



# Around the Trade . .

## "TOUR D'ANGLETERRE"

MANY readers have written to us asking why a Tour of England cannot be promoted on the lines of the Tour de France. Although many reasons prevent such an event being held, most of the lightweight manufacturers are building machines which would be very suitable for use in an event of this nature.

A very good example is included in the extensive 1937 range of Claud Butler machines. This is appropriately named "The Tour d'Angleterre" (The Tour of England), and is described in detail on page 12 of the new "C. B." list, which can be obtained from any of Claud Butler's depots.

"The Tour d'Angleterre" is priced at £17 10s. When one has seen the excellent design, fine detail work, and first-class specification, it is soon realised that the price is by no means excessive.

The size of the frame, bracket height, wheelbase, etc., is left to the individual choice of the customer, and is built up with 531 tubing. Naturally, "continental" design predominates, but Claud Butler will be pleased to suggest any modifications which riders consider necessary for English road conditions.

As will be seen from the illustration, the front forks are of very pleasing design, built up with taper gauge butted blades with reinforced C.B. light continental pattern profile crown. A very neat C.B. continental chain oiler is fitted to the lower part of the seat tube.

The transmission of the "Tour d'Angleterre" is extremely well arranged. The chain-wheel on the machine illustrated above is a "Thetic," but any other make

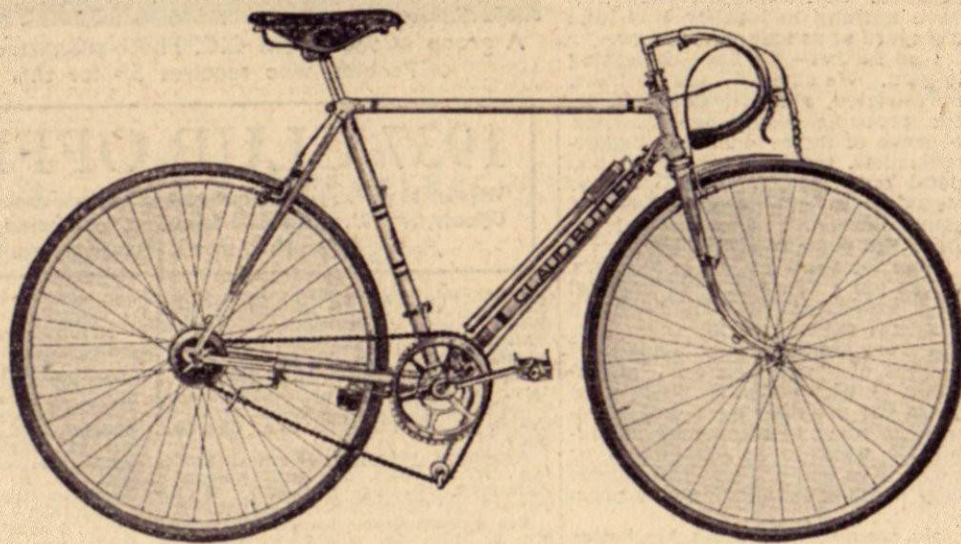
of orthodox chain-wheel is available. Any of the light racing derailleurs can be fitted, and the choice of gear ratios is left to the customer.

No matter how good the transmission, much effort is wasted if the wheels are at fault. Those on the "Tour d'Angleterre" are made up of the best possible components, and fitted with any of the Dunlop, Constrictor, or Tabucchi range of tubulars. The

specially attended to, and the C.B. twin-force feed system to all parts, including head and bracket, is incorporated.

All Claud Butler machines are famed for their fine finishes, and that on the "Tour d'Angleterre" is tip-top. The frame is individually hand panelled, with continental finish in contrasting colours, with international red, white, and blue bands on the seat tube.

The machine illustrated weighs 23 lb. complete, but, naturally,



### SPECIFICATION.

**Frame.** Built to individual specification.  
**Forks.** Special "Continental" rake to order.  
**Wheels.** Constrictor "first choice" rims; ultra light hubs. Tubulars to order.  
**Gears.** Simplex, Osgear, Cyclo, etc.  
**Chain-Wheel.** "Thetic."  
**Saddle.** Brooks' B17, Swallow, etc.  
**Finish.** "Continental," with international bands on seat tube.  
**Price.** £17 10s. 0d. With "High Pressures" and mudguards, £16 10s. 0d.

high quality of these is at once apparent when the machine is ridden.

Any shape of handlebars can be fitted to order; those illustrated are special C.B. 16½ in. "Tour d'Angleterre," and are fitted to a chromium plated lap joint stem, with extension to order.

Two extremely powerful brakes, specially designed for repeated application, are available (though any others, of course, can be specified). The brake levers can, if desired, be brazed into the position preferred. This ensures absolute rigidity, and this point is worth studying, for frequent vibration at awkward moments, loosens the levers.

The rest of the specification, saddle, pedals, etc., are all left to the customer. Lubrication is

this varies one way or the other, according to the specification chosen.

## STURMEY'S

THE new Sturmey-A.R. type ultra three-speed has taken the market. This very successfully S. H. Ferris in London ride, and interest at Olympia.

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