

Claud Butler

Mr. E. C. ...

THE RECOGNIZED 'KING' OF LIGHTWEIGHTS

Far better than Puffs, Puffs & Puffs
— is God's air on a blowing day!

Yes, and what better way to appreciate this heritage of ours than by way of the "Open Road."

This bicycle—this machine, precision built by the "Recognized King of Lightweights," that will carry you "up hill and down dale" (with lbs. of camping kit if you wish)—this bicycle which, when stripped, can carry you to Championships on road or track. This *real lightweight* will give you happy and carefree cycling for years to come.

I have personally enjoyed all those thrills and am happy to be "just one of the boys." This is a great sport, believe me.

Since I built my first lightweight, many years ago, Claud Butler has been in the forefront wherever cyclists foregather—at club meets, road events, rallies—yes, and at World's Championships and Olympic Games.

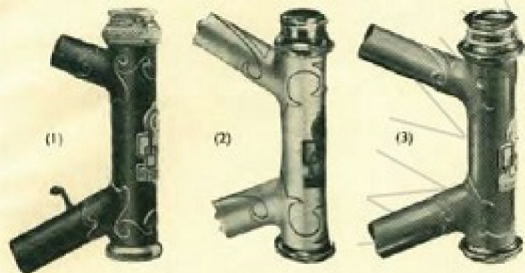
Sincerely yours,

Claud.



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) **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.** Top left. 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.** Top left. 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.

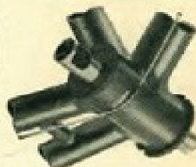
(6) **C.B. PATH REAR ENDS.** Centre left. These rugged reinforced ends are but one of the many reasons why C.B. Path models are so widely used. Made of 9 S.W.G. 30 tons per sq. in. steel and reinforced with 14 S.W.G. plates, a full 1" slot makes provision for a wide range of gear ratios without interfering with total chain length.

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

(8) **C.B. WORLD'S CHAMPIONSHIP SPRINT LUGS.** Bottom left. Produced from really high grade steel throughout (including the bracket shell) these lugs are effectively and decoratively lightened by the very attractive cut-away feature, so building up a light but immensely strong brazed frame.

(9) **C.B. COMPETITOR LUGS.** Centre right. The very pleasing deep "cut-away" 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.

(10) **C.B. VALIANT LUGS.** Bottom right. Yet another example of high-class lug design, incorporating all the vital qualities required: balance, strength and neatness.



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.

SPECIFICATION

FRAME SET. "C.B." low temperature process bronze welded construction throughout, high grade British steel tubing, $\frac{1}{2}$ " diameter seat stays, 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 $26\frac{1}{2}$ " x $1\frac{1}{2}$ ".

TYRES. Dunlop 26" x $1\frac{1}{2}$ ".

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

GEAR. Benlux 3 speed.

FREEWHEEL AND COGS. Freewheel as specified with gear (in case of single speed models, freewheel and fixed cog are supplied).

WHEEL FIXING. Track nuts with serrated washers.

PEDALS. Brampton or Phillips racing.

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

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

SADDLE. Mansfield leather racing type.

MUDGUARDS. Bluemel's celluloid or polished aluminium alloy.

PUMP. Bluemel's celluloid or polished aluminium alloy, 15".

FINISH. Frame and forks "Bondertized" 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.



Weight, single speed, from 28 lbs.

Design according to frame size and details given on page 18.

FRAME SET as above (Model No. 54) - - -

Price £7 17s. 6d.

COMPLETE MACHINES

Model No. 54a. Single speed machine, specification as above. Two brakes, freewheel and fixed cog. Price (including £3 1s. 0d. Tax) £20 9s. 6d.

Model No. 54b. Three speed machine, specification as above, including two brakes, 3 x $\frac{1}{2}$ " transmission. Price (including £3 5s. 1d. Tax) £21 17s. 1d.

[4]

Meches 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, three speed, from 27½ lbs.

Design according to frame size and details given on page 18.

COMPLETE MACHINE

Model No. 55b. Three speed $\times \frac{1}{2} \times \frac{1}{2}$ gear, as above.

Price (including £3 11s. 5d. Tax) **£23 19s. 6d.**

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

SPECIFICATION

FRAME SET. "C.B." low-temperature process bronze welded construction throughout. Reynolds "531" or Accles & Pollock "KHOMO" frame tubes with $\frac{1}{2}$ " dia. pencil seat stays chamfered at seat cluster, mud-guard 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 3), 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 Baylis 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 $6\frac{1}{2}$ " 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. Reynolds $\frac{1}{2}$ " x $\frac{1}{8}$ ".

GEAR. Cycle "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.

WHEEL FIXING. Track nuts with serrated washers.

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.

SADDLE. The famous Brooks B.15.

MUDGUARDS. Bluemel's celluloid or polished aluminium alloy.

PUMP. Bluemel's celluloid or polished aluminium alloy 18" with connector to suit "Presta" valves.

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

ALTERNATIVELY: Finished Black, Red, Green or Blue with enamel with contrasting lines. Tastefully "transferred" and with forks chromium plated. Exclusive "C.B." head badge with all finishes.

JUBILEE "FOUR" SPEED Model No. 55b4. Incorporating, 4 x $\frac{3}{32}$ " gear, $\frac{3}{32}$ " chainwheel set and chain. Price (including £3 18s. 2d. Tax) **£24 11s. 5d.**

JUBILEE "SIX" SPEED Model No. 55b6. Incorporating, 3 x $\frac{1}{2}$ " gear, double chainwheel set, double chainwheel changer (giving six gear ratios). Price (including £3 18s. 0d. Tax) **£26 3s. 7d.**

JUBILEE "EIGHT" SPEED Model No. 55b8. Incorporating, 4 x $\frac{3}{32}$ " gear, double chainwheel set, double chainwheel changer (giving eight gear ratios). Price (including £3 19s. 9d. Tax) **£26 15s. 6d.**

JUBILEE "TEN" SPEED Model No. 55b10. Incorporating, 5 x $\frac{3}{32}$ " gear, double chainwheel set, double chainwheel changer (giving ten gear ratios). Price (including £4 0s. 5d. Tax) **£26 19s. 8d.**



The 'Jubilee Special' model

A "Super" version of the famous Jubilee model embodying the Special and original C.B. "Competition Flamboyant" finish. Truly the most popular lightweight model of today.

SPECIFICATION

FRAME SET. "C.B." low temperature process bronze welded construction throughout. Reynolds "531" or Accles & Pollock "KROMO" frame tubes with $\frac{1}{2}$ " dia. pencil seat stays chamfered at seat cluster, mud-guard 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 3), 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 $6\frac{1}{2}$ " 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 $\frac{1}{2}$ " x $\frac{1}{2}$ ".

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.

WHEEL FIXING. Track nuts with serrated washers.

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.

SADDLE. The famous Brooks B.15.

MUDGUARDS. Bluemel's, celluloid or polished aluminium alloy.

PUMP. Bluemel's, celluloid or polished aluminium alloy 18" with connector to suit "Presta" valves.

FINISH. "C.B." Special competition flamboyant on polished plated base, in Red, Green, Blue, Purple or to choice, front forks chromium plated all over, exclusive "C.B." head badge and transfers with all finishes.

Weight, 3 speed from 27 $\frac{1}{2}$ lbs.

Design according to frame size and details given on page 18.

COMPLETE MACHINE

Model No. 55s. Three speed x $\frac{1}{2}$ " x $\frac{1}{2}$ " gear, as above.

Price (including £3 14s. 5d. Tax) **£24 19s. 6d.**

FRAME SET as above (Model No. 55) - - - - Price **£10 5s. 0d.**

JUBILEE SPECIAL "FOUR" Incorporating, 4 x 3/32" gear, 3/32" chainwheel set and chain. Price (including £3 16s. 2d. Tax) **£25 11s. 5d.**
Model No. 55s4.

JUBILEE SPECIAL "SIX" Incorporating, 3 x $\frac{1}{2}$ " gear, double chainwheel set, double chainwheel changer (giving six gear ratios).
Model No. 55s6.

Price (including £4 1s. 0d. Tax) **£27 3s. 7d.**

JUBILEE SPECIAL "EIGHT" Incorporating, 4 x 3/32" gear, double chainwheel set, double chainwheel changer (giving eight gear ratios).
Model No. 55s8.

Price (including £4 2s. 9d. Tax) **£27 15s. 6d.**

JUBILEE SPECIAL "TEN" Incorporating, 5 x 3/32" gear, double chainwheel set, double chainwheel changer (giving ten gear ratios).
Model No. 55s10.

Price (including £4 3s. 4d. Tax) **£27 19s. 7d.**

The '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, 4 speed, from 27 lbs.

Design according to frame size and details given on page 18.

FRAME SET. Standard finish, as above (Model No. 39) - - Price £11 7s. 6d.
Alternative finish (Model No. A39) - - £11 19s. 6d.

COMPLETE MACHINES

Model No. 39b4. Standard finish. Four speed $\frac{1}{2}$ " x $\frac{3}{32}$ " machine, specification as shown.
Price (including £4 3s. 4d. Tax) £27 19s. 7d.

Model A39b4. Alternative finish. Four speed $\frac{1}{2}$ " x $\frac{3}{32}$ " machine, specification as shown.
Price (including £4 3s. 1d. Tax) £28 11s. 4d.

SPECIFICATION

FRAME SET. Bi-laminated construction as depicted (fig. 1) on page 3. Design in accordance with frame size (see page 18). Reynolds "531" or Accles & Pollock "KROMO" frame tubes with $\frac{1}{2}$ " dia. pencil seat stays fluted 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 peg 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 brackets, 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 48T. 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 $\frac{1}{4}$ " Dunlop "Road Racing" (High Pressure).

GEAR. Cyclo Benelux or Simplex 4 x $\frac{1}{2}$ " x $\frac{3}{32}$ ".

FREEWHEEL AND COGS. Freewheel as specified with gear.

WHEEL FIXING. Track nuts with serrated washers.

CHAIN. $\frac{1}{2}$ " x $\frac{3}{32}$ ".

PEDALS. Racing pattern Phillips or Brampton.

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

BRAKES. Shallow racing pattern G.B. alloy caliper.

SADDLE. Brooks famous B.15.

MUDGUARDS. Bluemel's, celluloid or polished aluminium alloy.

PUMP. Bluemel's celluloid or polished aluminium alloy 18" with connector to suit "Prosta" valves.

STANDARD FINISH. "Bonderized" then distinctively finished in special Flambrant on Silver base, coloured Wine Red, Brilliant Green, Peacock Blue, Marigold. Decorative "lug" edges tastefully picked out in contrast colour, exclusive "C.B." head badge, transfers, and fork crown chromium plated.

ALTERNATIVE FINISH. "Bonderized," stove enamelled in Black, Ivory, Eau de Nil, Blue, Green or to choice, lined in the "C.B." tradition, contrast colour head tube, "lug" work tastefully picked out in contrast colour, exclusive "C.B." head badge and transfers, fork crown and front and rear tips chromium plated.

The 'Valiant T.59' Model

Indisputably the finest brazed machine of its class on the market for the clubman and clubgirl, this new model embodies the latest developments in modern technique—plus those exclusive refinements which keep Claud Butler "always in the lead."



Weight, 4 speed, from 27 lbs.

Design according to frame size and details given on page 18.

FRAME SET as above (Model No. T59) - - - Price **£12 7s. 6d.**

COMPLETE MACHINE

Model No. T59b4. Four speed $\frac{1}{2}$ " x $\frac{3}{32}$ " machine, specification as above.

Price (including £4 6s. 0d. Tax) **£28 17s. 6d.**

SPECIFICATION

FRAME SET. Brazed construction incorporating special "Valiant T.59" steel lugs (see fig. 10, page 3). Reynolds "531" or Atcles & Pollock "KROMO" frame tubes. $\frac{1}{2}$ " dia. pencil seat stays chamfered at seat cluster. "C.B." Continental rake fork with oval-to-round section blades, steel crown. Lamp bracket boss on right-hand fork blade. Round-oval-round section chain stays. Mudguard eyes integral with front and rear ends. 18" pump pegs on down tube, exposed brake cable eyes 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 right-hand chain stay. Fork crown and seat stay bridge drilled for bolt-on brakes. Continental (expander type) head fittings. Brampton or Bayless 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" cranks and 46T. x $\frac{1}{2}$ " x $\frac{3}{32}$ " chain ring.

HUBS. British Hub Company's narrow barrel chromium plated racing type.

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

TYRES. 27" x 1½" Dunlop "Road Racing" (High Pressure).

GEAR. Cyclo Benelux or Simplex 4 speed x $\frac{1}{2}$ " x $\frac{3}{32}$ ".

FREEWHEEL AND COGS. Freewheel as specified with gear.

WHEEL FIXING. Track nuts with serrated washers.

CHAIN. Renolds $\frac{1}{2}$ " x $\frac{3}{32}$ ".

PEDALS. Racing pattern Phillips or Brampton.

HANDLEBARS. Polished duralumin alloy Mass or similar bend fixed in G.B. alloy stem, expander bolt fixing.

BRAKES. Shallow racing pattern G.B. alloy caliper.

SADDLE. Brooks famous B.15.

MUDGUARDS. Bluemel's celluloid or polished aluminium alloy.

PUMP. Bluemel's celluloid or polished aluminium alloy 18" with connector to suit "Pressa" valves.

FINISH. Frame and forks first "Bonderized" then stoved three coats "C.B." special flamboyant on Silver, Red, Green, Blue (or to choice). Lug work picked out in contrast lining, contrast colour head tube. Exclusive "C.B." head badge. One coat clear lacquer over transfers, fork crown and front and rear tips chromium plated.



Weight from 24 lbs.

The 'Competitor' model

A really high grade 'big 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. 21 $\frac{1}{2}$ ", 22 $\frac{1}{2}$ ", 23 $\frac{1}{2}$ ". Drg. No. B.1084.

FRAME SET. Braze construction incorporating NEW CLAUD COMPETITOR high grade steel lugs and bottom bracket shell (see fig. 9, page 3). Reynolds "531" or Accles & 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. Braze on gear lever boss only. Special "C.B." detachable gear and brake cable clips and pump pegs supplied with frame set. Brampton Alates head fittings. Bayliss Willy Featherweight bottom bracket fittings. Alloy seat pin. No braze-on lamp boss or detachable lamp bracket. Weight 6 $\frac{1}{2}$ lbs.

CHAINWHEELS AND CRANKS. Williams C.1032 x 6 $\frac{1}{2}$ " cranks. Double chain rings 47/49 x $\frac{1}{2}$ " 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 1 $\frac{1}{2}$ " Dunlop "Road Racing" (high pressure) tyres. Model 56 S.T. 27" Plamme alloy "Road Sprint" rims. 27" Dunlop No. 10 tubular tyres.

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

CHAIN. Brampton $\frac{1}{2}$ " x 3/32".

PEDALS. Quill pattern solid centre Brampton B.B.

HANDLEBARS. Alloy 15/16" dia. Maes hand, fixed in $\frac{3}{8}$ " G.R. alloy stem.

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

SADDLE. The famous B.17 special.

PUMP. Bluzemal's aluminium alloy 18".

FINISH. "Bondalized," 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.

FRAME SET as above (Model No. 56) - - - - - Price £12 17s. 6d.

COMPLETE MACHINES

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

Price (including £5 6s. l.i.d. Tax) £35 17s. 11d.

Model No. 56 S.T. Ten speed. Sprints and tubulars.

Price (including £5 12s. l.d. Tax) £37 12s. 5d.

The 'Avant-coureur Special' model

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



Weight, 4 speed, from 25 lbs.

Design according to frame size and details given on page 18.

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

COMPLETE MACHINE

Model No. 53b-t. Four speed $4\frac{1}{2}$ " x $3\frac{3}{32}$ " machine.

Price (including £5 7s. 1d. Tax) **£35 19s. 0d.**

SPECIFICATION

FRAME SET. Design to choice (see range of alternative designs on page 18) incorporating new de-luxe pattern bi-laminated frame construction (see fig. 3, page 3) 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 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-peg on down tube. Curved seat stay bridge with reinforced brake bolt hole. Fork crown drilled for brake. Brampton Alatec head fittings. Boyliss Willey bracket fittings with hollow axle. Alloy seat pin. Weight 7½ lbs.

CHAINWHEEL AND CRANKS. Williams C.1000 three-pin with detachable $\frac{1}{2}$ " x $3\frac{3}{32}$ " chain ring.

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 $1\frac{1}{4}$ ".

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, $4\frac{1}{2}$ " x $3\frac{3}{32}$ ".

WING NUTS. Huret Bronze de-luxe.

CHAIN. Renolds $\frac{1}{2}$ " x $3\frac{3}{32}$ ".

PEDALS. Brampton B.B. 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.

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

MUDGUARDS. Blauemel's, celluloid or polished aluminium alloy.

PUMP. Blauemel's, celluloid or polished aluminium alloy 18" with "Presta" connector.

FINISH. Frame and forks first "Bonderized" then finished three coats of "C.B." glass-hard coloured enamel, lug edges delicately picked out in contrast colour, carefully transferred and with one coat of clear lacquer over all. Exclusive "C.B." Olympic head badge. 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.



Design according to frame size and details given on page 18.

FRAME SET as above (Model No. 51)

Price **£15 15s. 0d.**

COMPLETE MACHINE

Ten speed, specification as above.

Price (including £7 3s. 4d. Tax) **£48 2s. 4d.**

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 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 $9/16$ " 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, Baylis Wiley "Featherweight" bracket fittings (either standard chain line or with clearance for double chainwheel set). Alloy seat pin.

Weight $6\frac{1}{2}$ lbs.

CHAINWHEEL AND CRANKS. Grunzi detachable $6\frac{1}{2}$ " cranks, 47/49T. x $\frac{1}{2}$ " x $3/32$ " double chain rings.

HUBS. Campagnolo small flange quick release.

RIMS. 27" Fiamme alloy Road section sprint rims.

TYRES. 27" Dunlop No. 5 tubulars.

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

CHAIN. Brampton $\frac{3}{8}$ " x $3/32$ ".

PEDALS. Lyotard 155.

HANDLEBARS. Alloy 15/16" dia. Mass bend fitted in $3/4$ " G.B. alloy stem.

BRAKES. G.B. "Coursur" with Super Hogged levers, fitted with honking rubbers.

SADDLE. The famous B.17 Special.

PUMP. Blumel's 18" alloy.

FINISH. "Bondarized" then finished in brilliant flamboyant on Silver base in Red, Green, Orange, Blue, Purple, Magenta or Peacock Blue. Lug work tastefully picked out in contrast colour. One coat clear lacquer over transfers. Fork crown chromium plated.



Weights from 22 lbs.

Design according to frame size and details given on page 16.

FRAME SETS

The "JUBILEE" Road Track Model.

Model W.60. Welded construction. Weight 7½ lbs.

Price £9 7s. 6d.

The "ALLROUNDER" Road Track Model.

Model BI.61. Bi-laminated construction. Weight 7½ lbs.

Price £11 15s. 0d.

The "VALIANT" Road Track Model.

Model BR.62. Brazeed Lug construction. Weight 7½ lbs.

Price £12 0s. 0d.

COMPLETE MACHINES

The "JUBILEE" Road Track Model.

Model W.60a.

Price (including £3 7s. 11d. Tax) £22 16s. 1d.

The "ALLROUNDER" Road Track Model.

Model BI.61a.

Price (including £3 16s. 2d. Tax) £25 11s. 6d.

The "VALIANT" Road Track Model.

Model BR.62a.

Price (including £3 17s. 1d. Tax) £25 17s. 8d.

[12]

The 'Road Track' models

Far the most popular dual purpose mounts to be introduced by the "C.B." organisation, designed for use on grass, cinder, cement and steeply banked tracks, or for short distance road events.

SPECIFICATION

FRAME SET. Built throughout with Reynolds "531" or Acles & Pollock "KROMO" tubing designs as on page 18; Drg. Nos. 8.1011-8.1087. Seat stays chamfered at seat cluster. "C.B." Path rear ends with long slots (without reinforcement) giving full 2" adjustment. Clearance for mudguards and 27" dia. wheels. Steel fork crown, and ½" dia. round section blades, fork crown drilled for brake. Mudguard eyes incorporated in fork ends. Continental type head fittings. Brampton or Bayliss Wiley bottom bracket fittings. Alloy seat pin.

THREE ALTERNATIVE TYPES OF CONSTRUCTION

"Jubilee Road Track" model.

WELDED, incorporating 1" dia. top tube and oval-to-round section chain stays giving maximum tyre and chain wheel clearance without indent.

"Allrounder Road Track" model.

BI-LAMINATED, incorporating Allrounder bi-laminations (fig. 1, page 3) 1" dia. top tube and oval-to-round section chain stays giving maximum tyre and chain wheel clearance without indent.

"Valiant Road Track" model.

BRAZED LUG cut-away design (fig. 10, page 3) with steel lugs and bracket shell 1" dia. top tube, round-oval-round chain-stays.

CHAINWHEEL SET. Three pin detachable type with 6½" cranks and 46T. or 48T. chain ring.

HUBS. British Hub Company's narrow barrel chromium plated racing pattern double sided.

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

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

CHAIN. Reynolds ½" x 1".

FIXED COGS. Size to order 13, 14, 15, 16, 17T. x ½" x ½".

WHEEL FIXING. Track nuts.

PEDALS. Brampton or Phillips racing.

HANDLEBARS AND STEM. Alloy bend 15/16" dia. and alloy stem, size and shape to choice.

BRAKE. Front, G.B. alloy caliper with hooded lever.

SADDLE. The famous Brooks B.15N.

FINISH. Jubilee Road Track. Special flamboyant on Silver base in Red, Green, Blue, Orange (frame and forks first "Bonderized" 1), fork crown chromium plated.

FINISH. Allrounder and Valiant Road Track. Frame and forks "Bonderized" then finished three coats of "C.B." glass-hard coloured enamel to choice, lug edges delicately picked out in contrast colour, fork crown chromium plated. Exclusive "C.B." head badge and transfers with all finishes.



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 18, Drg. Nos. B.1011 -B.1087. 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" wheels without guards. (ALTERNATIVELY: Clearance for 27" wheels with guards, in which case integral mudguard eyes will be incorporated and fork crown drilled for brake.) Drop forged steel crown and fork ends with 1" round section blades, curved seat stay bridge. Brampton Alaset head fittings, Brampton or Bayless Willey bottom bracket fittings.

THREE ALTERNATIVE TYPES OF CONSTRUCTION

"International Sprint" model.

WELDED, incorporating 1 1/2" dia. top tube and oval-to-round section chain stays giving maximum tyre and chain wheel clearance without indents.

"Olympic Sprint" model.

BI-LAMINATED, incorporating the New "C.B." De-Luxe Spearpoint bi-laminations (definitely superior in strength and appearance) with 1 1/2" dia. top tube and oval-to-round section chain stays giving maximum tyre and chain wheel clearance without indents (option of 1" dia. top tube if desired).

"World's Championship Sprint" model. BRAZED LUG cut-away design (fig. 8, page 3) with steel lugs and steel bracket shell 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 section chain stays. Reinforcing end plates to seat stay bridge.

CHAINWHEEL SET. Cluster-Lea 1" x 3/16".

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

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.

PEDALES. Quill pattern solid centre Brampton B.B.

HANDLEBARS. Steel bend 1/2" dia. and steel stem. Size and shape as specified. Chrome plated.

SADDLE. Brooks B.17, type to choice.

FINISH. Frame and forks "Bonderized," stoved three coats "C.B." special flam on silver (top choice) with contrast single "Patch" lining (lug edges delicately picked out in contrast colour on models 46 and 47), fork crown chrome plated. One coat of clear lacquer over all, including transfers. Exclusive "C.B." head badge.

Weight from 19 1/2 lbs.

Design according to frame size and details given on page 18.

FRAME SETS as above

The "INTERNATIONAL SPRINT" Model.

Model W.45. Welded construction. Weight 6 1/2 lbs.

Price £12 17s. 6d.

The "OLYMPIC SPRINT" Model.

Model BI.46. Bi-laminated construction. Weight 6 1/2 lbs.

Price £15 2s. 6d.

The "WORLD'S CHAMPIONSHIP SPRINT" Model.

Model BR.47. Brazed Lug construction. Weight 6 1/2 lbs.

Price £16 16s. 0d.

COMPLETE MACHINES

The "INTERNATIONAL SPRINT" Model.

Model W.45a.

Price (including £5 14s. 11d. Tax) £18 11s. 5d.

The "OLYMPIC SPRINT" Model.

Model BI.46a.

Price (including £6 2s. 9d. Tax) £41 4s. 3d.

The "WORLD'S CHAMPIONSHIP SPRINT" Model.

Model BR.47a.

Price (including £6 8s. 6d. Tax) £43 3s. 8d.

*Please state definitely type of clearance required when ordering

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.



Weight, three speed, from 48 lbs.

Design according to frame size and details given on page 18.

FRAME SETS

Model No. 48. Double Diamond design. Weight 16½ lbs. Price £28 17s. 6d.

Model No. 49 (as above). Centre Bar design with twin struts across rear triangle. Weight 17½ lbs. Price £30 7s. 6d.

COMPLETE MACHINES

Model No. 48b. With Cyclo Benelux or Simplex three speed. Double Diamond design. Price (including £9 4s. 6d. Tax) £40 17s. 8d.

Model No. 49b. With Cyclo Benelux or Simplex three speed. Centre Bar design. Price (including £9 6s. 7d. Tax) £42 12s. 11d.

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. 1½" 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 1½" Endrick chrome plated.

TYRES. Dunlop Tandem "Sprites" 26" x 1½"

GEAR. Benelux, Standard Cyclo, Simplex or to order.

FREEWHEEL. As specified with gear.

CHAINS. Coventry ½" x 1½" roller chain front and rear.

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

HANDLEBARS. Chrome plated steel stem, 1", 2" or 3" extension. Chrome bends front and rear.

BRAKES. Alloy callipers 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. Bluemel's, celluloid or polished aluminium alloy.

PUMP. Bluemel's, celluloid or polished aluminium alloy 18".

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



The 'Saxon T.T.' model

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

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. bi-laminated construction as depicted (Fig. 1) on page 3, $\frac{1}{2}$ " dia. seat stays. Continental rake fork with $\frac{1}{2}$ " dia. round section blades and $\frac{1}{2}$ " 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 3/32".

GEAR. Benelux or Simplex 4 x $\frac{1}{2}$ " x 3/32".

PEDALS. Brampton 88.

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

BRAKES. G.B. alloy Courcur.

SADDLE. Brooks B.17.

MUDGUARD AND PUMP. Bluemal's polished aluminium alloy or celluloid.

FINISH. Option of Brilliant Blue, Ruby or Green scintillating flamboyant on Silver base after "Bondorizing." lug work tastefully picked out in contrast colour, fork crown and front and rear ends chromium plated 5" up. Usual attractive "Saxon" transfers.

NOTE: Enamel finishes can also be supplied if desired at usual reduction in price. Quotations given with pleasure, on receipt of details of your requirements.

Weight, four speed, from 25 lbs.
Design according to frame size and details given on page 18.

FRAME SET as above

Price £13 19s. 6d.

COMPLETE MACHINE

Four speed x $\frac{1}{2}$ " x 3/32" machine. Specification as above.

Price (including £4 19s. 1d. Tax) £33 5s. 3d.



Ladies' models

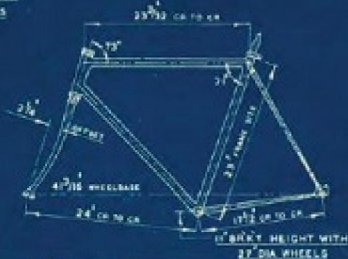
Frame designs illustrated below may be incorporated into any model. Angles and dimensions in accordance with Drawing No. 81008 on page 18.

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

Right: **Ladies' Sports Design** (no extra).



CLEARANCE FOR
27" DIA. WHEELS



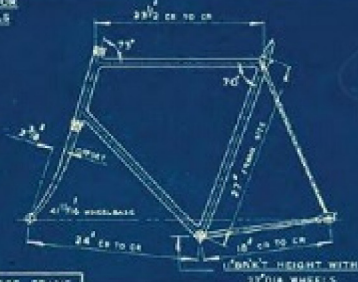
B 1003

CLEARANCES FOR 26" OR 27" DIA. WHEELS
(CLEARANCE FOR 26" DIA. WHEELS
SHOWN HERE.)



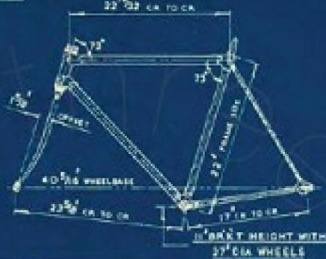
B 1008

CLEARANCE FOR
27" DIA. WHEELS



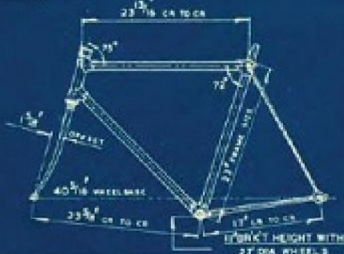
A TYPICAL LARGE FRAME

CLOSE CLEARANCE FOR
27" DIA. WHEELS



B 1011

CLOSE CLEARANCES FOR
27" DIA. WHEELS



B 1007

CLEARANCE FOR
26" DIA. WHEELS



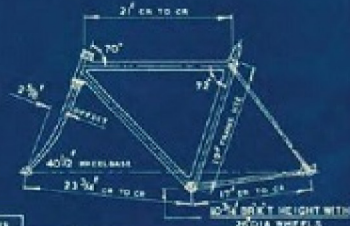
B 1006

CLEARANCE FOR
27" DIA. WHEELS



B 1004

CLEARANCE FOR
26" DIA. WHEELS



A TYPICAL 10" FRAME

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 EMPLOYED IN THE DESIGNS SHOWN HERE. IF DUE 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 YOU) IF THEY EXIST OR THROUGH YOUR AUTHORIZED DEALER. CLAUD BUTLER WILL ADVISE YOU WHETHER OR NOT YOUR IDEAS ARE PRACTICABLE (REASONS WHY AND SO FORTH) AND WILL, ON REQUEST, SUPPLY A SCALE DRAWING FOR APPROVAL ON RECEIPT OF DROUGHT.

NOTE: IN CONSIDERING THE DESIGN DRAWING ABOVE IT SHOULD BE BORNE IN MIND THAT IN FRAMES OF UNUSUAL ANGLE THE TOP TUBE LENGTH VARIES WITH THE FRAME SIZE.

CRAFTSMANSHIP —

These are but a few of many types of unusual machines produced as a matter of course by Claud Butler and serve to illustrate the versatility of the "C.B." organisation.



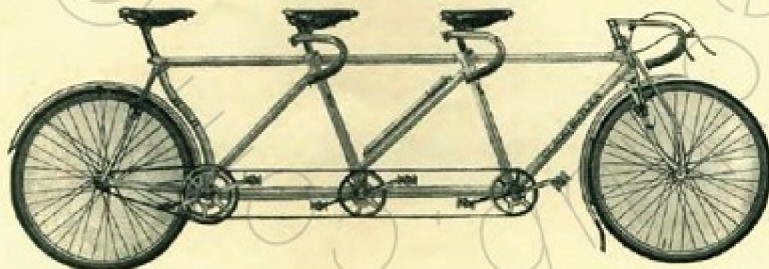
UNICYCLES

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.

ALTERNATIVES

The alternatives quoted here 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).

DRAWINGS. Full scale drawing (at nominal cost of £1 Is. 0d.) may be forwarded to rider for approval on request if special frame design submitted for estimate makes this necessary. This amount will, however, be regarded as part deposit on return of drawing with confirmatory order for new frame or complete machine (see page 18).

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 of which you may be proud 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, etc., remain subject to prices ruling at date of despatch.

SPECIFICATIONS. Claud Butler reserves the right to amend specifications or substitute component parts in the event of shortages or delivery delays.

ALTERNATIVES		Extra on frame set	Extra on complete machine
		£ s. d.	£ s. d.
Chrome front and rear fenders	...	11 6	13 6
Chrome front and rear ends (3" up)	...	18 6	1 1 9
Three-quarter chrome front and rear ends	...	1 16 0	2 2 4
Chrome plated head lugs	...	15 9	18 6
" " and head tube	...	15 9	18 6
" " seat lug	...	12 9	15 0
" " bracket shell	...	12 9	15 0
" " fork all over	...	8 9	9 4
" " " where ends are already chromed	...	3 3	3 10
" " whole of seat and chain stays	...	2 10 6	2 19 4
" " " where ends already chromed	...	2 0 0	2 7 0
" " frame and fork all over	...	4 10 1	5 0 0
Pack lines	...	7 6	8 10
Single box lines	...	7 6	8 10
Double box lines	...	14 3	16 9
Single feather lines	...	7 6	8 10
Double feather lines	...	14 3	16 9
J.G. lines	...	14 3	16 9
Triple box lines	...	1 1 0	1 4 0
Contrast colour, 8" band on seat tube (in enamel or lustre)	...	4 3	5 0
" " band on head tube	...	4 3	5 0
" " whole of head tube	...	6 9	7 11
6" chequer band on seat tube	...	16 4	19 5
Continental panels	...	2 3 3	2 10 10
Flam. on silver instead of enamel	...	8 9	10 4
Composition flam. on polished plated base instead of flam. on silver	...	17 0	1 0 0
Crown panels	...	2 8 6	2 17 0
Starmey Archer A.W. Wide Ratio 3-speed	...		2 0 9
" " A.M. Medium Ratio 3-speed	...		2 6 5
" " A.S.C. Fixed gear 3-speed	...		2 18 2
" " F.W. Wide Ratio 4-speed	...		2 5 7
" " F.M. Medium Ratio 4-speed	...		2 13 1
" " F.C. Close Ratio 4-speed	...		2 16 3
Simplex 3-speed derailleur	...		2 10 6
" " 4-speed derailleur	...		2 17 8
New type 1951 Simplex 4-speed x 3/32" (Eurocha block)	...		+ 4 4 4
" " 1951 " 5-speed x 3/32" (" ")	...		+ 4 7 10
Cyclo Benelux 3-speed x 1" (Boss post, F.W. derailleur)	...		2 18 9
" " 4-speed x 1" (" " ")	...		3 4 7
" " 4-speed x 3/32" (" " ")	...		+ 3 12 3
" " 5-speed x 3/32" (" " ")	...		+ 3 12 3
" " " chain cover (enamelled to match frame)	...		4 1
* These items are costed as an extra on plain enamel finish with chrome crown. As an extra on other finishes price would be subject to slight adjustment.			
† Plus additional charge for 3/32" chain (where necessary).			
		Frame extras are free of Purchase Tax	Prices in this column include Purchase Tax

**THIS IS THE GUARANTEE GIVEN
WITH EVERY CLAUD BUTLER
CYCLE AND FRAME**

Guarantee

I GIVE THE FOLLOWING 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 defects should appear within 12 months from date of purchase I undertake to inspect the part in question providing it is sent to me carriage paid with covering letter enclosing proof of date of purchase, number of frame and reason for return. If after examination such parts is agreed to be faulty I will repair, replace or rebrillish 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 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.



This machine I honestly believe is the best it is possible to produce in its particular class and given fair treatment will provide you with many miles of trouble-free, happy cycling for a long time to come. Should you ever feel that it falls short of this ideal please let me know.

Yours sincerely,

CLAUD BUTLER

**"C.B." WORKS, CLAPHAM MANOR STREET
LONDON, S.W.4**

Mr & Mrs J. H. ...