



1930



1930 STANDARD MODELS

DUPLEX STEERING OR DUPLEX FRAME

350 Side Valve	...	Sturmey	£46,	Blackburne	£45
500 Side Valve	...	Jap or Blackburne	...	£49	
350 O.H.V. 2/Port	...	Jap or Blackburne	...	£55	
500 O.H.V. 2/Port	...	Jap or Blackburne	...	£59	

Sturmey Engines Optional for other models.

REAR-SPRUNG FRAME, ANY MODEL, £4 10s. extra

THE OSBORN ENGINEERING COMPANY LTD.

Factory: ATLANTA WORKS, GOSPORT, HANTS.

Telephone:

GOSPORT 8144.

Telegrams:

"PLANES, GOSPORT."

Codes:

A.B.C. 5th EDITION or BENTLEYS

London Office, 401 Strand, W.C. 2. Telephone 7366 Temple Bar.

Telegrams "Oecmobike, Rand London."

BARNSTORMERS.CO.NZ



TERMS AND CONDITIONS OF THE O.E.C. GUARANTEE.

We give the following Guarantee with our Motor Cycles and Sidecars, instead of the guarantee implied by statute, or otherwise, as to the quality or fitness of such machines and sidecars for the purpose of motor cycling; any such implied guarantee being in all cases excluded. In the case of machines and sidecars which have been used for "hiring out" purposes or from which our trade mark or manufacturing number has been removed, no guarantee of any kind is given or is to be implied.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship but this guarantee is to extend and be in force for six months only from the date of delivery, and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for the part of the motor cycle or sidecar which may have proved defective. We do not undertake to replace or refix, or bear the cost of replacing or refixing such new part in the motor cycle or sidecar, and all replaced or repaired parts are supplied delivered our Works.

We undertake, subject to the conditions mentioned below, to make good at any time within six months from Works delivery any defects in these respects. As Motor Cycles and Sidecars are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

If a defective part should be found in our motor cycles or sidecars, or in any part supplied by way of exchange before referred to, it must be sent to us carriage paid, and accompanied by an intimation by the sender that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine or sidecar, the name of the agent from whom he purchased, and the date of the purchase, or the date when the alleged defective part was exchanged, as the case may be.

Failing compliance with the above, such articles will lie here at the risk of the senders, and this guarantee, and any implied guarantee, shall not be enforceable.

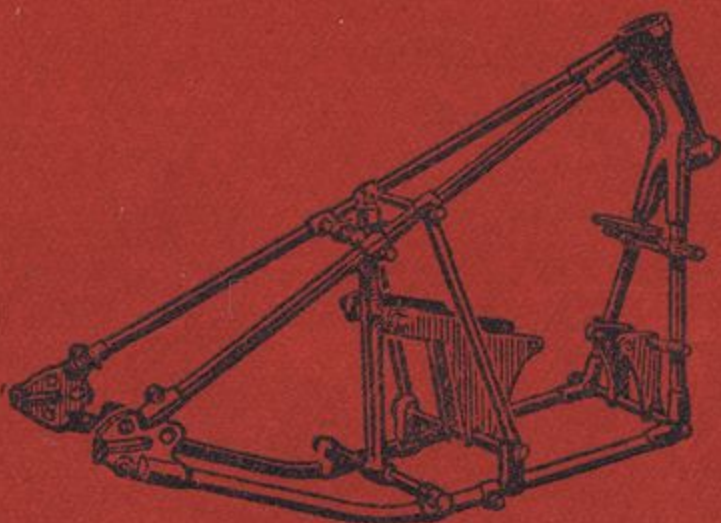
We only guarantee those machines which are bought either direct from us or from one of our duly authorised agents, and under no other conditions.

We do not guarantee the specialities of other firms, such as engines, tyres, saddles, chains, lamps, etc., or any component part supplied to the order of the purchaser differing from our standard specification, supplied with our motor cycles or sidecars, or otherwise.

The term Agent is used in complimentary sense only, and those firms whom we style our Agents are not authorised to advertise, incur any debts, or transact any business whatsoever on our account other than the sale of goods which they may purchase from us; nor are they authorised to give any warranty, or make any representation, on our behalf, other than those contained in the above guarantee.

Delivery Gosport Works, Carriage Paid goods rate nearest station, but machines consigned passenger train and insured, Packing Free, difference in rates only being payable.

We reserve the right to alter these specifications and prices without notice, and the prices are those ruling at the time of delivery.





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Sturmey Engines Optional for other Models.

REAR-SPRUNG FRAME, ANY MODEL, £4 10. extra.

GENERAL SPECIFICATION

As always, "O.E.C." machines are still ahead on full and first-class specification and amongst other refinements now include the following:—

Comfort & Safety.

Low Saddle & High Clearance.
 Wonderful Steering.
 Duplex Frame.
 26 × 3.25 Tyres.
 Aero Saddle.
 Twist Grips.
 Large Brakes
 Adjustable Footrests,
 Saddle and Handlebars. }

Appearance, Cleanliness & Silence.

All enclosed Primary Chain.
 Exceptionally efficient, wide,
 Valanced Mudguards. }
 Neat colouring, Black and Red.
 Efficient Silencers.
 Saddle Tank,
 Enclosed Valve Gear.
 Brake Drum Weather-proof Shields.
 Weather-Proof Finish.
 Front chain oiling.

Efficiency & Reliability.

Interchangeable Wheels.
 Taper Roller Hubs.
 Interchangeable 7" Brakes.
 Easy Accessibility.
 Spring up Prop Stands.
 Rear Hand Hold.
 Protected Battery Mounting
 Large Filler Caps.
 Petroflex Oil and Petrol Pipes.

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www.bentleybicycles.com



FOREWORD

As designers and constructors of "O.E.C. The Modern Motor-cycle"—and the famous "Blackburne" machines—we should like to stress the fact, that we have manufactured motor-cycles and cars for over thirty years and the result of such mature experience is naturally reflected to advantage in our products, which always combine sound and proved modern designs, together with the latest constructional methods, for we do not hesitate to break away from the conventional where definite improvement results to the motor-cycle as a whole.

We invariably recognise the importance of providing a full and first class specification for our machines, the value of which may be judged from the list of refinements given on the preceding page, which are now **STANDARD ON ALL MODELS**. No doubt many machines possess one or more of these refinements in their specification, **BUT** the "O.E.C." is the only motor-cycle in the world offering the whole list and numerous other refinements **AS STANDARD FITMENTS—AT NO EXTRA—ON ALL MODELS**; combined with an exceptional degree of skilled workmanship, design, performance and lasting service.

Due to the enormous popularity of our **DUPLEX STEERING** motor-cycles, we are now supplying this type in any model at the same price as our famous **DUPLEX GIRDER** frame, with orthodox steering, and for similar reasons, we are supplying our **REAR SPRUNG FRAME** on any model or type at a very low figure.

We give below a short description of our main products. (1) The Duplex Steering; (2) Rear Sprung Frame; (3) The Duplex Girder frame with orthodox fork; (4) The Two-seater set.

(1) **THE WELL-KNOWN "O.E.C." PATENT DUPLEX STEERING**, which is obtainable in all models at option, has now been on the market three years and represents the only practical attempt to break away from the principles of steering design in use since the old boneshaker days. Whilst being highly original, its great degree of **INHERENT** or **AUTOMATIC STABILITY**—and consequent greater **SAFETY** and ease of control under all conditions, together with enhanced **COMFORT**—explains why it is now so widely popular for all ordinary uses including touring, pottering, racing, etc. These exclusive advantages and many others common to all "O.E.C." products, are now widely recognised and appreciated. Duplex Steering motor-cycles of all types are being supplied **after** exacting tests, to the Military, Police, Postal and other authorities, as well as private users the world over, and it is with the utmost confidence that we offer them to the general public. Whilst it is recognised that the ordinary motor-cyclist has no occasion usually to make journeys on rough tracks and direct cross country, it is nevertheless of inestimable advantage to possess the great confidence engendered by the knowledge that his Duplex Steering machine **will** negotiate in **safety** and comparative **comfort**, any **unsuspected pothole, greasy patch** or rough section, which with the conventional machine would ordinarily mean a fall or at least a call for extreme care and skill to negotiate. The standard Duplex Steering therefore, is capable of a very high road performance, together with ability to traverse rough or greasy sections and tracks or direct cross-country journeys in **SAFETY and COMFORT**. In addition, with the attachment of our driving wheel track band—which can be fitted to any model—the machine is able to journey over deep mud, sand, shingle, bog, ditches, rough grass, wooded or rock strewn country and steep gradients in comparative safety and ease without calling for any high physical qualities or expert riding capabilities of the motor-cyclist; in fact with the track band fitted, the Duplex Steering motor-cycle is a true "go anywhere" vehicle, and being narrow can usually pass where other vehicles cannot even approach. The Duplex Steering frame construction encloses all the vital units and in the event of a collision—inevitably spelling complete disaster to the ordinary fork steering type—even where the whole of one side of the machine is thrown some inches out of line or smashed away, the rider can carry on due to the self-centring action of the steering and girder-like construction. The brake gear is wholly protected. The standard width of frame is only 19in., which is considerably narrower than the footrests 24in., or handlebars 30in., which are the normal widths for a motor-cycle, but notwithstanding, the turning circle is only 13-ft. diameter or smaller than most orthodox motor-cycles. The springing and steering is wholly enclosed and packed with grease. Load and rebound springs in the long steering heads are adjustable and allow a movement of 6in. if desired. The handlebars are positively connected, that is to say, there are no tie rods or gearing of any nature whatsoever, in the whole control or steering assembly. Accessibility and maintenance are carefully studied, the power and transmission units being supported in a sub-frame. The construction throughout is simple, contains no complicated lugs and needs no expert fitting: in general, all maintenance and repairs can be easily effected by the ordinary unskilled mechanic. The main advantages of "O.E.C." Duplex Steering as opposed to the orthodox type of fork steering motor-cycle are:—

- (a) **INHERENT STABILITY AND SAFETY** for machine and rider with freedom from wobbles and skids due to greasy roads, potholes, loose surfaces, etc.



FOREWORD *continued.*

- (b) **ENHANCED COMFORT AND EASE OF CONTROL** due to automatic self-centring of the steering and comfortable springing, relieving the rider of the strain of constant concentration on steering.
- (c) **SIMPLER AND STRONGER CONSTRUCTION** with fewer and simpler parts than the orthodox. All-enclosed steering control and springs.
- (d) **LOWER UNSPRUNG WEIGHT** and positive handlebar fixing and control.
- (e) **DUPLEX 22in. STEERING HEADS** with all units quickly demountable and accessible.
- (f) **LONGER USEFUL LIFE**, lower maintenance and first cost, lower weight.

These advantageous features of "O.E.C." Duplex Steering are clear reasons for its growing popularity and offer additional proofs that **our pioneering efforts were not unjustified.**

(2) **THE "O.E.C." PATENT REAR SPRUNG FRAME** has been fully tried and tested during the last two years, both on track and road, and has given every satisfaction in the hands of owners at home and abroad. It is adaptable to any "O.E.C." Whatever the make of machine, fitting the "O.E.C." rear sprung frame, will bring greatly increased comfort and still greater safety, due to the springs absorbing the jolts and jars from the road. The exceptionally low cost coupled with neatness and proved efficiency should make for increasing popularity. For detailed description, see pages 6 and 7.

(3) **OUR FAMOUS "O.E.C." PATENT DUPLEX TRIANGULATED GIRDER FRAME** with orthodox fork steering is obtainable in all models at option, and was introduced by us some six years ago, to meet a definite demand by motor-cyclists for a really strong and rigid frame with conventional fork steering, and in spite of imitation, it is still in a class by itself as regards design and workmanship as applied to the ordinary type of motor-cycle, and combines (a) Enormous strength and rigidity with low weight; (b) Great accessibility with protection to vital units; (c) Cradle sub-frame mounting for power and transmission unit; (d) Handsome lines with comfortable saddle and control positions. These and other advantages account for its continued popularity amongst discerning motor-cyclists.

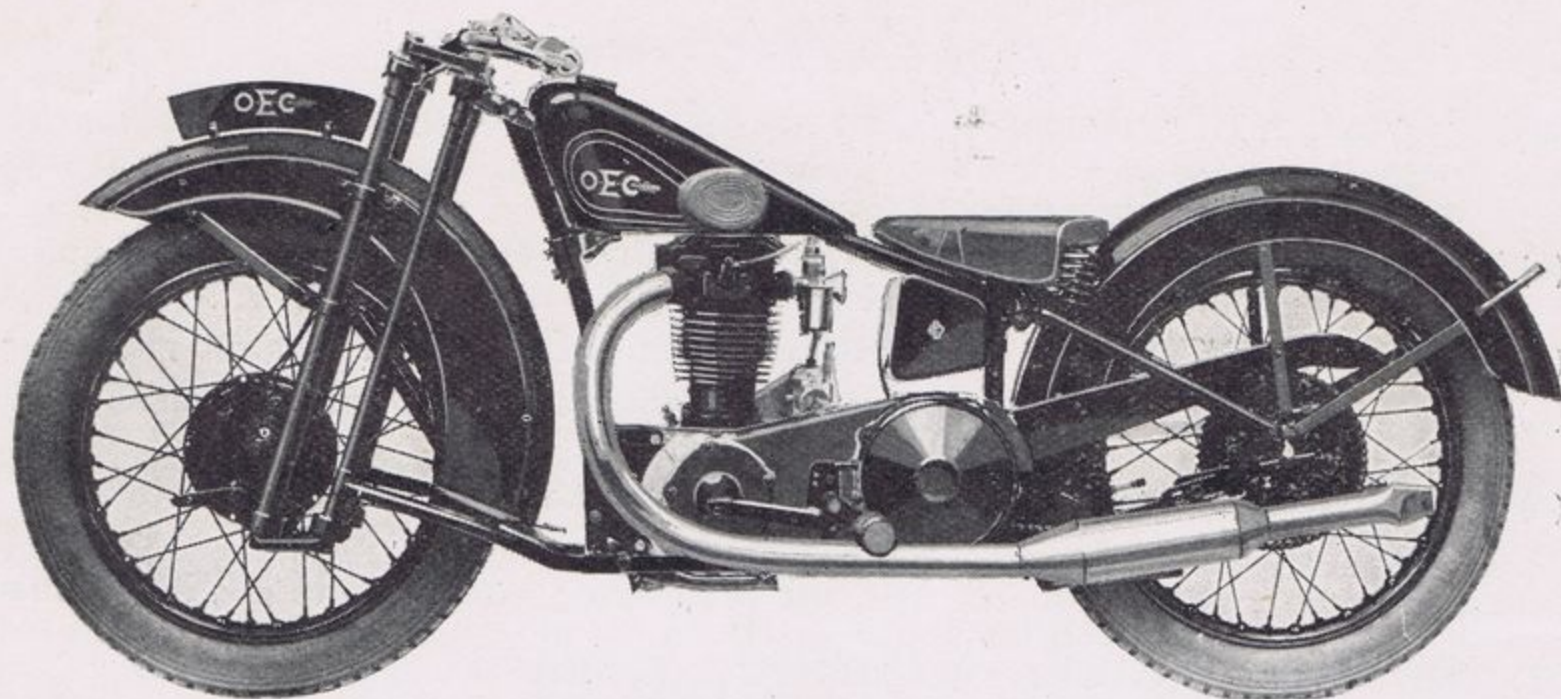
(4) **THE "O.E.C." TWO-SEATER SET** consists of two saddles mounted on a special seat pillar. Additional footrests are provided on lugs at the front of the engine mounting, the handlebars being adjusted forwardly. Control is effected from either saddle, the brake pedal being heel operated by the front rider, the passenger using the normal footrests. Both saddles can be easily straddled being only 26in. above ground line and well in front of the rear wheel. The stability and comfort of the machine is not impaired and generally the arrangement is a great advance on the old high pillion seat. This set is only suitable for Duplex Steering motor-cycles; illustration, page 10.

We always make a practice of thoroughly subjecting our products to the most strenuous tests before marketing, and only engage in public trials as and when we have something to prove or test, as for instance, our "Round the World" Tour by Capt. Malins and Mr. Charles Olliver, who with two of our heaviest twin cylinder outfits, literally toured the world and incidentally crossed the SINAI DESERT by motor-cycle for the first time in history in spite of a blinding sandstorm.

Whilst the "O.E.C." is not a machine designed and constructed by one individual, neither is it mass produced, all-proved modifications or additions to specification by way of refinements being embodied without delay. In producing a machine having the exceptional qualities synonymous with the name "O.E.C.," it is not always possible to bring the selling price down to the same figure as cheaper makes owing to the very full "O.E.C." standard specification, we therefore advise the prospective Motor-cyclist to carefully study and compare with other makes the overwhelming points of "O.E.C." advantages and specification mentioned herein (voiced by satisfied owners and the Motor-cycling press the world over—see pages 14 to 16) before deciding on their purchase, bearing in mind that our after sales service is **real and specially organised.**

In conclusion, we think we may fairly lay claim, not only to our ordinary and registered slogan, "O.E.C. The Modern Motor-cycle," but also to "O.E.C. The World's Most Modern Motor-cycle."

DUPLEX
STEERING

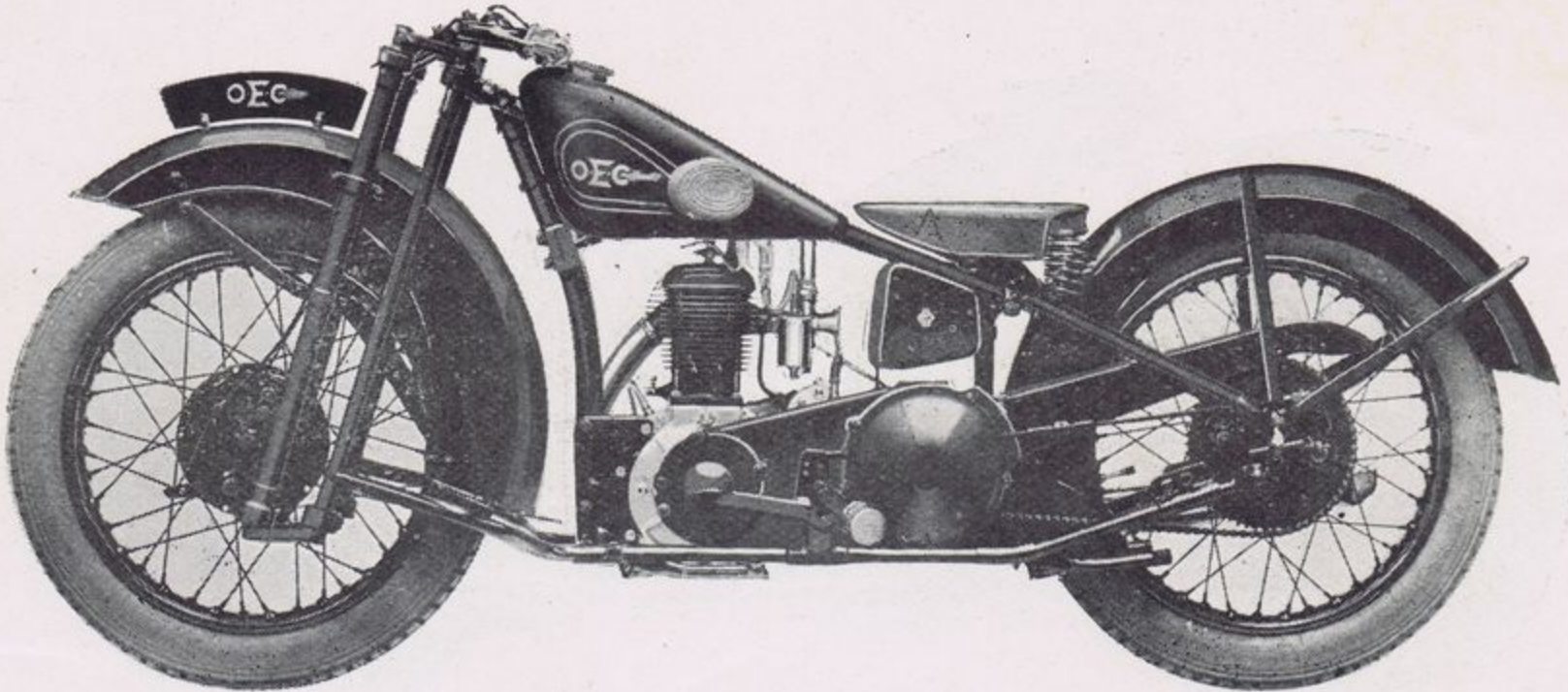


350 c.c. O.H.V. TWO-PORT £55 500 c.c. £59.

SPECIFICATION

- Engine Unit.** Blackburne, J.A.P. or Sturmey as required—see standard range of models on cover. Prices for other units on request.
- Carburetter.** AMAL Pilot jet type carburetter, chromium plated petroflex pipe, inward opening twist grip throttle and throttle stop.
- Ignition & Lighting.** M.L. heavy waterproof magneto sheltered behind engine, L.H. inward opening twist grip. Lighting see page 12.
- Exhaust & Silencers.** Large diameter heavy gauge exhaust pipes, with ample clearance for all purposes, etc., securely attached without loose clips, yet quickly detachable. Very efficient silencers with facility for easy detachment and cleaning without removing exhaust pipes or other parts.
- Lubrication.** **Engine.** Positive feed pump. Petroflex pipes, quickly adjustable sight feed by knurled knob and check device. Oil mist and grease nipples to overhead rockers. **Gear Box.** Large and accessible grease and oil cover. **Frame steering and hubs.** Tecalet force grease gun and accessible nipples on steering heads and other members with large greasers for hubs. **Chains.** Adjustable drip oiling to primary chain passing into enclosed chain case.
- Gear Box, Chains & Chain Guards** 3-speed gear box all chain, 350 c.c. $\frac{1}{2}$ x $\frac{5}{16}$ chains throughout, 500 c.c. $\frac{5}{8}$ x $\frac{3}{8}$ chains throughout, kick start, heavy clutch and shock absorber. Unit very strongly fixed to cradle member. Rattle-proof chain guards totally enclosing primary drive with ample protection to rear drive and arranged with quickly detachable clutch and sprocket covers for adjustments. Accessible fine adjusters to chains remaining in situ on wheel removal. Standardised gear ratios are 350 S.V. 5.7, 9.1, 14.4. 500 S.V. 5.1, 8.2, 14.2. 350 O.H.V. 5.2, 8.3, 13.7. 500 O.H.V. 4.8, 7.7, 13.4. Special close or wide ratios or sprockets to order.
- Wheels, Tyres & Brakes.** 26 x 3.25 wired-on Dunlop tyres and wheels on all models with interchangeable and quickly detachable waterproof and dust proof hubs, and 7in. internal expanding interchangeable brakes, steel shoes, quick adjustment, weather-proofing shields being fitted to brake drums. Hubs equipped with British Timken adjustable taper roller bearings carrying a guarantee of two years. Jointless heavy gauge rims and rustless 10 Gauge spokes.
- Mudguards.** 6in. wide dome section guards front and rear with deep panelled side valances and strong and independent stays. Hand lift on rear guard. Neither guard need be disturbed for wheel removal or the like. The guards are finished in black with fine red lining.
- Stands.** Both front and rear stands are of the spring up type on all models, the front and rear being provided with a toe piece enabling the rider to easily operate the stands when astride the machine, which automatically spring up when getting under way.
- Handlebars.** Comfortably shaped rust protected handlebars with a very large range of adjustment. Standardised layout of controls.
- Footrests.** All steel adjustable footrests, practically unbreakable and equipped with large comfortable rubber pads. Knee grips adjustably mounted on tank.

DUPLEX
STEERING



350 c.c. SIDE VALVE, £45 500 c.c., £49.

SPECIFICATION *continued.*

Saddle.

The saddle is a No. 1 large size Aero with soft top, being mounted on a seat pillar in normal manner which allows full adjustment fore and aft or up and down to suit all riders.

Tank Unit.

Large handsome saddle tank with large diameter splash proof filler caps for petrol and oil. 2-gallon petrol and 3-pints oil. (Larger tanks to order.) The tank is provided with a deep well on the underside to give extreme accessibility. Everlasting, leak proof armoured Petroflex pipe throughout. Tank removed by unscrewing four nuts. We recommend "Golden Shell" for 4-stroke and "Triple Shell" for 2-stroke engines.

Frame & Steering

The "O.E.C." patent Duplex Steering and frame represents the **first definite breakaway from the old bicycle type of steering**, either with or without front forks. The main principle of Duplex Steering—apart from obvious constructional advantages—being that the weight of the machine or force of impact on the road or obstruction is actually utilised as a definite righting or stabilising force, and this type of machine possesses very high anti-skidding qualities on grease, etc. The frame encloses all vital parts and is rigidly braced from the front wheel direct to the rear fork ends, terminating at the front in two long steering heads, one on either side of the wheel, which extend down from the handlebars to just below the wheel spindle. Bottom cradle members run from the lower end of the steering heads below engine and transmission units to the rear fork ends, and form, together with the straight top members, an exceptionally strong and rigid mounting and frame with a low centre of gravity and saddle disposition, yet affording ample clearances and accessibility, with ease of control. The power and transmission units are very accessibly mounted on a removable sub-frame. The steering and springing is all-enclosed, and equipped with **adjustable bearings** packed with grease. The load and rebound springs are some 26in. long and a movement of 6in. is provided. Handlebar fixing and control is absolutely positive, with entire absence of tie rods or external wearing parts. Enormous stability is ensured in greasy or rough going conditions, and the construction contains no complicated lugs. There are only four moving parts in the whole steering.

Rear Springing.

"O.E.C." patent rear springing can be fitted to any model for £4 10s., see particulars, pages 6 and 7.

Finish.

"O.E.C." standard colours are black frame and parts, mudguards black and lined in red, tank black and hand finished, red panels and white surround lining with "O.E.C., THE MODERN MOTOR-CYCLE" in gold leaf artistic elliptical transfers. Bright parts are eliminated throughout as far as possible. Other colours to choice.

Dimensions, etc.
(Approx.)

Model	Weight.	Speed M.P.H.	W/Base	Saddle.	Clearance
350 S.V.	250-lbs.	50-55	53"	22" upwards	5" min.
500 S.V.	280-lbs.	55-65	53-55"	22" upwards	5" min.
350 O.H.V.	290-lbs.	60-80 & up	53-55"	22" upwards	5" min.
500 O.H.V.	310-lbs.	65-90 & up	53-55"	22" upwards	5" min.

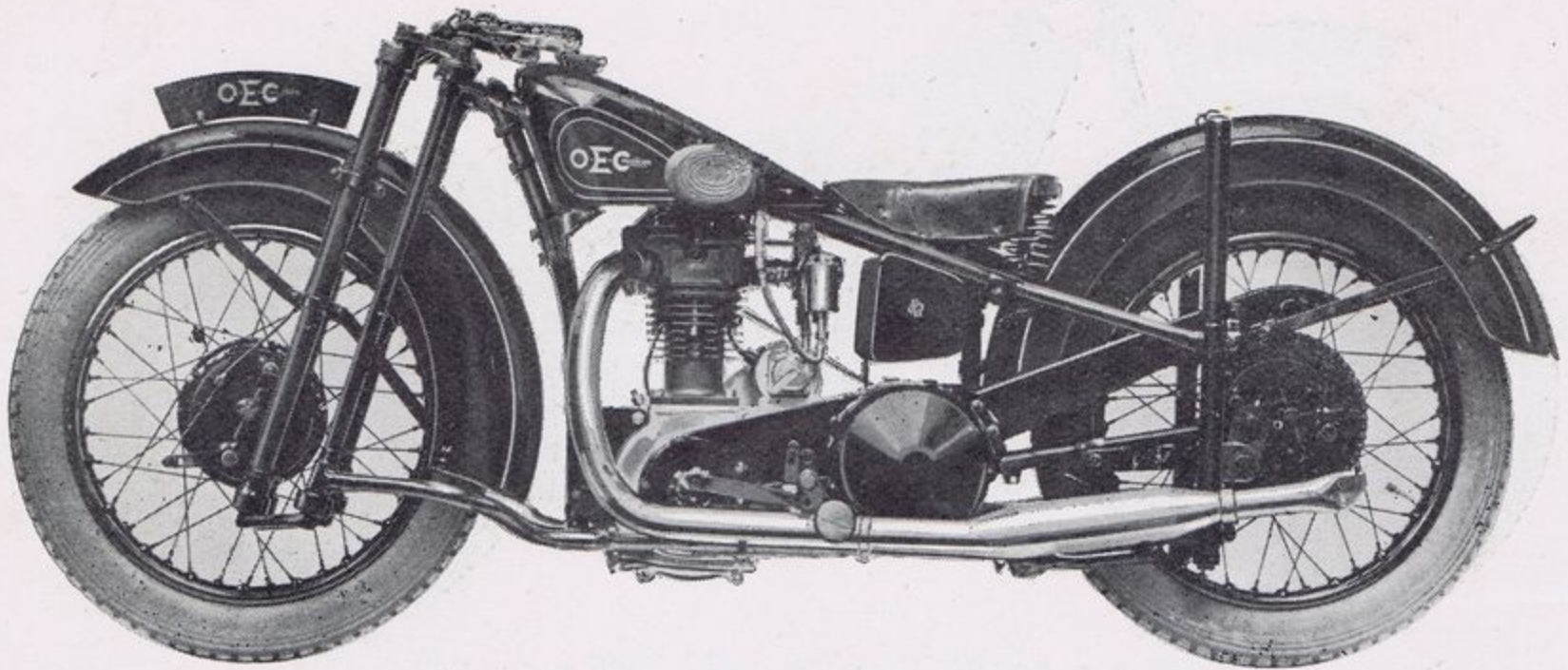
Extras.

Lighting, etc., see page 16. Two-seater £3. Non-skid Track Band £4.

Sidcars.

All types from £12 10s. 0d. upwards—see separate catalogue.

REAR
SPRINGING

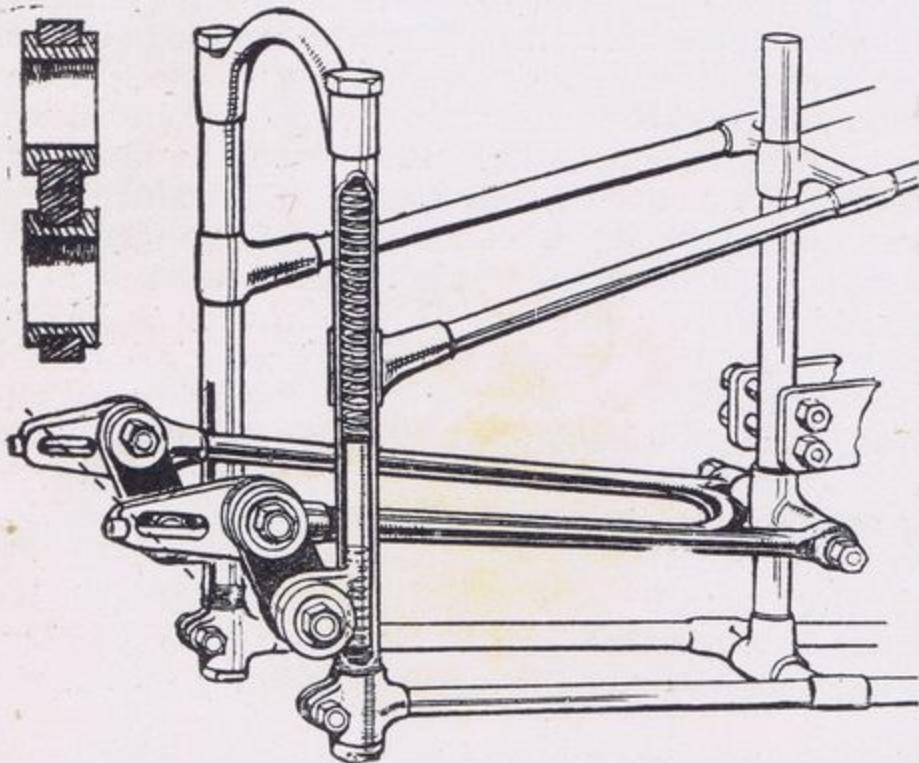


350 c.c. O.H.V. DUPLEX STEERING REAR SPRINGING £59 10s.

DUPLEX STEERING OR DUPLEX FRAME.

350 c.c. SIDE VALVE, ...	£49 10s.	500 c.c. ...	£53 10s.
350 c.c. O.H.V. TWO-PORT,	£59 10s.	500 c.c. ...	£63 10s.

O.E.C. PATENT REAR SPRUNG FRAME.

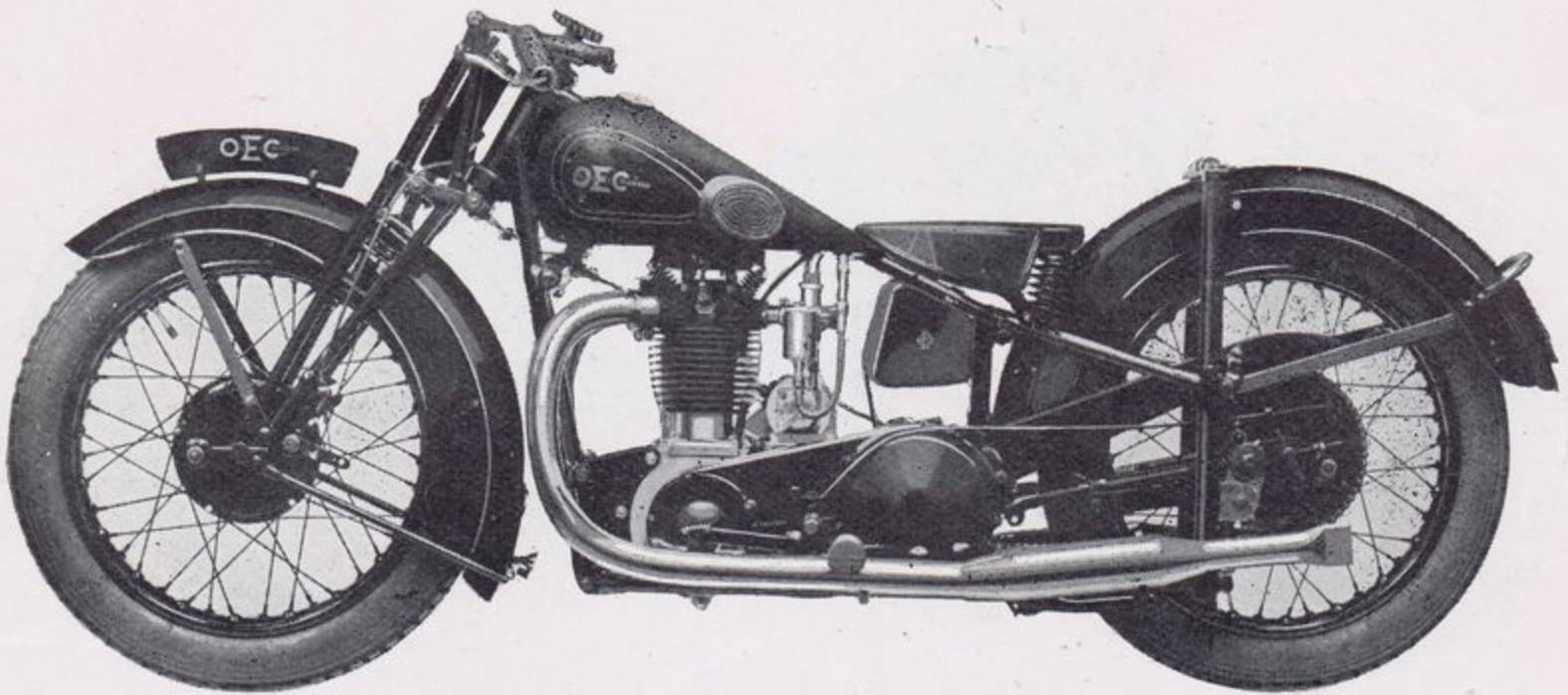


O.E.C. PATENT REAR WHEEL SPRINGING,
FOR DUPLEX OR DUPLEX STEERING FRAME.

The "O.E.C." Patent Rear Sprung Frame is designed to combine the great comfort of efficient rear springing (with its consequent lower transmission wear and tear) together with a very strong and rigid frame construction and total elimination of axial side play or tendency for misalignment of the wheel after use. The frame is continued right back to the rear wheel; the two vertical side members enclosing the springs and forming the rear frame members, are connected over the top of the wheel and mud-guard by a strong loop to which the mud-guard, carrier or pillion are attached. The appearance is exceptionally neat and unobtrusive, the two vertical frame tubes enclosing plungers which work against the enclosed load and rebound springs, adjustment being provided for solo or passenger work. The separate radius rod member has a long wide front bearing behind the gear box, and is only called upon to take

thrust. The fork ends are attached to the spring plungers by short sturdy side links with very large faces to resist side play. The side links are fully adjustable, being provided with thrust and lock nuts accessibly placed, and while acting as shock absorbers, they at the same time fully resist all tendency for misalignment or side play of wheel at the right place, viz., the axle itself. Chain adjustment is exactly similar to that required on an orthodox rigid frame machine. The lower wear and tear on tyres, chains, transmission and power unit is most marked, resulting ultimately in much lower upkeep costs. All parts are amply proportioned for their respective duties being designed to ensure great strength, rigidity and long life.

REAR
SPRINGING



350 c.c. O.H.V. TWO PORT DUPLEX FRAME REAR SPRINGING £59 10s.

DUPLEX STEERING OR DUPLEX FRAME.

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350 c.c. O.H.V. TWO PORT,	£59 10s.	500 c.c. ...	£63 10s.

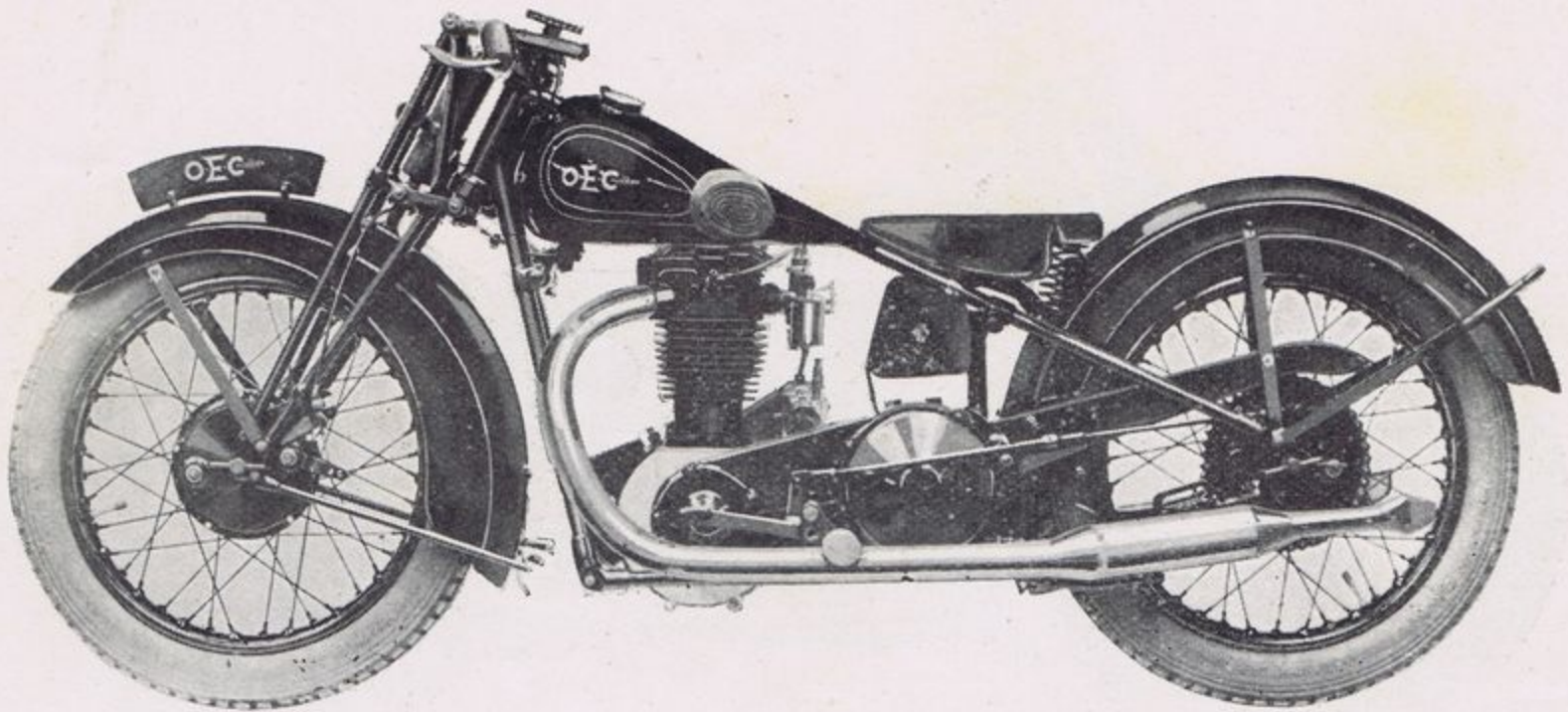
O.E.C. PATENT REAR SPRUNG FRAME.

"O.E.C." Rear Springing is adaptable to any "O.E.C." machine. It has been fully tried and tested during the last two years on track, road and cross country, and has given every satisfaction in the hands of owners at home and abroad. Whatever the make of machine, fitting the "O.E.C." Rear Sprung frame will bring extreme and hitherto unattainable *comfort and considerably increased safety* due to the springs absorbing the road inequalities, thus relieving the consequent strain. Some of the advantages and main points of the "O.E.C." Rear Sprung Frame may be summed up as follows:—

- (a) Greatly increased comfort for rider under all conditions.
- (b) Greatly increased safety and ease of control.
- (c) Very strong and neat frame, stronger than a rigid type.
- (d) Lower upkeep costs than on rigid frame owing to less wear and tear in transmission.
- (e) Rider, passenger, luggage, carrier, mudguard, and complete frame all sprung.
- (f) Low unsprung weight.
- (g) All enclosed springs, adjustable to suit different loads.
- (h) Greater ability to stand up to bad roads or heavy duties.
- (i) Simple construction ensuring lasting wear.
- (j) All axial or side loads taken up actually at the axle by sturdy short side links. The front bearing taking thrust only.
- (k) Low extra weight of 12 lbs.
- (l) Absence of elaborate framework and wheelbase not increased.
- (m) Has been fully tested and tried out on road, track, dirt track and cross country conditions for two years.
- (n) Small extra cost and adaptable to any "O.E.C." or other machine.

The exceptionally low cost of our Rear Sprung Frame, coupled with its neatness and proved efficiency should make for even greater popularity than hitherto.

DUPLEX FRAME
MODELS

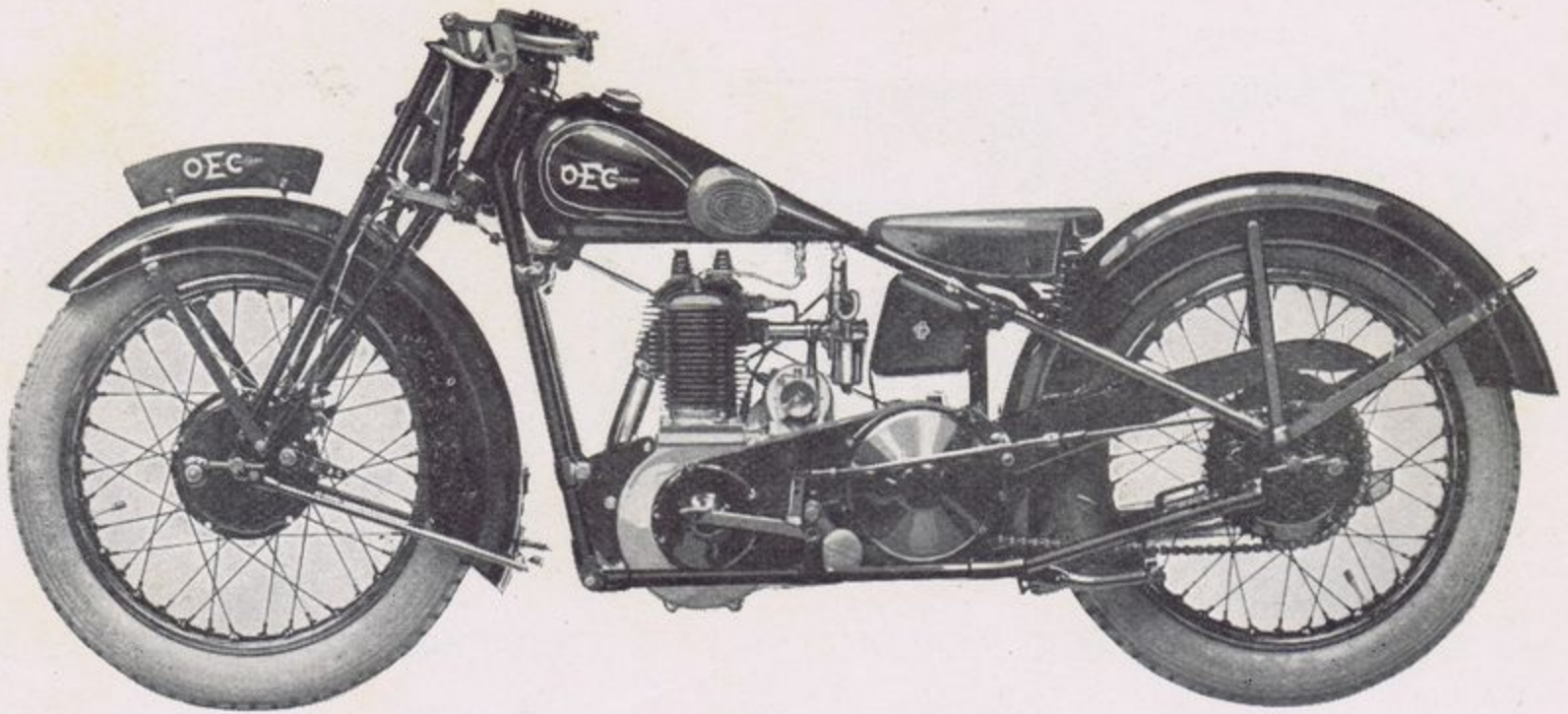


350 c.c. O.H.V. TWO-PORT £55. 500 c.c. £59.

SPECIFICATION

- Engine Unit.** Blackburne, J.A.P., or Sturmey as required—see standard range of models on cover. Specification and prices for other units on request.
- Carburetter.** AMAL Pilot jet type carburetter, chromium plated, petroflex pipe, inward opening twist grip throttle and throttle stop.
- Ignition & Lighting.** M.L. heavy waterproof magneto sheltered behind engine—L.H. inward opening twist grip. Lighting, see page 12.
- Exhaust & Silencers.** Large diameter heavy gauge exhaust pipes, shaped to frame, with ample clearance for all purposes, securely attached without loose clips, yet quickly detachable. Very efficient silencers with facility for easy detachment and cleaning without removing exhaust pipes or other parts.
- Lubrication.** **Engine.** Positive feed pump, automatically increasing feed with higher revolutions of engine. Petroflex pipes, quickly adjustable, sight feed by knurled knob and check device. Oil mist and grease nipples to overhead rockers. **Gear Box.** Large and accessible grease and oil cover. **Frame steering and hubs.** Tecalet force grease gun and accessible nipples on steering heads and other members with large greasers for hubs. **Chains.** Adjustable drip oiling to primary chain passing into enclosed chain case.
- Gear Box Chains & Chain-guards.** 3-speed gear box, all chain, 350 c.c. $\frac{1}{2}$ x $\frac{5}{16}$ chain, 500 c.c. $\frac{5}{8}$ x $\frac{3}{8}$ chain, kick start, heavy clutch and shock absorber. Unit very strongly fixed to cradle member. Rattle proof chain guards, totally enclosing primary drive with ample protection to rear drive, and arranged with quickly detachable clutch and sprocket covers for adjustments. Accessible fine adjusters to chains, rear remaining in situ on wheel removal. Standardised gear ratios are 350 S.V. 5.7, 9.1, 14.4, 500 S.V. 5.1, 8.2, 14.2, 350 O.H.V. 5.2, 8.3, 13.7, 500 O.H.V. 4.8, 7.7, 13.4. Special close or wide ratios or sprockets to order.
- Wheels, Tyres & Brakes.** 26 x 3.25 wired on Dunlop tyres and wheels on all models with interchangeable and quickly detachable waterproof and dust proof hubs and 7in. internal expanding interchangeable brakes, steel shoes, quick adjustment, weather-proofing shield being fitted to brake drums. Hubs equipped with British Timken adjustable taper roller bearings carrying a guarantee of two years. Jointless heavy gauge rims and rustless 10 Gauge spokes.
- Mudguards.** 6in. wide dome section guards, front and rear with deep panelled side valances and strong and independent stays. Hand lift holder on rear guard. Neither guard need be disturbed for wheel removal, or the like. The carrier being an entirely independent unit, does not attach to the mudguard in any way, but fits directly on to frame and is therefore quickly and easily fitted without disturbing any other parts. The guards are finished in black with fine red lining. Unvalanced guards supplied to order.
- Stands.** Strong front and rear stands on all models, the rear stand being of the spring up type.
- Handlebars & Controls.** Comfortably shaped rust protected handlebars with a very large range of adjustment. Standardised layout of controls.

DUPLEX FRAME
MODELS



500 c.c. SIDE VALVE, £49 350 c.c. £45.

SPECIFICATION *continued.*

Footrests & Knee Grips.

Full adjustment of footrests is provided through a very wide range; they are practically unbreakable, and equipped with large comfortable rubber pads. Footboards can be supplied if required. Knee grips adjustably mounted on and curved to fit the tank.

Saddle.

The saddle is a No. 1, large size Aero soft top saddle and is the most comfortable type obtainable, being mounted on a seat pillar in normal manner, which allows full adjustment fore and aft or up and down, to suit all riders.

Tank Unit.

Large handsome saddle tank with large diameter splash proof filler caps for petrol and oil. 2-gallons petrol and 3-pints oil (larger tanks to order). The tank is supported on rubber pads and provided with a deep well on the underside to give extreme accessibility for overhead valves. Cork seated push on concentric taps and filters are used, and everlasting and leak proof armoured Petroflex pipe is fitted throughout. We recommend "Golden Shell" for 4-stroke and "Triple Shell" for 2-stroke engines.

Frame.

"O.E.C." patent Duplex triangulated girder design with straight Duplex tubes from top of steering head to rear fork ends, continuing below engine and gear box to rear wheel, forming an exceptionally strong and rigid triangulated cradle for power and transmission stresses, completely eliminating all whip, yet affording exceptionally low weight and saddle disposition, combined with ample clearances, accessibility and ease of control. Accessibility to all parts is provided for, the engine and gear box being unit mounted. A long and heavy steering head is provided to give a satisfactory mounting for the forks and no expense has been spared in producing this frame, which is still unapproachable as regards **class**.

Forks.

Round tube triangulated girder type, all-weather finished, enclosed central springs, neat steering damper, patent adjustable friction shock absorber, large bearings with waterproof covers to steering head. Grease nipples provided in spindles, etc.

Rear Springing.

"O.E.C." patent rear springing can be fitted to any model for £4 10s., see particulars, pages 6 and 7.

Finish.

"O.E.C." standard colours are black frame and parts, mudguards black and lined in red, tank black and hand finished, red panels and white surround lining with "O.E.C. THE MODERN MOTOR-CYCLE," in gold leaf artistic elliptical transfers. Bright parts are eliminated throughout as far as possible. Other colours to choice.

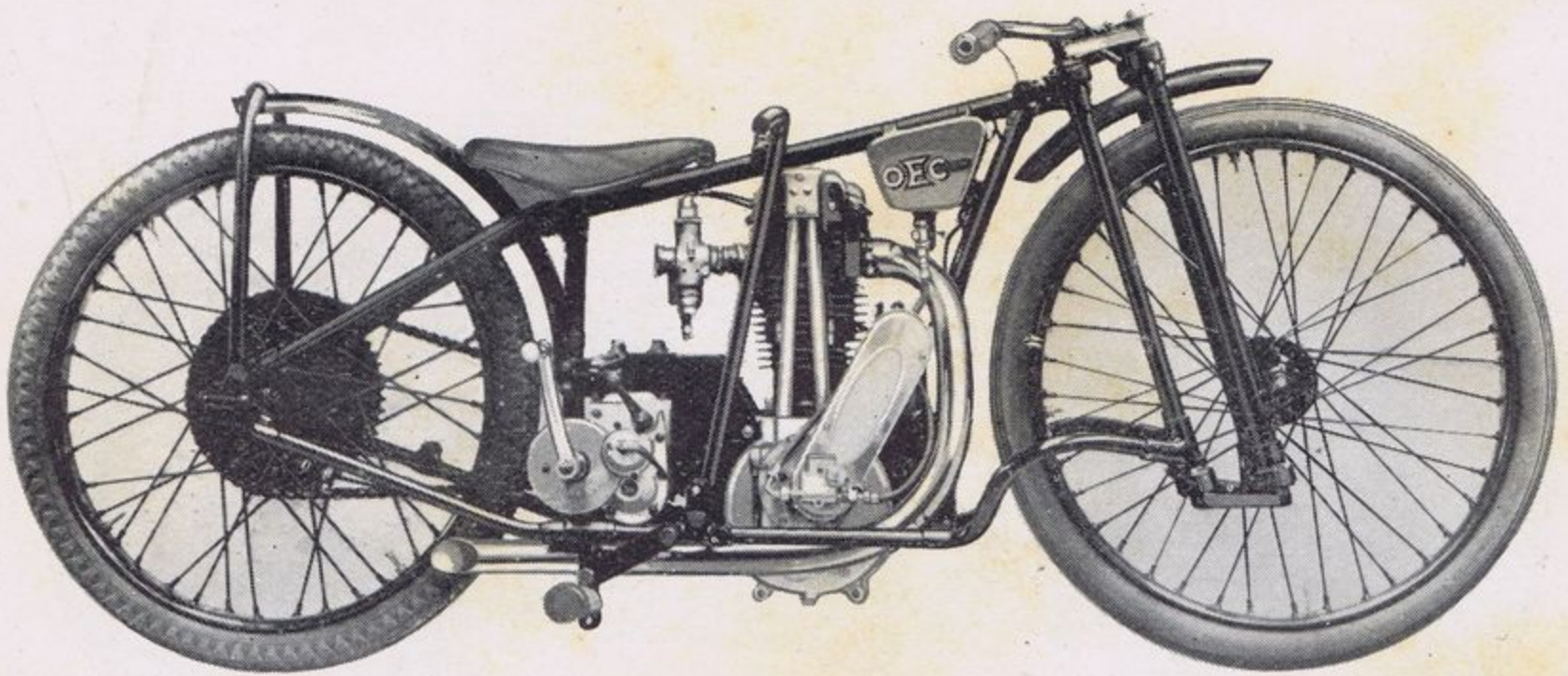
Dimensions, etc.
(Approx.)

Model	Weight	Speed M.P.H.	W/Base	Saddle	Clearance
350 S.V.	250-lbs.	50-55	53"	22" upwards	5" min.
500 S.V.	280-lbs.	55-65	53-55"	22" upwards	5" min.
350 O.H.V.	290-lbs.	60-80 & up	53-55"	22" upwards	5" min.
500 O.H.V.	310-lbs.	65-90 & up	53-55"	22" upwards	5" min.

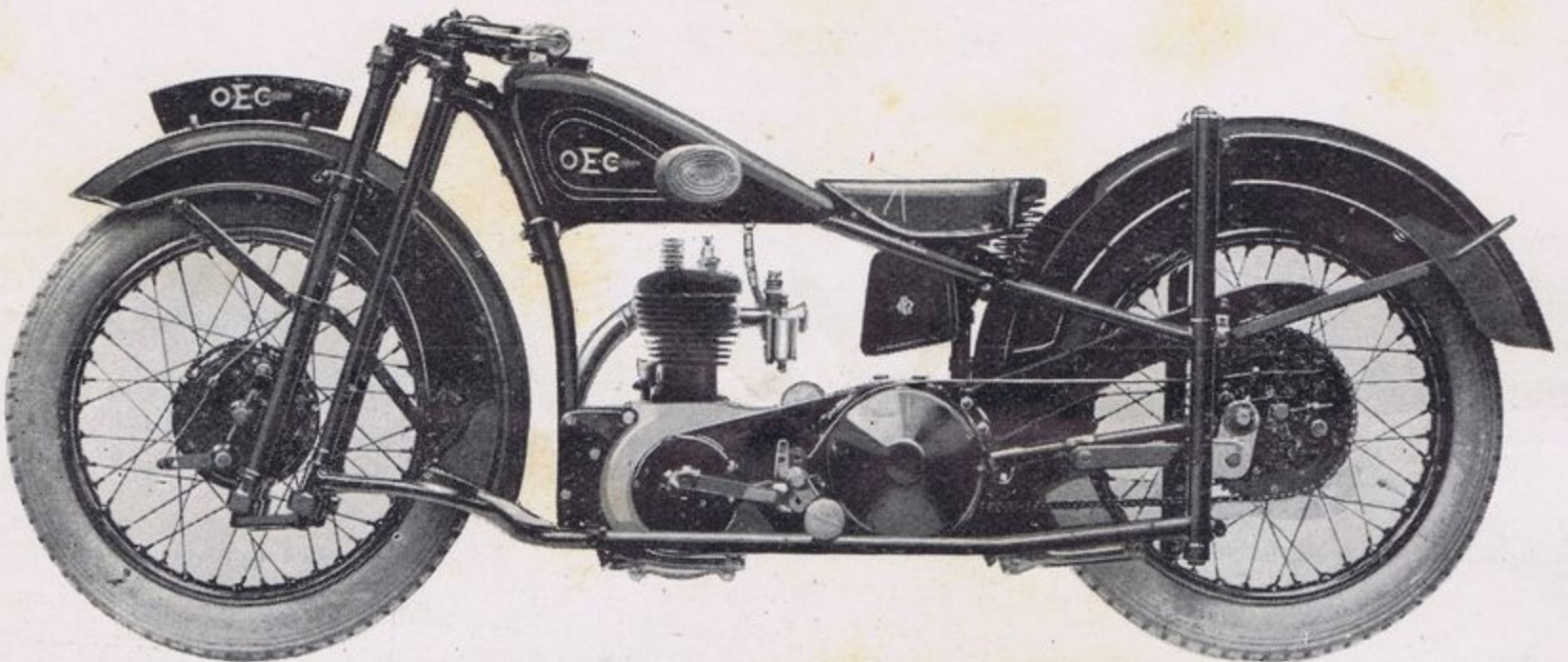
**Extras.
Sidecars.**

Lighting, etc., see page 16. Two-seater, £3. Non-skid Track Band, £4. All types from £12 10s. upwards—see separate catalogue.

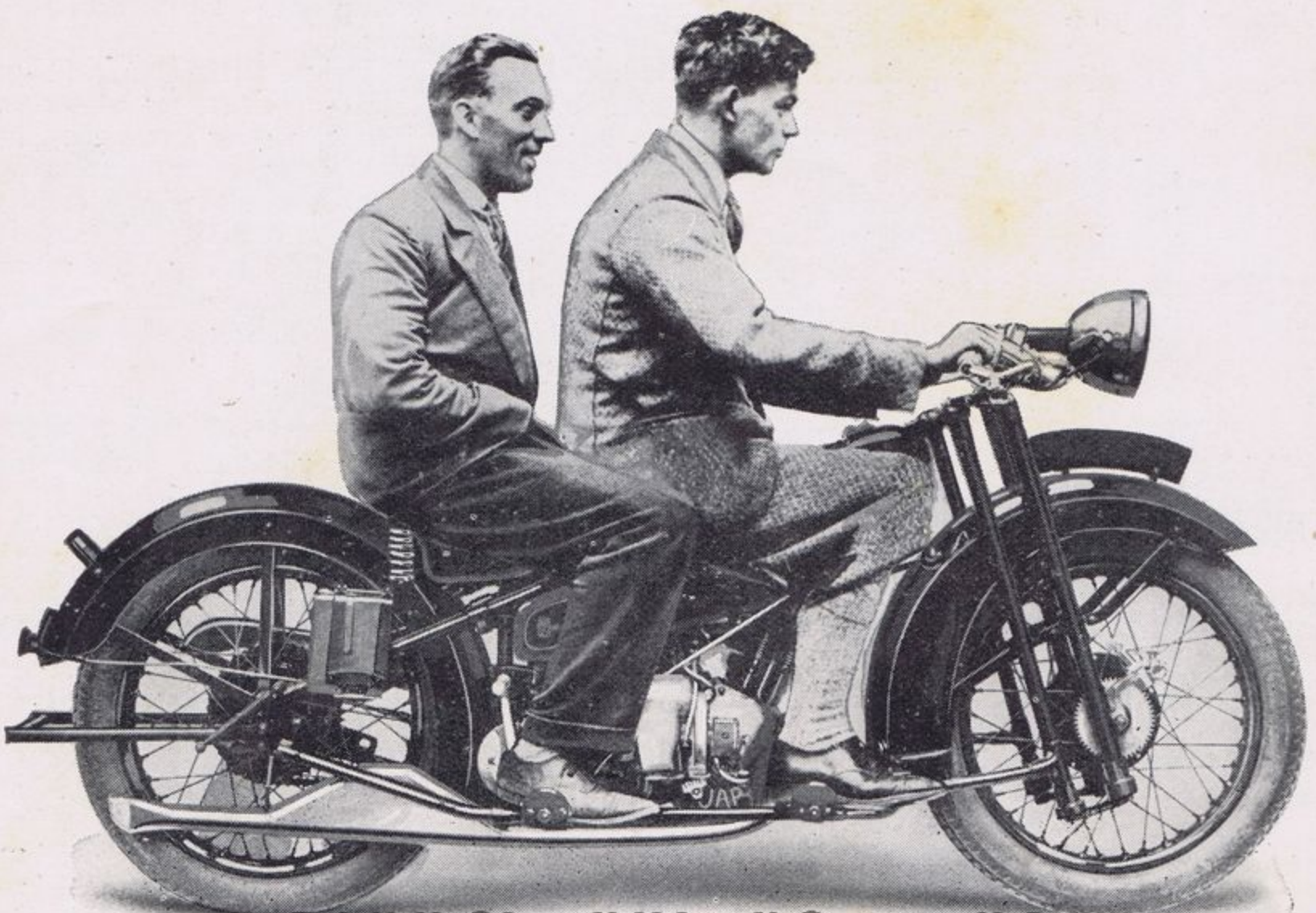
DUPLEX
STEERING MODELS



350 c.c. O.H.V. DIRT TRACK MODEL WITH RACING ENGINE, £79. 500 c.c. £84.

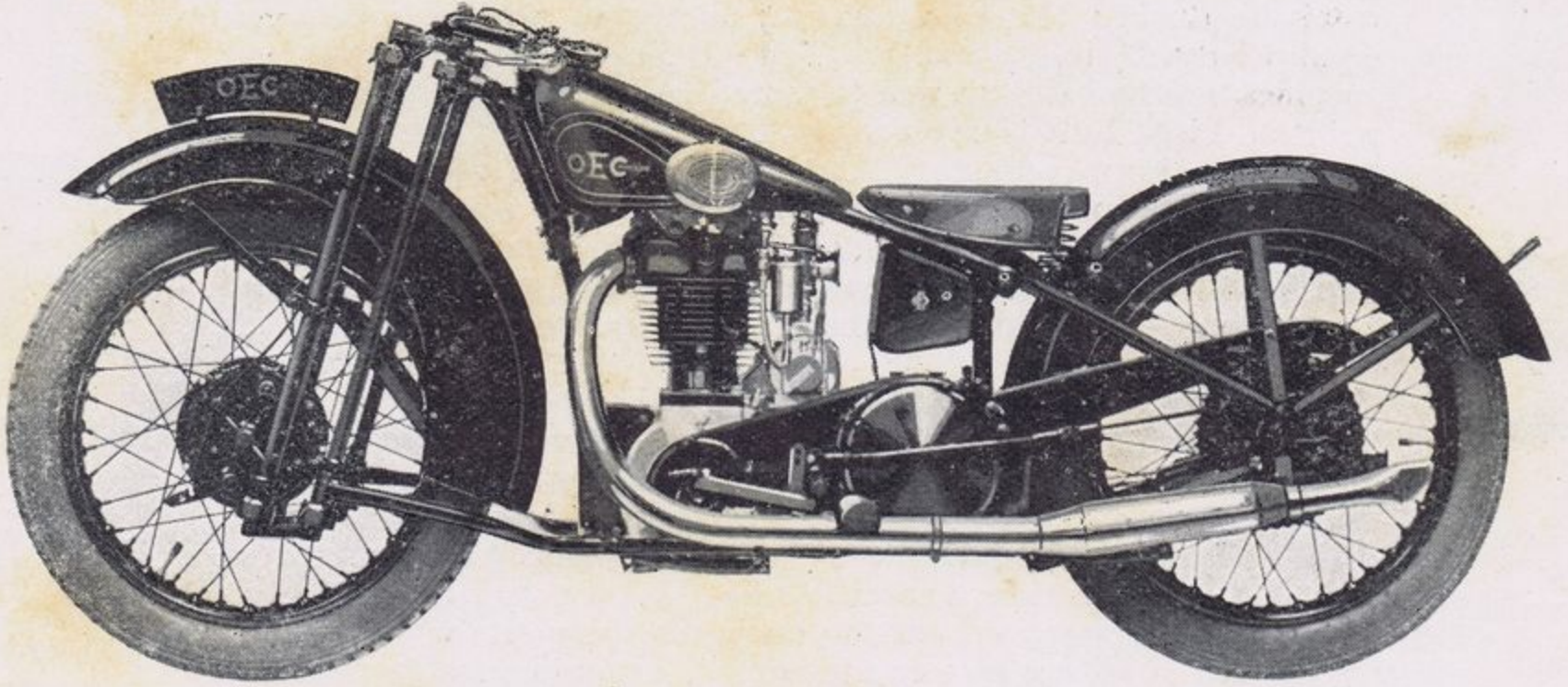


350 c.c. SIDE VALVE WITH REAR SPRINGING, £49 10s.

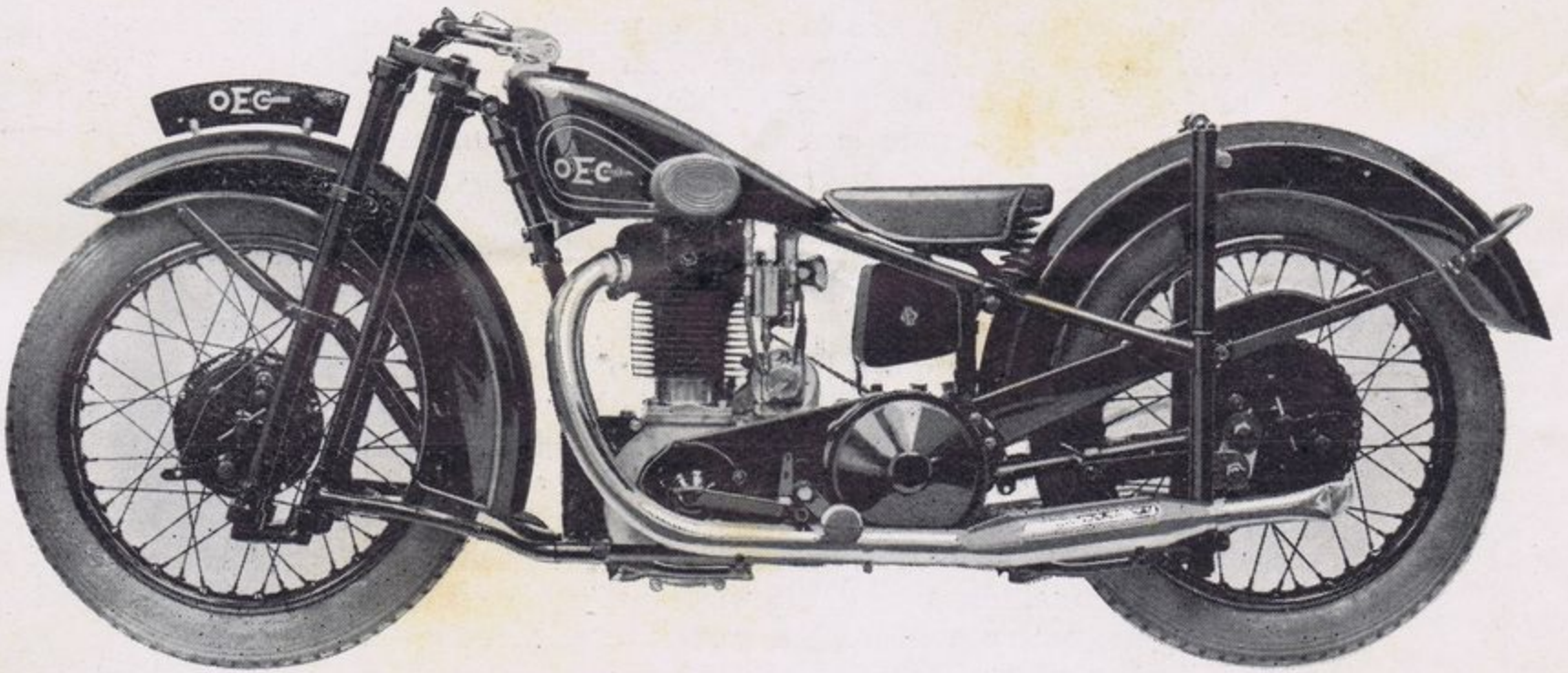


BARNSTORMERS.CO.NZ
TWO-SEATER TWO-WHEELER, £3 extra any Model.

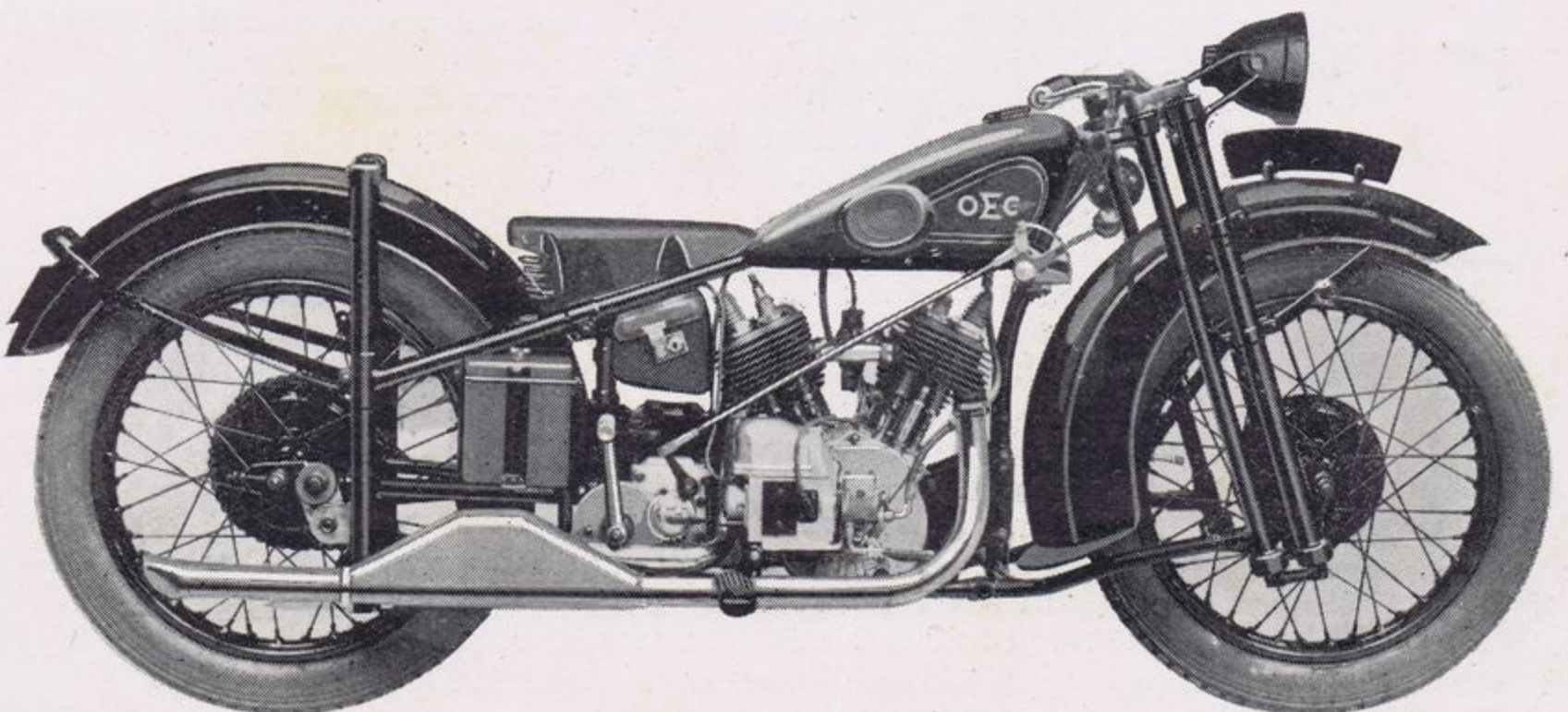
DUPLEX
STEERING MODELS



500 c.c. O.H.V. TWO PORT, £59.



500 c.c. O.H.V. TWO PORT WITH REAR SPRINGING, £63 10s.



680 or 750 c.c. TWIN WITH REAR SPRINGING £79 10s.

Barnstormers.co.nz

TO OUR
OVERSEAS FRIENDS



SKETCHES ARE FROM
CAPTS. MALINS AND OLLIVER
ROUND THE WORLD TOUR

The few remarks under the above heading in our 1929 list were apparently keenly read and appreciated, and we tender our best thanks for the many helpful criticisms and suggestions received during the past season, many of which have been acknowledged individually. The 1930 "O.E.C." standard specification and design will be noted as embodying most of the points desired by the overseas and "rough stuff" rider, so that the many improvements mentioned below in regard to our standard equipment will be of particular appeal. Special attention has been paid to exhaust pipe clearance for ruts, etc., and for 1930 the clearance has been increased to a clear ground clearance of 8½" below exhaust pipes which can be further increased, if required.

The accompanying illustrations clearly show that we must realise something of the conditions met by the trials or overseas Motor-cyclist, and we can say with all sincerity that the "O.E.C." Motor-cycle has been genuinely designed and produced with a main eye to their requirements. Our experience has taught us that the Overseas rider invariably has his own very definite ideas of equipment, however, certain basic requirements which can be considered more or less fundamental, are universally required such as, sturdy frame, efficient guards, ample clearances, all-enclosed drive, all-steel footrests, strong interchangeable wheels and brake parts with adjustable taper roller bearings, twist grip controls, weatherproof finish, prop stands, petroflex pipes, strong large capacity fuel tank, good saddle, large tyres, etc., apart from the obvious items of reliable power and transmission units. All these main features are therefore included in the design and equipment of all "O.E.C." Standard Models, therefore any "O.E.C." Motor-cycle can be taken as satisfactorily produced for service at home or abroad, with the proviso that the overseas—or for that matter the home rider—may, in addition, have any item of equipment added or changed, special clearances, dimensions, etc., for which specialities we have made a practice for years.

We are always willing and anxious to meet the individual requirements of prospective clients—especially those overseas—and in this connection we wish to take this opportunity of expressing our sincere thanks to all our overseas friends and home enthusiasts who have sent us their helpful criticisms from time to time, and each of them may rest assured that their suggestions are earnestly considered and adopted at the earliest moment practicable, as many will realise when considering our latest models.

In addition to our Duplex Steering, we have now fully developed and tested our Rear Sprung Frame, Track Band and Two-Seater Set, all of which are eminently suitable for rough work, especially the Duplex Steering and Rear Sprung Frame with Track Band. Full details of these items and other points will be found elsewhere in this list and we once again invite all overseas or trials riders, whether "O.E.C." owners or otherwise, to write us their views and criticisms in the knowledge that they will be treated honestly and sincerely. The numerous spontaneous testimonials received, have convinced us that the "O.E.C." Motor-cycle is on the right lines.

In conclusion, we particularly wish to stress that we purposely refrain from indulging as a firm in a heavy racing programme; on the contrary, we prefer to constantly employ all our available energies in the direction of some progressive improvement in Motor-cycle design. In such trials or races as we enter therefore we always have this important point wholly and solely in view. Several years ago we developed in this way our Camshaft engines and Duplex Girder frame in the long distance sidecar and T.T. races of 1923 to 1926, and coming to more recent times, our Duplex Steering in the 1927 T.T. Races, the successful "Round the World" Tour of 22,000 miles on two of our machines, and the 2,000 miles "Shell" trophy trials of 1927 and 1928, all of which taught us quite a lot.

Cordial greetings to all our overseas friends

THE OSBORN ENGINEERING CO., LTD.



GIBRALTAR



VALETTA



SINAI DESERT



BASRA



CAMPING



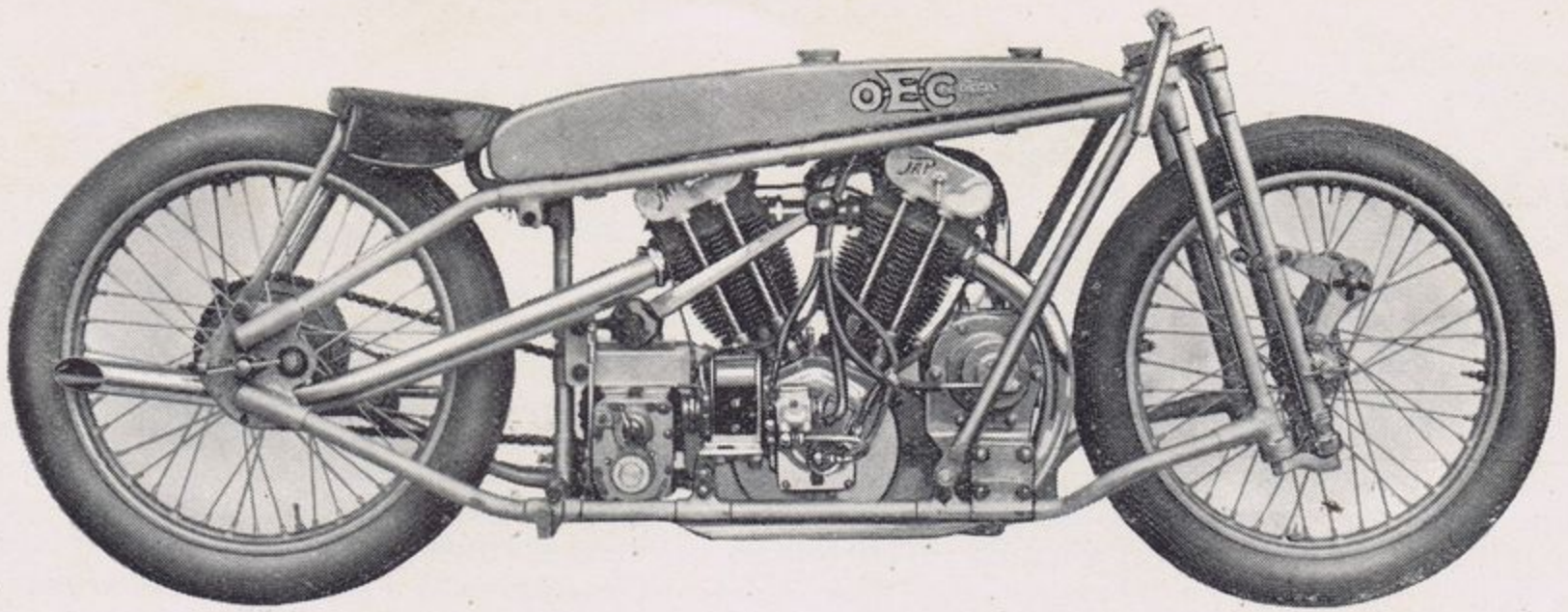
AUGMENTING
SUPPLIES



DESERT
WATERHOLE



BAGHDAD



THE O.E.C. J.A.P. 1930 WORLDS RECORD MACHINE.

PRESS AND PUBLIC OPINIONS OF DUPLEX STEERING AND REAR SPRINGING.

"MOTOR CYCLIST REVIEW."—"So great has been the slavish following of conventional variations of the original cycle frame that the introduction of both the pressed steel frame and the Duplex Steering have been hailed with real delight by all enthusiasts. The O.E.C. frame is really a brilliant piece of work and undoubtedly foreshadows a drastic change on all the principles which have hitherto governed frame design. It has all the shape of a car chassis. Indeed, chassis is the word which will probably be applied to all motor cycle frames of the future. It is certain that within a short time the pressed steel and Duplex Steering frame will work a revolution in all our factories, and many combinations and permutations of these interesting designs will make their appearance. All honour to the pioneers.

"MOTOR CYCLING."—"The machine was manœuvred quite easily in loose sand. The next point was Harty Brook, an exceedingly ugly ditch across bog, but the 'O.E.C.' made light of it. Bance dived in and crawled out until his gambols were interrupted by a two-man tank. The tank, however, had nothing on the 'O.E.C.' in crossing Harty Brook, nor was it any faster on the grass-covered bog."

"MOTOR CYCLE."—"One of the most remarkable motor-cycles to emerge from a modern factory. The frame is of Duplex Steering 'O.E.C.' type, which is now becoming familiar to motor cyclists in its standard guise. This point is important, as the enormous stability of the fore part of the frame of this design makes it essentially suitable for cross-country work."

"MOTOR CYCLE."—"The machine could be ridden quite naturally and without conscious effort in a dead straight line down to two miles an hour. The higher the speed the more self-centring the steering became; bumps and potholes failed to deflect it even by so much as a fraction of an inch. At 55 m.p.h. it was possible to punch the bars without any ill-effect; the slight tremor—it could not be described as a wobble—thus occasioned was automatically straightened out immediately. It was also possible violently to sway the machine from side to side when riding "hands off" without deviating from the straight. The feeling of utter security engendered by the knowledge that it was almost a physical impossibility to make the machine wobble can well be imagined. It is also quite certain that this security would do a great deal towards giving a rider confidence when negotiating greasy or wet tram lines. There was no tendency for the machine to straighten itself up on a fast bend; it did not require forcing over to the required banking angle. In fact under normal road conditions the cornering of the 'O.E.C.' was quite effortless and rock steady. A safer machine from the standpoint of steering it would be impossible to imagine."

"MOTOR CYCLE."—"Spring Frame Joys.' What it means to ride a motor cycle with both wheels sprung cannot be instantly appreciated. From force of habit the rider will find himself avoiding the more obvious bumps and potholes. To charge a protruding man-hole cover at fifty and feel absolutely nothing, is at first uncanny. . . . It turned bad roads into good roads, and could be ridden on surfaces which, with an ordinary machine, are comparatively unrideable. Over one particular section of concrete road, where the bumps waves, and, in some parts, shallow ridges, are such that it is difficult to keep saddle on an orthodox machine at 35 m.p.h., the 'O.E.C.' was ridden in perfect comfort at fifty-five."

Mr. FRANCIS JONES, Editorial Dept., "MOTOR CYCLING."—"As you know, I only had the opportunity last year of trying a Duplex Steering model for quite a short run, but last week I was able to cover a considerable mileage and the experience was an extraordinarily interesting one. The machine that you were good enough to loan me represents in my view one of the most important advances in motor cycle design that we have had for a very long time, and its possibilities seem to me to be altogether remarkable, while I am unable to discover any serious 'snags.'"

"IXION" MOTOR CYCLE.—"When cornering rather too fast at a good speed on a fine surface, it is an amazing 'bus. You all know that horrid feeling that you aren't quite going to get round the corner, and haven't any lock left? Well, on the Duplex Steering you can still lay over a lot more, and take the corner much closer in than you meant to do, just when you'd feel with an ordinary bus that you'll never get round at all."

"IXION" MOTOR CYCLE.—"The Spring Frame Way.' I tested the Rear Springing pretty thoroughly over all sorts of going, and fell completely in love with it. The first test was over an area in process of devastation at the hands of the speculative builder, where the iron man-hole covers stick up six inches or more, out of what will some day be a road, and cross-bumps, cover



AND REAR SPRINGING

PRESS AND PUBLIC OPINIONS OF DUPLEX STEERING AND REAR SPRINGING.—*ctd.*

trenches in which the plumbers have been laying drains to new houses. I charged these protruding manholes at all sorts of speeds from 5 to 50 m.p.h. I clashed and bottomed the front forks repeatedly, but I never clashed or bottomed the rear springs; and I always felt my front wheel much more than my back wheel. *Then I repeated the job with a standard rigid rear frame of another make | Well, I simply couldn't stand the bangs at speed. With a rigid rear frame the back wheel felt as if it were shod with wooden tyre I was shot clean off the saddle repeatedly, retaining connection with the machine solely by dint of a pair of prehensile wrists. But the 'O.E.C.' rear springing took all the hard edge off the bumps. I bounded and lurched violently enough at the higher speeds, but I wasn't really jarred. At the lowest speeds I simply didn't care whether I hit a manhole or missed it, for the shock of collision wasn't sufficiently severe to annoy me.*

"MOTOR CYCLE & CYCLE TRADER."—"This steering made an instant appeal in spite of its unconventional construction, for it is definitely self-stabilising and cuts out skidding to a remarkable extent."

"MOTOR CYCLING."—"When the design was first made public in 1927, 'Motor Cycling' at once recognised its importance. . . . With the theoretical considerations of this system of steering the present writer is not concerned at the moment; of far greater interest are its results in actual practice under varying conditions of use. *These are really little short of amazing. Once the machine is under way, no inequality in the surface of the road seems capable of deflecting it from its course, whilst under no circumstances whatever will it wobble. From the stability point of view the design is unrivalled and the spring frame no doubt contributes largely towards this end. . . . Certainly, that week was an exceptionally interesting experience, and I have emerged from it a complete convert to the 'O.E.C.' system. It gives one a new sensation in motor-cycling.*"

"IXION" MOTOR CYCLE.—"Yesterday, I was testing an unusual machine (the spring-frame Duplex Steering 'O.E.C.'), and I discovered that you could lay it over on corners till the nettles in the ditch tickled your ear. It was perfectly stable in several acute lay-overs."

C. W. E., Whestone, N.20.—"As I have said before the steering qualities are marvellous. I feel sure that only this steering could have saved me several crashes through too heavy braking, etc."

D. W. B., Bulawayo.—"May I offer you my sincere congratulations on this beautiful design? It is at least as far ahead of the ordinary type of steering, as the modern bicycle is different from the primeval bone-shaker. It appears to be impossible to skid, wobble, or upset, no matter what the speed or condition of surface. I think it inevitable, when the Duplex Steering design and its properties become better known, that the ordinary fork steering will become obsolescent. With all good wishes for future success."

J. A. W.-B., Kingsway.—"During the time I had the machine I tried it at all speeds and over all sorts of surfaces. It appeared to be possible to steer with one hand at any speed at which it was possible to sit in the saddle. Both when going up loose, ruddy hills and when locking the rear wheel down hills, it does not seem to matter where the rear wheel slides to as the front remains quite steady and full control is maintained. On ordinary main roads the machine is quite steady right up to its maximum speed. It is a most delightful machine and extraordinarily comfortable. It makes a great difference to whether one gets tired or not being able to charge into a row of potholes knowing that however much it bounces—it is going to bounce straight and not wobble."

B. & B., Bookham.—"We take this opportunity of advising you that in our opinion the machine is a very great improvement on any other motor cycle available for Brooklands Racing, it being possible for rider to travel long distances at really high speeds without fatigue and serious discomfort, as is usually the case."

L. R. B., Farnham.—"I am very keen on trying to push your machines as I have never felt so safe on a bike before as the steering is absolutely astounding."

L. G., Ellesmere.—"I should like to add my appreciation of the steering of the Duplex Steering model. It is nothing short of marvellous and makes handlebars unnecessary except for mounting controls."

J. M. A., Peterhead.—"I may say that I am highly delighted with the machine, and cannot understand why other motor-cycle firms stick to the old forks."

J. L., Sweden.—"I received my "O.E.C." Duplex Steering machine at Eastertide. In the whole I am very pleased with the machine. *The steering is really wonderful. The rear suspension likewise.*"

D. C. M., Colwyn Bay.—"Congratulations, Sirs; if ever anyone builds a more efficient spring frame, roads will be unnecessary, and Lloyd George's schemes will be of no avail, where motor-cycles are concerned. It's just wonderful."

E. R. G. H., Wimborne.—"It is a most fascinating machine to ride and the most comfortable one that I have ever driven. The steering and general feeling of safe control is, of course, marvellous and makes one astonished to think that the old type of link fork is still so popular as it is."

BARNSTORMERS.CO.NZ

PRESS AND PUBLIC OPINIONS OF DUPLEX STEERING AND REAR SPRINGING.—*ctd.*

D. C. M., Colwyn Bay.—“ I could eulogise the 'bus for pages, but I expect you get plenty of it, so I will not bore you with an account of my astonishing experience. Suffice it to say that I owe my wholeness, and very probably my life, to the Duplex Steering, having been driven right off the road by a car. The machine took control, and here I am, alive and well, which I shouldn't have been had I been riding any other mount.”

J. S. J., Portsmouth.—“ I would like to state that the machine has given me every satisfaction. I have subjected the Duplex Steering to a very strenuous test on the Devon byeways and hills and having experienced most other machines I must emphatically state that there is nothing on two or even four wheels to touch it. Speed on rough surfaces now is child's play, whereas formerly it was practically impossible.”

H. L. R., Palmers Green, N.13.—“ I am extremely pleased with it both in the running and general finish and without exception, the opinion amongst my friends is that it stands alone as the best of any motor-cycle now produced, also I am fully satisfied that I could not have bettered my choice. I have now regained confidence I once lost when riding over greasy tram lines, etc., which is the general curse of *all* other machines. The Duplex Steering is *bound* to have a large future, and I shall do my best to point out these steering features to those who doubt this wonderful invention.”

F. C. R., Rainham.—“ The Duplex Steering gives me a confidence on corners that I never had before, also it is a pleasure to ignore bumps and ' potholes.' ”

K. M., Banavie.—“ The ' O.E.C.' is a bike above all others as far as road holding and rear comfort on all kinds of surfaces. It gives you a feeling that it is impossible to skid or come off. My machine is the first Duplex Steering in this district and it causes great admiration and comment wherever I go, but believe me it takes you to go over some of our special potholes and loose gravel roads to really admire and appreciate its qualities.”

J. J. Hall, Weybridge (*Holder of 104 World's Motor-cycle records*).—“ My first impressions on the completion of my tests of ' O.E.C.' Duplex Steering and Rear Springing was one of vast relief that at least one Manufacturer in this country was not content to suffer the awful state of stagnation in Motor-cycle design, from which other manufacturers appear to make no effort to escape.

“ (1) *The Duplex Steering* :—An entirely revolutionary form of Steering for Motor Cycles completely doing away with the old bicycle type of steering is a very great success. The stability of the machine I rode was quite extraordinary under the worst conditions, standing on the footrests over a bumpy road hands off throwing my weight from side to side, it was quite impossible to make the machine wobble or do anything but continue its course in a perfectly straight line. The Automatic self-centring action of the fork enables the machine to keep perfectly straight even after hitting a large bump or dropping into a deep hole without any effort on the part of the rider, the advantages of this are too obvious to state here. The wearing parts are totally enclosed even to the springs. The strength compared with the ordinary front fork is enormous and among other things it is obvious that a really powerful front brake can be fitted and used without fear of straining the forks, or of dithering on road when applied with force.

“ (2) *The Rear Springing* :—Very simple in construction is none the less effective. It can only be really appreciated over a bumpy road, when it is possible to drive over a series of holes and bumps with no other sensation than that of riding on a smooth main road. The saving in fatigue to the rider on a long journey would be enormous, and after all, the ordinary rigid frame motor-cycle is a very bone-shaking affair at the best of times. In conclusion, I thoroughly recommend both the Articles mentioned as definite advances in Motor-cycle construction, and in practice almost a necessity after once having been experienced.

D. C. M., Colwyn Bay.—“ The ground clearance is O.K., in fact, I took the gullies on the Old Horeshore pass at Llangollen at 42 and the bounce was terrific, both springs bottoming, but the steering held dead straight—certainly no other machine would have done—and the ground clearance never touched at all. You will also have seen in the current number of ' Motor Cycling ' favourable comments on the machine's behaviour on two other hills in the Welsh 24 trial.”

E. G. S., London, S.E.15.—“ I was unfortunate in having an accident with my Duplex Steering model ' O.E.C.' about three weeks ago, resulting in the forks and front part of the frame being thrown considerably out of alignment and backwards about half-an-inch. I was pleasantly surprised to find that what would have made an ordinary machine unrideable had entirely unaffected my ' O.E.C.' ; it continued to steer perfectly and could be ridden hands off at all speeds. I continued riding the machine, for about a fortnight, including London traffic, wet roads, and rough country lanes ; the steering under all conditions was rock steady and road holding perfect.

H. J. R., Hastings.—“ The steering is well nigh perfect, and, in fact, the machine practically steers itself, while the spring frame absorbs all the heavy road shocks, making it extremely pleasant to drive, while being more comfortable than a car over a certain road in our locality.”

H. J. J., Victoria, Australia.—“ I have nothing but praise for the Duplex Steering, I do honestly think the steering is a wonderful idea.”

R. E. C. H., Melksham.—“ I am immensely pleased with my ' O.E.C.' The Steering is undoubtedly miles ahead of any other, so is the springing. It is the most comfortable bike I have ever ridden. There is no doubt that the wonderful stability of the steering has saved me from crashing many times and on one occasion it probably saved my life, anyhow it saved me from what would have been terrible injuries. The steering is delightfully easy. I have steered hands off on quite a rough road at 70 m.p.h. without qualms. It gives you a wonderful feeling of confidence.

DELIVERY

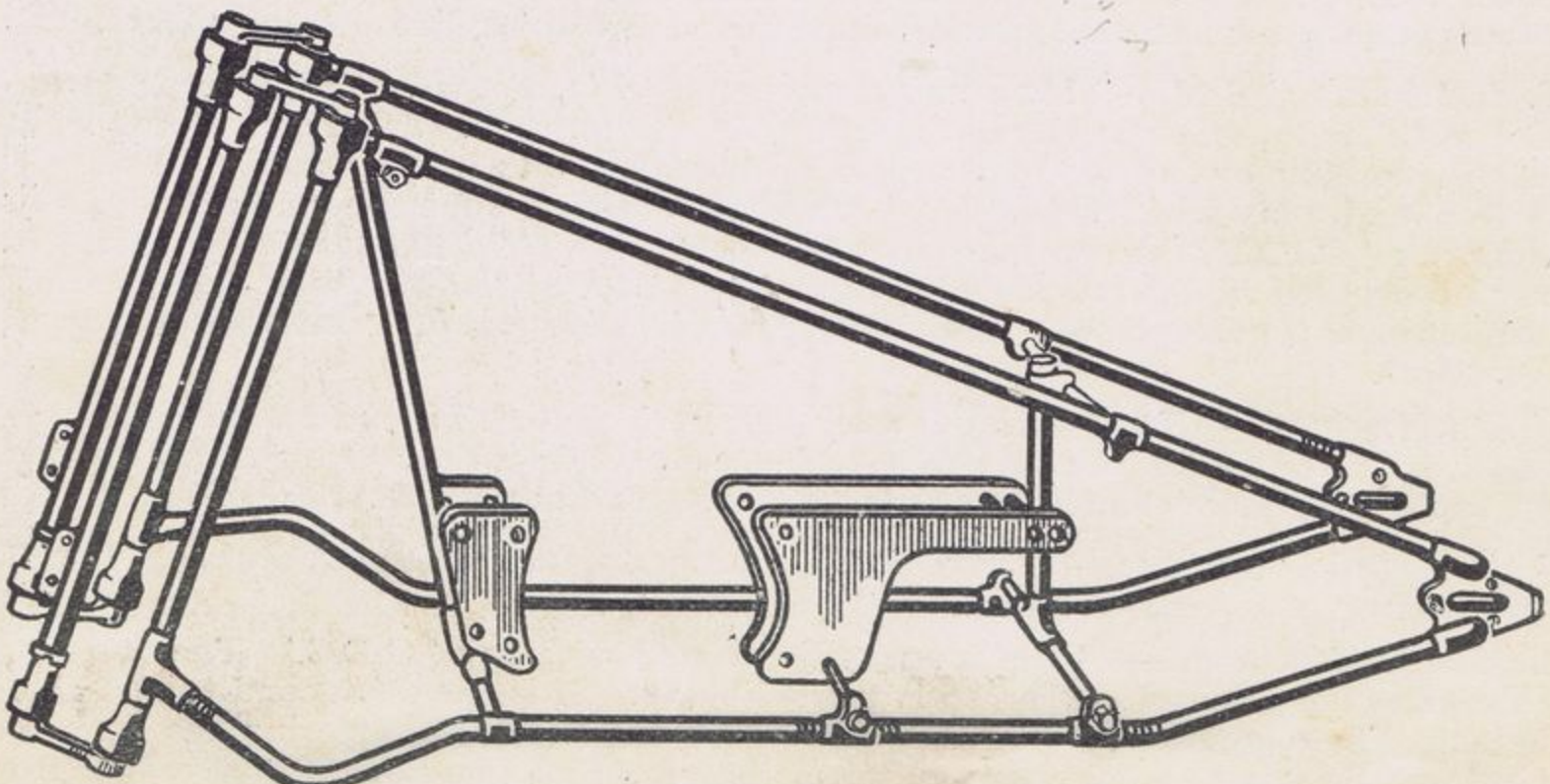
ALL O.E.C. Models are delivered from constant current stock, provided the Standard Specification as given in the current catalogue, is strictly adhered to. It will greatly facilitate prompt delivery—not exceeding three days from receipt of order—if the choice of alternative modifications and extra fitments is limited to the schedule given below. You are cordially invited to test the O.E.C. Duplex Steering, rear sprung Motor Cycle. Any O.E.C. Agent will be pleased to place a machine at your disposal without charge or obligation.

EXTRAS ALL MODELS

	Carrier, Detachable	Control, Dual Hand and Foot Ft. Brake	Chromium Plating Bright parts.	Horn, Electric B.T.H. Bosch 25/- Lucas 15/- Bulb Horn 8/6.	Lighting, Electric, i/c Tail Lamp Comb., 15 - extra	Tank, Plated	Air Cleaner	Two-Seater Set, Duplex Steering Models only	Tyres and Wheels, 26 in. x 3.50	Speedo Trip: F.W. drive H/Bar mounting and fitting, R.W. drive 10/- extra Gear Box drive 10/6 extra
350 S.V. ..	30/-	12/6	30/-	10/6	115/-	20/-	8/-	60/-	20/-	55/-
500 S.V. ..	30/-	12/6	30/-	10/6	115/-	20/-	8/-	60/-	20/-	55/-
350 O.H.V. ..	30/-	12/6	40/-	10/6	115/-	20/-	8/-	60/-	20/-	55/-
500 O.H.V. ...	30/-	12/6	40/-	10/6	115/-	20/-	8/-	60/-	20/-	55/-

MONTHLY & WEEKLY DEFERRED TERMS

ANY of our Models can be supplied in Great Britain on Deferred Terms, and we can arrange either 12 monthly or 52 weekly payments. Suitable rates will be arranged upon hearing from you, as we handle this business ourselves.



O.E.C. DUPLEX STEERING FRAME

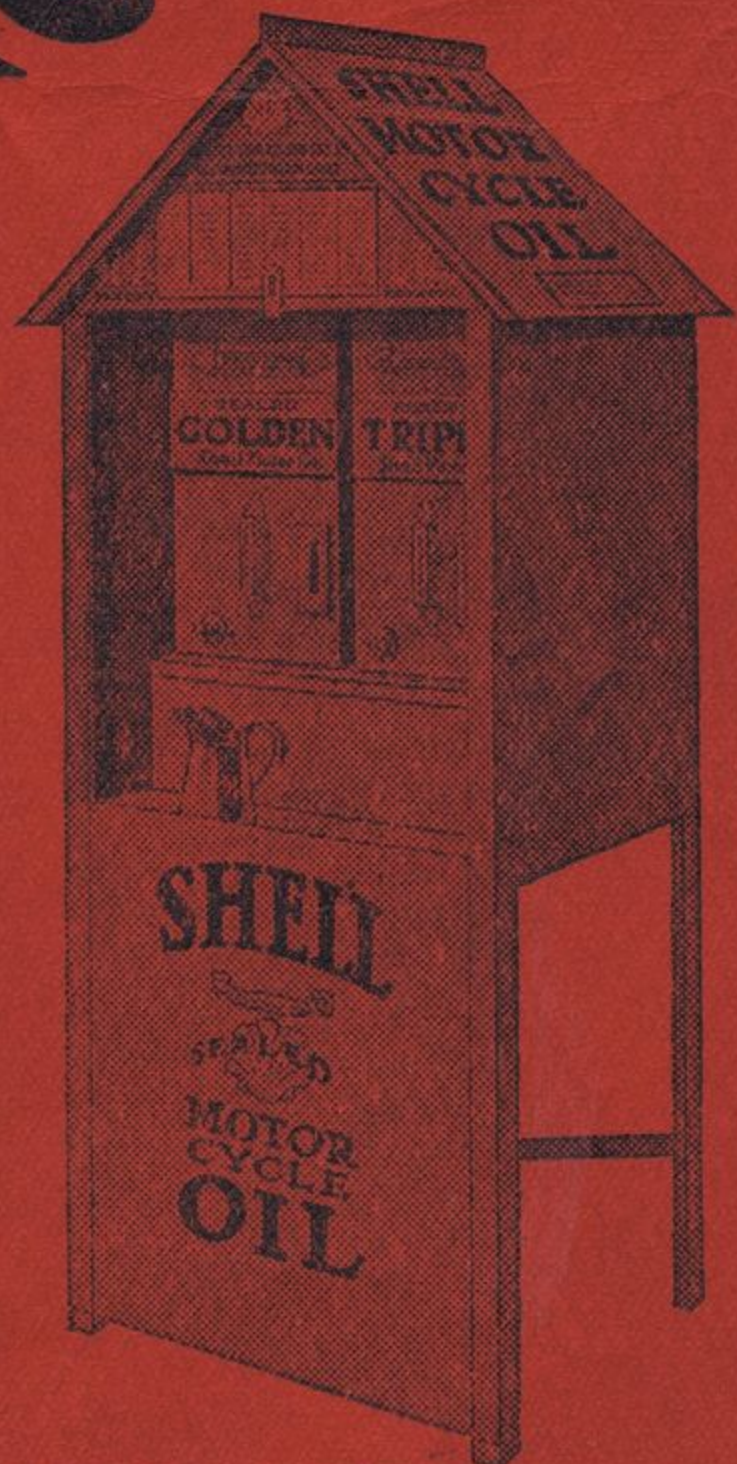
GOLDEN SHELL OIL

is the only oil
Officially Recommended
for all models of

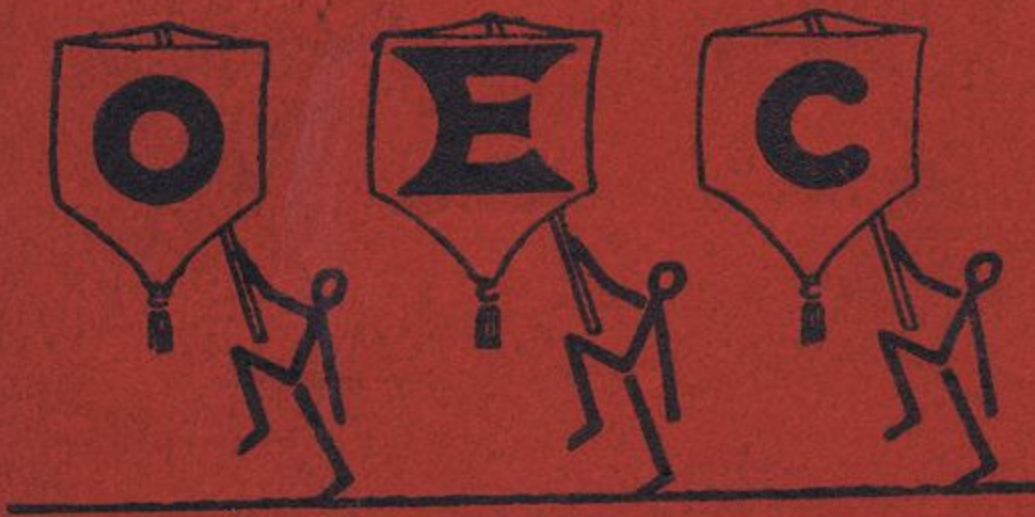
O.E.C. THE MODERN
MOTOR-CYCLE

— except the
2-stroke for
which the
manufacturers
recommend
**TRIPLE
SHELL OIL**

Obtainable
from sealed
cabinets
everywhere
at 1/- per
pint.



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A.B.C. 5th EDITION OF BENTLEYS.
Telegrams: "PLANES, GOSPORT"

Duplex Steering

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