

Around the Trade . . .

THE C.B. "CONTINENTAL"

CLAUD BUTLER'S "CONTINENTAL"
 RALEIGH'S SPECIAL REFLECTOR
 FONTEYN'S LATEST

CLAUD BUTLER has for long been embodying the finer points of Continental construction in his machines. Before placing any new model on the market, however, exhaustive practical tests are carried out, and any possible little faults corrected before the bicycle or tandem is added to the famous range of Claud Butler "irons."

For the past three months, a member of our staff has been riding a "C.B." "Anglo-Continental" for business and club work, and has given the machine ample opportunity to confirm the manufacturer's claim that it is an ideal machine for the modern clubman.

On *The Bicycle* premises there are several "real" Continental bicycles—that is to say, machines actually made in France, and that have been used there for road racing. No better way of comparing an English-made "Continental" can be obtained than by placing it alongside one of these models.

The Claud Butler "Anglo-Continental" came out of this test with flying colours (in more senses than one, for the distinctive finish is a feature of the machine).

Sensible Design

"Continental," to some, means simply a machine with the frame angles pitched as steeply as possible; but in designing the "Anglo-Continental," Claud Butler has not gone to extremes, and has used good judgment, remembering that English and Continental conditions vary considerably, and that which may be O.K. in France is out of place in this country.

Steering is remarkably good, and the machine very easy to control. The sound design of the frame and front forks, while rigid enough for speed work, at the same time is sufficiently resilient to make for comfortable riding under the worst road conditions.

A GOOD JOB—NEEDS TIME

We can give you the former, but ask you to allow us the latter, so place your orders as early as possible; if you have not ordered, write or call for our new 1937 Catalogue.

Cycles from £7 10s. (21 days)
 Tandems from £14 14s. (1 month)

Every machine we build is regarded by us as an advertisement.

Easy Payments Financed by Ourselves.
 LEANS, 362/3 Upper Street, Islington, N.1. (2 mins. from Angel Tube Station)

The "Anglo-Continental" model is built with the head more upright than the seat. This gives a shorter wheelbase for a given length top tube, whilst still retaining a comfortable fork rake, the offset of which is, of course, scientifically calculated to give perfect steering at all speeds and under all conditions.

With the recommended wheelbase of 41 in., the length of the top tube is 23 $\frac{3}{4}$ in. centre to centre on a 21 $\frac{1}{2}$ in. frame, and it will be appreciated that this enables the rider to fit the popular Continental bends without a ridiculously long handlebar stem in order to obtain a comfortable position.

Lug-cutting

Lug-cutting, for which the "C.B." establishment has always been famed, is of a very attractive Continental type. The "C.B." Continental lug-cutaway, as with all other features of design and construction, has been calculated scientifically, thus providing the lightest combination consistent with strength.

It is claimed that the "C.B." lug cut-out and "file-up" actually increases the strength and rigidity of the frame by distributing the breaking point over a longer line and by the "blending" of the filed down taper of the lug with the "butt" of the tube.

The machine can be built to take 26-inch wheels with mudguard clearance, 27-inch wheels with mudguard clearance, or both 26-inch and 27-inch wheels with mudguard clearance.

The hub fitted on the three-speed model (as illustrated) is the British Hub Company's "Solite O.S." screwed one side only for the Simplex triple free-wheel.

Feature of Hub

A feature of this hub is that it retains a narrow measurement between the rear fork ends, thus enabling riders to change the wheel over for an ordinary double cog hub without alteration, if they so wish. The spokes, naturally, are tied and soldered.

"C.B." Continental caliper brakes of a new unique type, giving clearance for 26 or 27-inch wheels, and mudguards are fitted. These "C.B." bolt-on Continental brakes are made of steel, chromium plated, with a special type of bearing surface on the swivel-bolt, which results in a particularly smooth action and "take-off," and its stopping



The Claud Butler "Anglo Continental"

SPECIFICATION

"C.B." Anglo-Continental FRAME. Special exclusive design with "steep" head, C.B. fittings throughout. C.B. Unique Continental cutaway lugs. C.B. "Continental," rake forks, with light reinforced crown.
 WHEELS. Ultra-light hubs, special design rear for triple free-wheel. Dunlop High Pressure rims and tyres. Spokes tied and soldered.
 SADDLE. Brooks' Champion series.
 BRAKES. C.B. special lightweight.
 CHAIN. Elite.
 HANDLEBARS. C.B. Anglo-Continental on special stem.
 GEARS. Champion of France Simplex, Cyclo, or Osgear.
 MUDGUARDS. Bluemels white or black Noweight, with "Duplex" reflector incorporated in rear guard.
 FINISH. International silver, with red, white, and blue bands round seat tube.
 PRICE. £13 7s. 6d.

powers are very remarkable. The brake levers are shaped to conform with the curve of the drop bends, and have a comfortable rounded gripping surface, which is a distinct advantage when descending long gradients.

The bends fitted are the famous "C.B." Tour d'Angleterre, giving three comfortable riding positions. The stem is a "C.B." lap joint type, made in the "C.B." workshop, and chromium plated by the "C.B." double deposition process.

The Pedals

New introductions are the "C.B." pedals, which are suitable for all widths of shoe, are extremely light, have a solid centre, and are very attractive in appearance. These were used by a number of riders in the September Wembley "Six."

Now to the important matter of

finish. This is the "C.B." Continental panel finish, and the "base" colour is called Black/White "C.B." Duo-Crackle. The Continental effect is enhanced by the inclusion of the white panels, which effectively contrast with the rest of the finish and the "C.B." red, white, and blue international bands top and bottom of the solid white seat tube panel.

Chromium front and rear fork ends and fork crown, plated by the "C.B." double deposition process, provide a fitting finish to a superb job.

Of course, other finishes to customer's choice are available, and riders have only to advise Claud Butler of their requirements regarding this or any other item of the specification, when same can be incorporated in their new machine.

The Claud Butler "Anglo-Continental" model is also available as a single-speed "job," of course, or fitted with sprints and tubulars as a road time-trial machine.

Further particulars regarding parts optional in the specification of this and all other "C.B." models are given in full in the Claud Butler illustrated art catalogue for 1937, a copy of which will be sent free and post free anywhere, if readers will please write personally to Mr. Claud Butler, Manor-street, Clapham, London, S.W.4.

FONTEYN'S LATEST

MESSRS. FONTEYN and Co., of 19, Percy-street, Tottenham Court-road, are now marketing haphazard bends, stems, and a patent seat pillar in the "Cimali." This

posed of magnesium absence keeps the hands at contact with metals a

An advertisement that it can be made more brittle associated "Cimali" satisfied latest patent have been process.

The bicycle 1' in. and mer being Continental supplied

ferent size pander body The seat a saddle-clip thus dispersing for a saving stems are to telescope

TELE REF

WHETHER rec pat guards is a lists and wheels In fairness it should be are reflectors the general pu ledge of the v ciency revealed are under test

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