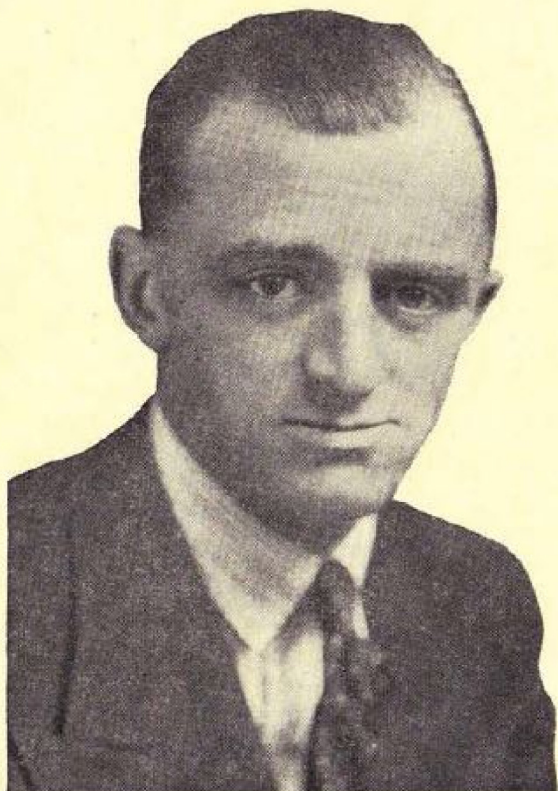
110, BURGESS ROAD,

SOUTHAMPTON,

Cycle Works and Agents

1899

...the recognized King of Lightweights



*Here's to the next 25 years
Claud.*

Yes, folks, 1953 was the Silver Jubilee of the "C.B." organisation and a happy year it was indeed for me and my workmates. The many congratulatory messages of good will which came from cyclists everywhere, not only in this country, but from many parts of the world were most heartily appreciated.

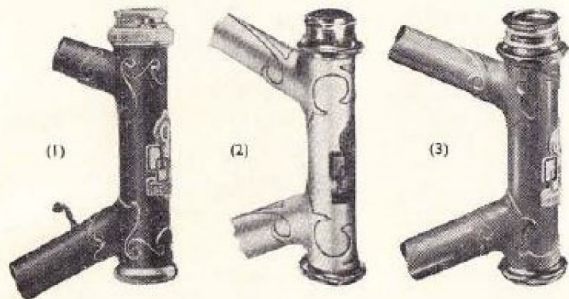
As I mentioned in last year's message to you the successful progress of this concern is due to the team spirit that prevails throughout the "C.B." organisation. This is reflected in the quality of its products . . . assisted without a doubt by the enthusiastic help of you folk who ride "Clauuds."

Your "Claud Agent," who is likewise an enthusiast, is also a link in this happy chain.

Come up and see us sometime! . . . at "the works."

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

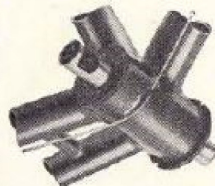
(2) **OLYMPIC SPRINT BI-LAMINATIONS.** Judge for yourself the attractive appearance, rugged strength, neat design and light weight of this Super bi-laminated frame jointing technique. Now standard specification on Olympic Sprint models.

(3) **AVANT-COUREUR SPECIAL BI-LAMINATIONS.** The very latest in bi-laminated construction, exquisite well balanced design, plus the rugged strength that goes with bi-laminated frame jointing technique.



(4) **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.

(5) **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.



(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 today

(6) **C.B. PATH REAR ENDS.** These rugged reinforced 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 sq. in. steel and reinforced with 14 S.W.G. plates, a full 2" slot makes provision for a wide range of gear ratios without interfering with total chain length.



(8) **C.B. WORLD'S CHAMPIONSHIP SPRINT LUGS.** As illustrated on left. 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.

(9) **C.B. COMPETITOR LUGS.** As illustrated on right. The very pleasing deep "cutaway" on these lugs is made possible by utilizing only the highest grade steel in their manufacture, achieving ELEGANT appearance, lightness and maximum strength of construction throughout.



The 'Coronation' model

Your first step towards real lightweight cycling. A competitive priced machine embodying all the characteristics of a real lightweight. An ideal mount to commence your cycling activities.



Weight, single speed, from 28 lbs.

Design according to frame size and details given on page 17.

FRAME SET as above (Model No. 54) - - Price £7 17s. 6d.

COMPLETE MACHINES

Model No. 54a. Single speed machine, specification as above. One brake, two fixed cogs. Price (incl. £2 17s. 8d. Tax) £19 7s. 4d.

Model No. 54b. Three speed machine, specification as above, including two brakes. Price (incl. £3 3s. 9d. Tax) £21 18s. 2d.

[4]

SPECIFICATION

FRAME SET. "C.B." low temperature process bronze welded construction throughout, high grade British steel tubing, $\frac{1}{2}$ " dia. pencil seat stays, fluted and chamfered at seat cluster, mudguard eyes incorporated with front and rear fork ends. 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 right-hand chain stay, oval to round 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 8 lbs.

CHAINWHEEL AND CRANKS. Chromium plated 46T. x $\frac{1}{2}$ " x $\frac{1}{4}$ " chainwheel with $6\frac{1}{2}$ " cranks.

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

RIMS. Endrick chromium plated 26 x $1\frac{1}{4}$ ".

TYRES. Dunlop 26 x $1\frac{1}{4}$ ".

CHAIN. Renolds $\frac{3}{8}$ " x $\frac{1}{4}$ ".

GEAR. Benelux 3 speed.

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

WING NUTS. Chromium plated with serrated washer.

PEDALS. Brampton or Phillips racing.

HANDLEBARS. Maes or similar polished duralumin alloy mounted on chromium plated steel stem, expander fittings.

BRAKES. Doherty caliper front and rear with racing pattern levers.

SADDLE. Mansfield leather racing type.

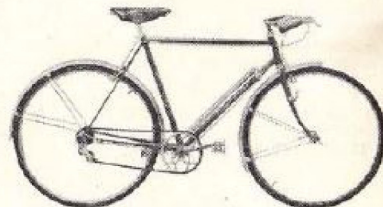
MUDGUARDS. Polished alloy.

PUMP. 15" alloy.

FINISH. Frame and forks "Bonderized" throughout and stoved three coats blue, green, red or (to choice) glass hard enamel lined in contrast colour and fitted with attractive "C.B." transfers and head badge.

ALTERNATIVELY: Finished in "C.B." special flamboyant lustre on silver base in red, green, blue, purple (without lining) no extra.

Machine illustrated on right incorporating flat bars may be had at no extra cost.



The 'Jubilee' model

A reasonably priced real lightweight mount possessing the authentic lines and genuine stamp of the true thoroughbred. The ideal machine on which to commence your "club" activities.



Weight, single speed, from 26½ lbs.

Design according to frame size and details given on page 17.

FRAME SET as above (Model No. 55) - - Price £9 7s. 6d.

or in Competition Flam on polished base - - £9 18s. 0d.

COMPLETE MACHINES

Model No. 55a. Single speed machine, specification as above. One brake, two fixed cogs. Price (incl. £3 3s. 4d. Tax) £21 5s. 1d.

Model No. 55b. Three speed machine, specification as above, including two brakes. Price (incl. £3 10s. 11d. Tax) £23 15s. 11d.

SPECIFICATION

FRAME SET. "C.B." low temperature process bronze welded construction throughout, Reynolds "531" or Accles & Pollock "KROMO" frame tubes with ½" dia. pencil seat stays fluted and chamfered at seat cluster, mudguard eyes incorporated with fork ends front and rear, 18" 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 2), adjuster stop on right hand chain stay, oval 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. 27" Dunlop "Special Lightweight" (High Pressure) steel chromium plated.

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

CHAIN. Renolds ½" x ½".

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 case of single speed models two fixed cogs are supplied).

WING NUTS. Chromium 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. "G.B." alloy caliper with hooded levers (front brake only on single speed model unless otherwise specified).

SADDLE. The famous Brooks B.15.

MUDGUARDS. Continental section polished aluminium alloy.

PUMP. Aluminium alloy 18" with connector to suit "Presta" valves.

FINISH. Special flamboyant lustre in Wine Red, Brilliant Green, Peacock Blue or Purple (frame and forks first "Bonderized") and with fork crown chromium plated.

ALTERNATIVELY: Finished Black, Red, Green or Blue stove enamel with contrasting lines. Tastefully "transferred" and with fork crown chromium plated.

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 26 lbs
Design according to frame size and details given on page 17

FRAME SET as above (Model No. 39) - Price £11 11s. 0d.
or in Competition Flam on polished base - £12 1s. 6d.

COMPLETE MACHINES

Model No. 39a. Single speed machine, specification as above. One brake, two fixed cogs. Price (incl. £3 18s. 3d. Tax) £26 5s. 6d.

Model No. 39b. Three speed machine, specification as above, including two brakes. Price (incl. £4 6s. 9d. Tax) £28 19s. 11d.

SPECIFICATION

FRAME SET. Bi-laminated construction as depicted (fig. 1) on page 3. Design in accordance with frame size (see page 17). Reynolds "531" or Accles & Pollock "KROMO" frame tubes with $\frac{1}{2}$ " dia. pencil seat stays fluted and chamfered at seat cluster. Continental rake fork with oval to round section blades, oval steel forged crown. Lamp bracket boss on fork blade. Mudguard eyes integral with front and rear ends. 18" 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 brake. Continental (expander type) head fittings. Brampton or Bayliss Wiley bottom bracket fittings. Chromium plated detachable lamp bracket. Duralumin alloy seat pin.

Weight 7½ 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. Chromium plated with serrated washer.

CHAIN. Reynolds $\frac{1}{2}$ " 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 "C.B." alloy caliper (Front brake only on single speed models, unless otherwise specified).

SADDLE. Brooks famous B.17.

MUDGUARDS. Continental section polished aluminium alloy.

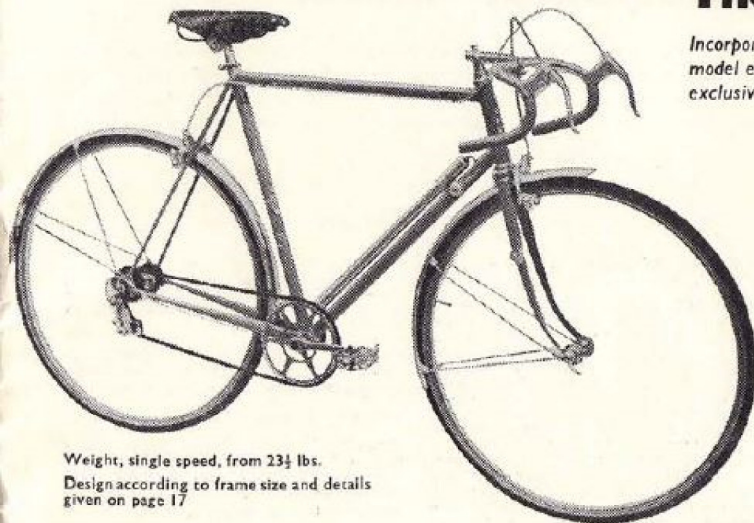
PUMP. Aluminium alloy 18" with connector to suit Presta valves.

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.

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 Cloud Butler "always in the lead."



Weight, single speed, from 23½ lbs.

Design according to frame size and details given on page 17

FRAME SET as above (Model No. 40) - - Price **£12 12s. 0d.**

COMPLETE MACHINES

Model No. 40a. Single speed machine, specification as above. One brake, two fixed cogs. Price (incl. £4 5s. 9d. Tax) **£28 16s. 0d.**

Model No. 40b. Three speed machine, specification as above, including two brakes. Price (incl. £4 14s. 4d. Tax) **£31 14s. 4d.**

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 at seat cluster (see fig. 5, 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 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 ½" 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 1½" 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 "crack" nuts as desired.

CHAIN. Reynolds ½" x ½".

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.17N.

MUDGUARDS. Polished aluminium alloy or white celluloid.

PUMP. Aluminium alloy 18", or white celluloid.

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.



Weight from 24 lbs.

FRAME SET as above (Model No. 56) - - Price £12 15s. 0d.

COMPLETE MACHINES

Model No. 56 H.P. Ten speed, high pressure rims and tyres.

Price (incl. £5 5s. 0d. Tax) £35 5s. 0d.

Model No. 56 S.T. Ten speed, sprints and tubulars.

Price (incl. £5 10s. 2d. Tax) £36 19s. 6d.

The 'Competitor' model

A really first rate lug "job" for the connoisseur designed for all types of road events, whether they be Massed Start on the open roads, Circuit or Time Trial, plus, of course, general club riding. Good taste allied with sound manufacturing principles and materials in a really elegant machine at an attractive price, with a definite appeal to all who take pride in their mounts.

SPECIFICATION

SIZE AND ANGLES. 72 deg. parallel. 21½", 22½", 23½".

FRAME SET. Brazed construction incorporating NEW CLAUD COMPETITOR high grade steel lugs and bottom bracket shell (see fig. 9, page 3). Reynolds "531" or Acdes & Pollock "KROMO" double butted steel tubing. Round-oval-round chain stays. 9/16" dia. seat stays. Oval finely tapered fork blades. Drop forged steel crown with sloping top. Simplex gear ends. Integral guard eyes front and rear. Curved seat stay bridge with reinforced brake bolt hole. Fork crown drilled for brake. Brazed on gear lever boss only. Special "C.B." detachable gear and brake cable clips and pump pegs supplied with frame set. Brampton Alatec head fittings. Bayliss Willey Featherweight bottom bracket fittings. Alloy seat pin. No brazed-on lamp boss or detachable lamp bracket. Weight 6½ lbs.

CHAINWHEELS AND CRANKS. Williams C.1032 x 6½" cranks. Double chain rings 47/49 x ½" x 3/32".

HUBS. British Hub Co.'s or Campagnolo small flange quick release.

RIMS AND TYRES. Model 56 H.P. 27" Dunlop "Special Lightweight" (high pressure)

steel chromium-plated rims. 27" x 1¼" Dunlop "Road Racing" (high pressure) tyres. Model 56 S.T. 27" Flamme alloy "Road Sprint" rims. 27" x 1¼" Dunlop No. 10 tubular tyres.

GEARS. Simplex 5-speed x 3/32" rear derailleur, together with Simplex double chainwheel changer giving 10 gear ratios.

CHAIN. Brampton ½" x 3/32".

PEDALS. Quill pattern solid centre Brampton B.8.

HANDLEBARS. Alloy 15/16" dia. Maes bend, fitted in 3½" G.B. alloy stem.

BRAKES. G.B. "Coureur" with Super Hooded levers fitted with honking rubbers.

SADDLE. The famous B.17 special.

PUMP. Aluminium alloy 18".

FINISH. "Bonderized," then finished three coats of "C.B." glass hard ORIENTAL blue enamel. Head lugs and fork crown heavily chromium-plated. Olympic badge on head tube. Miniature Claud Butler signature transfer oblique on seat tube.

The 'Avant-coureur Special' model

A much improved version of the exclusive and performance-demonstrated bi-laminated principle of frame construction originated by Claud Butler, incorporating the new 1954 de-luxe bi-laminations.



Weight, single speed, from 23½ lbs.
Design according to frame size and details given on page 17.

FRAME SET as above (Model No. 53) - - Price £14 17s. 6d.

COMPLETE MACHINES

Model No. 53a. Single speed machine, specification as above. One brake, two fixed cogs. Price (incl. £4 18s. 3d. Tax) £32 19s. 9d.

Model No. 53b. Three speed machine, specification as above, including two brakes. Price (incl. £5 7s. 1d. Tax) £35 19s. 0d.

SPECIFICATION

FRAME SET. Design to choice (see range of alternative designs on page 17) incorporating new de-luxe pattern bi-laminated frame construction (see fig. 3, page 3) and Reynolds "531" or Accles & Pollock "KROMO" butted tubing throughout. "KROMO" butted tubing throughout. Oval section fork blades and chain stays. Seat stays chamfered at top ends and wrapped over at 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. 18" pump pegs on down tube. Curved seat stay bridge with reinforced brake bolt hole. Fork crown drilled for brake. Gnutti 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.'s "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 1½".

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.

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.17N. 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 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.



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.

FRAME SET. Brazed construction incorporating new Claud Butler taper gauge high grade steel lugs and bottom bracket shell, Accles & Pollock "KROMO" or Reynolds "531" double butted 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, Agrati reinforced rear ends, or alternatively Campagnolo, Simplex or Benelux ends incorporating gear lugs (to choice). No lamp boss unless specially requested. Two brake cable stops under top tube, lever boss and gear stops in accordance with gear being used. Fork crown drilled for brake, curved seat stay bridge with reinforced brake bolt hole, Brampton "Alatet" head fittings, Bayliss Wiley "Featherweight" 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, Green, Orange, Blue, Purple, Magenta or Peacock Blue with fork crown chromium plated.

FRAME SET as above (Model No. 51) - - Price £15 15s. 0d.

COMPLETE MACHINE

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

The 'Saxon T.T.' model

Incorporating C.B. welded frame construction and famous "Saxon" twin seat tube (giving an unusually short wheelbase of 38 $\frac{1}{2}$ "). This machine is now a firmly established favourite with shortbase enthusiasts.



Weight, single speed, from 23 $\frac{1}{2}$ lbs.

Design according to frame size and details given on page 17

FRAME SET as above - - - - - Price £12 17s. 6d.

or in Competition Flam on polished base - - £13 8s. 0d.

COMPLETE MACHINES

Single speed machine, specification as above. One brake, two fixed cogs.

Price (incl. £4 6s. 9d. Tax) £29 2s. 6d.

Three speed machine, specification as above, including two brakes.

Price (incl. £4 15s. 5d. Tax) £32 0s. 9d.

SPECIFICATION

FRAME SET. Reynolds "531" or Accles & Pollock "KROMO" tubing throughout. 73 deg. head, 71 deg. seat, with 22 $\frac{1}{2}$ " top tube, 15 $\frac{1}{2}$ " backs and 2 $\frac{1}{2}$ " fork offset (giving total overall wheelbase of only 38 $\frac{1}{2}$ "). C.B. low-temperature process bronze welded construction, $\frac{1}{2}$ " dia. seat stays. Continental rake fork with $\frac{1}{8}$ " 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. 18" pump pegs on down tube, exposed brake cable stops under top tube, gear lever boss on down tube, exposed gear cable eyes and adjuster stop on R.H. chain stay. Fork crown and seat stay drilled for bolt-on brakes. Brampton Continental head fittings. Brampton or Bayliss Wiley bottom bracket fittings.

CHAINWHEEL SET. Detachable 3-pin type 46T. chain ring on 6 $\frac{1}{2}$ " cranks.

HUBS. British Hub Co.'s "Solite" double-sided.

RIMS. Dunlop chrome plated High Pressure.

TYRES. Dunlop 27" x 1 $\frac{1}{2}$ " R.R. High Pressure.

SPOKES. 15/17G. double butted rustless.

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

GEAR. Banlux or Simplex 3-speed, with boss type freewheel block, 15, 17, 19T. x $\frac{1}{8}$ " or to order. (Single speed models carry two fixed cogs on the double sided rear hub.)

PEDALS. Brampton 546 or Phillips 333.

HANDLEBARS. Maes 15/16" dia. bend (or to order) on G.B. alloy stem. Grips taped and "plugged."

BRAKES. Burlite special alloy with hooded levers (one brake only on single speed machines).

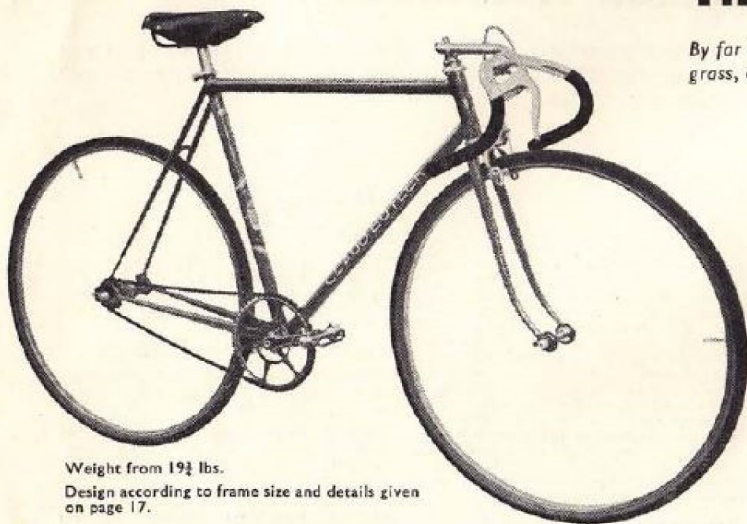
SADDLE. Brooks B.17.

MUDGUARDS AND PUMP. Polished aluminium alloy or white celluloid.

FINISH. Option of brilliant blue, ruby or green scintillating flamboyant lustre on "Bonderized" base. With fork crown and front and rear fork ends chromium plated. Usual attractive "Saxon" transfers. Note: Plain metallic lustre or enamel finished can also be supplied if desired at usual reduction in price. Quotations with pleasure on receipt of details of your requirements.

The 'Road Track' model

By far the most popular dual purpose mount to be introduced by C.B. Designed for use on grass, cinder, cement, and steeply banked tracks, or for short distance road events.



Weight from 19½ lbs.

Design according to frame size and details given on page 17.

FRAME SET as above (Model No. W.45) - Price £12 17s. 6d.

COMPLETE MACHINE

Model No. W.45a. Single speed machine, specification as above, one brake, two fixed cogs. Price (incl. £4 6s. 3d. Tax) £28 19s. 0d.

SPECIFICATION

FRAME SET. Built throughout with Reynolds "531" or Accles & Pollock "KROMO" butted tubing. "C.B." low temperature process bronze welded construction. 9/16" dia. seat stays chamfered and wrapped over at seat cluster. Oval section chain stays. "C.B." reinforced rear ends with long slots giving full 2" adjustment. Clearance for mudguards and grass tyres with 27" wheels. Forged steel crown and 3/8" round section blades. Fork crown drilled for brake. Mudguard eyes incorporated in fork ends. Continental "Polygon" head fittings. Brampton or Bayliss Willey bottom bracket fittings. Alloy seat pin.

CHAINWHEEL SET. Three pin detachable type with 6½" cranks and 46T. chain ring.

HUBS. British Hub Co.'s "Solite" double sided.

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

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

SPOKES. Double butted 15/17G. Rustless.

FIXED COGS. Sizes to order. 13, 14, 15, 16, 17T. x ¼" x ¼".

WHEEL FIXING. Track nuts.

CHAIN. Renolds ½" x ¼".

PEDALS. Quill pattern solid centre, Brampton B.B.

BRAKE. G.B. Coureur (front) with new pattern lever.

HANDLEBARS. Steel bend 3/8" dia. and steel stem. Size and shape as specified. Chrome plated.

SADDLE. Brooks B.17. type to choice.

FINISH. Frame and forks "Bonderized" then three coats "C.B." flam on silver (to choice) with single contrast. "Path" lining and chrome plated fork crown. One coat of clear lacquer over all, including transfers. Quotations with pleasure for alternative finishes such as "C.B." Competition flam on polished base, "crackles," enamels, etc. and additional lining or chromium plating.

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.

SPECIFICATION

Built throughout with Reynolds "531" or Accles & Pollock "KROMO" butted tubing designs as on page 17, Drg. Nos. B.1011-B.1087. $\frac{9}{16}$ " seat stays chamfered and "wrapped" over at seat cluster. C.B. reinforced 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. Drop forged steel crown and fork ends with $\frac{1}{2}$ " round section blades, curved seat stay bridge. Continental "Polygon" head fittings. Brampton or Baylies Wiley bottom bracket fittings. Alloy seat pin.

TWO ALTERNATIVE TYPES OF CONSTRUCTION:

The "Olympic Sprint" model. BI-LAMINATED, incorporating the New de-Luxe Spearpoint bi-laminations (definitely superior in strength and appearance) with $1\frac{1}{2}$ " dia. top tube and oval section chain stays giving maximum tyre and chain-wheel clearance without indents.

The "World's Championship Sprint" model. BRAZED LUG cutaway design (fig. 8, page 3) with steel lugs and steel bracket shell (far superior to malleable castings), neatly feature-cut to give added "stamina" at 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.

CHAINWHEEL SET. Chater-Lea 1" x $\frac{3}{16}$ ".

HUBS. British Hub Co.'s "Airlite" W.F. pattern.

RIMS. Fiamme 27" alloy sprints.

SPOKES. Double butted 15/17G. rustless.

TYRES. Tubular Racing Tyres (No. 0, 1, 2, or 6).

FIXED COG. Size to order: 6, 7, or 8 x 1" pitch.

WHEEL FIXING. Track nuts.

PEDALS. Quill pattern solid centre Brampton B.8.

HANDLEBARS. Steel bend $\frac{3}{8}$ " dia. and steel stem. Size and shape as specified. Chrome plated.

SADDLE. Brooks B.17, type to choice.

FINISH. "Olympic Sprint" model. Frame and forks "Bonderized" then stoved three coats "C.B." special flam on silver (to choice) with contrast single "Fath" lining, lug edges delicately picked out in contrast colour, fork crown chrome plated. One coat of clear lacquer over all, including transfers.

FINISH. "World's Championship Sprint" model. "C.B." metalique plated finish with contrasting whole head tube and 8" seat tube band in RED, GREEN OR BLUE. Competition flm, lug edges delicately picked out to match bands.



Weight from 19½ lbs.
Design according to frame size and details given on page 17.

FRAME SETS as above

The "OLYMPIC SPRINT" Model.

Model BI.46. Bi-laminated construction. Weight $6\frac{3}{4}$ lbs.
Price **£15 2s. 6d.**

The "WORLD'S CHAMPIONSHIP SPRINT" Model.

Model BR.47. Brazed Lug construction. Weight $6\frac{3}{4}$ lbs.
Price **£16 16s. 0d.**

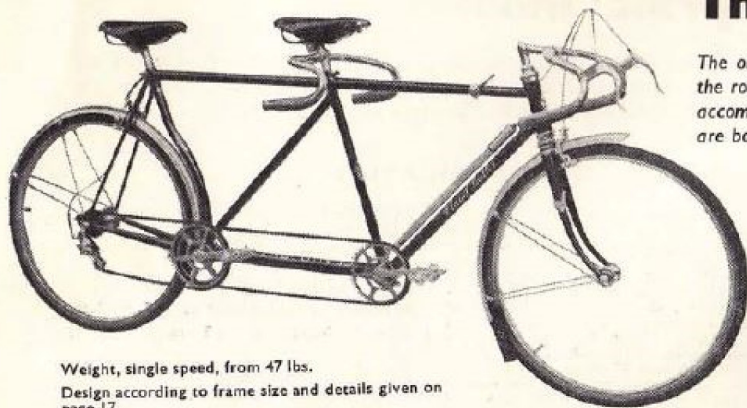
COMPLETE MACHINES.

The "OLYMPIC SPRINT" Model.

Model BI.46a. Price Complete (incl. £6 2s. 9d. Tax) **£41 4s. 3d.**

The "WORLD'S CHAMPIONSHIP SPRINT" Model.

Model BR.47a. Price Complete (incl. £6 8s. 8d. Tax) **£43 3s. 8d.**



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 the long top tube and bracket centres, are both able to assume positions equivalent to those on a solo machine.

SPECIFICATION

Weight, single speed, from 47 lbs.

Design according to frame size and details given on page 17.

FRAME SETS as above (Double Gent's)

Model No. 48. Double Diamond design. Weight 16½ lb.

Price £30 6s. 9d.

Model No. 49. Centre Bar design with twin struts across rear triangle. Weight 17½ lbs.

Price £31 17s. 11d.

COMPLETE MACHINES

Model 48a. Single speed, specification as above. Double Diamond design. Price (incl. £8 15s. 3d. Tax) £58 16s. 9d.

Model 48b. With Simplex or Benelux three speed. Double Diamond design. Price (incl. £9 1s. 4d. Tax) £60 17s. 8d.

Model 49a. Single speed, specification as above. Centre Bar design. Price (incl. £9 1s. 1d. Tax) £60 15s. 10d.

Model 49b. With Simplex or Benelux three speed. Centre Bar design. Price (incl. £9 7s. 2d. Tax) £62 16s. 9d.

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. ½" 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 "Sprites" 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 ¼" roller chain front and rear.

PEDALS. Brampton B.20 or equivalent front and rear.

HANDLEBARS. Chrome plated steel stem. 1½, 2" or 3" extension. Chrome bends front and rear.

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, flamboyants and Metalique Competition flams on polished base) and additional chrome plating.

Ladies' models

Frame designs illustrated below may be incorporated into any model. Angles and dimensions in accordance with Drawing No. B1008 on page 17.



Left: Lady Lightweight Design (incorporating extra struts across rear triangle). £1 2s. 6d. extra.

Right: Ladies' Sports Design (no extra).



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.



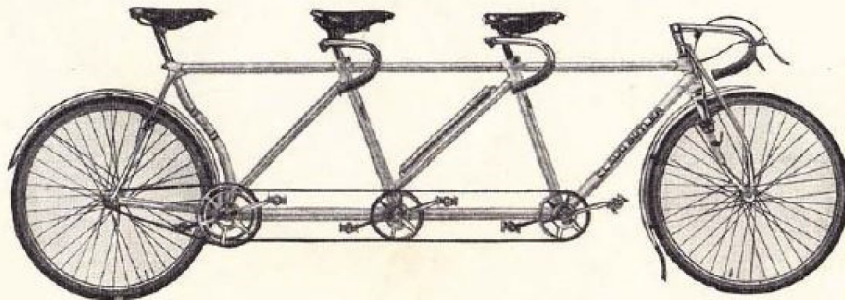
UNICYCLES

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!



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.



PACE-FOLLOWERS

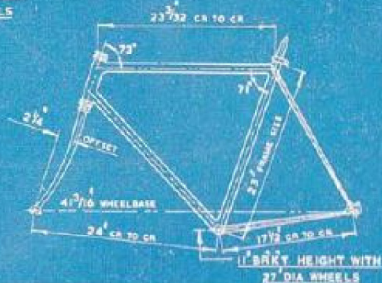
Built to U.C.I. and/or N.C.U. regulation dimensions. As used in successful record attempts and competition at home and abroad. C.B. pace-following machines are preferred by the majority of well-known riders whose names, for reasons you are well aware, cannot be mentioned here.



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.

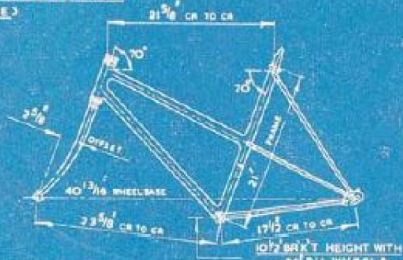
**CLEARANCE FOR
27 DIA WHEELS**



B 1003

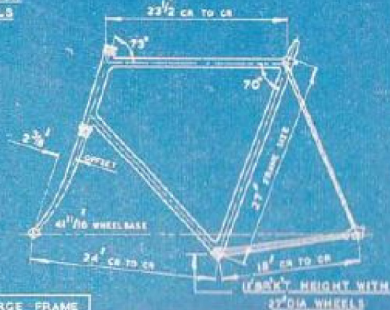
CLEARANCES FOR 26 OR 27 DIA WHEELS

**CLEARANCE FOR 26 DIA WHEELS
SHOWN HERE**



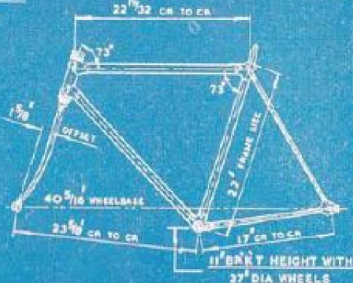
B 1006

**CLEARANCE FOR
27 DIA WHEELS**



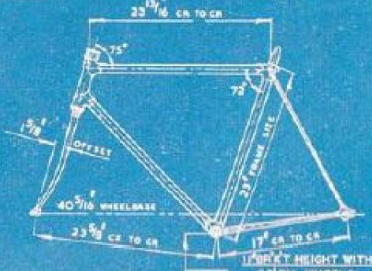
A TYPICAL LARGE FRAME

**CLOSE CLEARANCE FOR
27 DIA WHEELS**



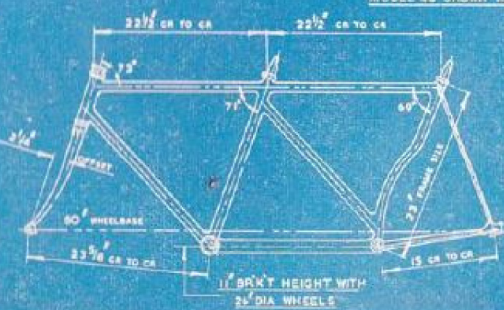
B 1011

**CLOSE CLEARANCES FOR
27 DIA WHEELS**



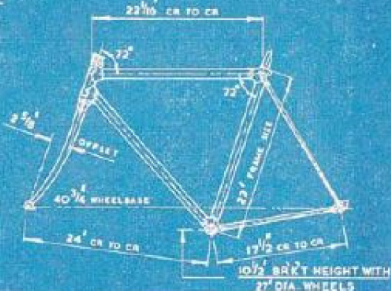
B 1007

**CLEARANCE FOR
26 DIA WHEELS**



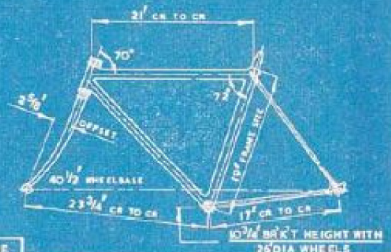
B 1006

**CLEARANCE FOR
27 DIA WHEELS**



B 1004

**CLEARANCE FOR
26 DIA WHEELS**



A TYPICAL 19" FRAME

FRAME DESIGNS

CLAUDE 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 EMPLOYED IN THE DESIGNS SHOWN HERE. IF DURING 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 "CB" EITHER DIRECT OR THROUGH YOUR AUTHORIZED DEALER. CLAUDE BUTLER WILL ADVISE YOU WHETHER OR NOT YOUR IDEAS ARE PRACTICABLE (REASONS WHY AND SO FORTH) AND WILL, ON REQUEST, SUBMIT A SCALE DRAWING FOR APPROVAL ON RECEIPT OF DEPOSIT.

NOTE: IN CONSIDERING THE DESIGNS DRAWN ABOVE, IT SHOULD BE BORNE IN MIND THAT IN FRAMES OF UNEQUAL ANGLES THE TOP TUBE LENGTH VARIES WITH THE FRAME SIZE.

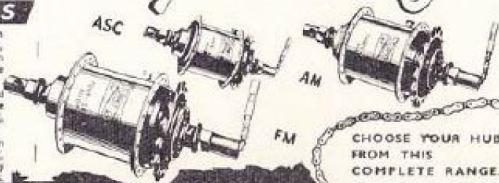
LIGHT and Easy Riding

CLUB GEARS

F.M. Four-speed Medium Ratio 12.5% increase, 14.3% and 33% decrease from normal. Unquestionably the best all round Club gear.

A.S.C. The only Three-speed Fixed Hub manufactured in the world today. 10% and 25% decrease from direct drive.

A.M. Three-speed Medium Ratio 11.55% increase, 13.46% decrease from normal. Ideally suitable for Sports machines.



CHOOSE YOUR HUB FROM THIS COMPLETE RANGE.

All Variable gears are fitted with quickly detachable Splined Sprockets which enable you to alter gear range easily and quickly.

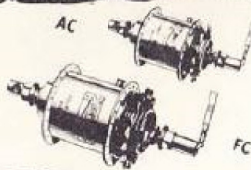
The Club and Racing gears are all supplied with **QUICK** Release fittings and Alloy Shells, one-third the weight of steel.

The F.W. Wide Ratio Four speed hub is now standard with Alloy Shell.

RACING GEARS

A.C. Three-speed Ultra Close Ratio. 6.66% increase and 7.7% decrease from normal. The time trial gear!

F.C. Four-speed close Ratio. 9.1% increase, 10% and 15% decrease from normal. Specially designed for Mixed Start Races.

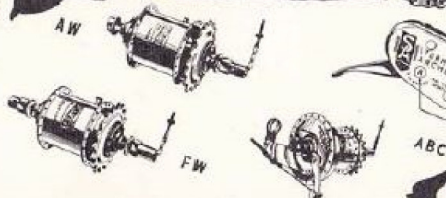


ROADSTER GEARS

F.W. Four-speed Wide Ratio. The great advantage of this hub against the corresponding three-speed, lies in the fact that there are two normal gears. Ratios give 26.4% increase, 21% and 11% decrease from normal. There is no doubt that this is THE Hub of the future, as far as Roadster machines are concerned.

A.W. Three-speed Wide Ratio. 33% increase, 25% decrease from normal. Specially suitable for Roadster machines.

A.B.C. Three-speed Wide Ratio incorporating hand operated internal expanding brake.



TRIGGER CONTROL

The Scurmey-Archer Patent 'Kick' Trigger Control provides an instantaneous change of gear by the flick of a finger.

NOTE THE VISUAL GEAR INDICATION



HEADLAMP (Roadster).

The Roadster headlamp is fully enclosed and of pleasing shape. It is supplied in either Black or Silver finish with Chrome rim.



HEADLAMP (Sports).

Introduced in response to many requests for a small streamlined Headlamp. Attractively designed, it is fully enclosed and can be supplied in Silver or Chrome finish.



DYNOHUBS.

G.H.S. Patent 6-Volt Dynohub. Like all our Dynohubs it is mechanically frictionless and troublefree.

A.G. A.W. Wide Ratio Three-speed hub combined patent 6-Volt Dyno.

F.G. F.W. Wide Ratio Four-speed hub combined patent 6-Volt Dyno. By combining the gear and Dyno in one unit, a great saving in weight is made.



REAR LAMP.

A much improved addition of the original model, all quality fully streamlined, giving a wider range of visibility. Lighted on the sprocket and a rear arc.



DRY BATTERY UNIT.

This is available with any of our Dynohubs. It is fully enclosed and of three built-in light emitting stations.

STURMEY-ARCHER

The Original and Best



ENGLAND

Guarantee

I GIVE AN EVERLASTING 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.

Whilst such items as saddles, tyres, rims, etc., or any parts not manufactured by me are excluded from the Guarantee, I undertake to assist customers in coming to a satisfactory arrangement with the makers of such parts if it is agreed they appear to be faulty.

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 (MACaulay 4583)

