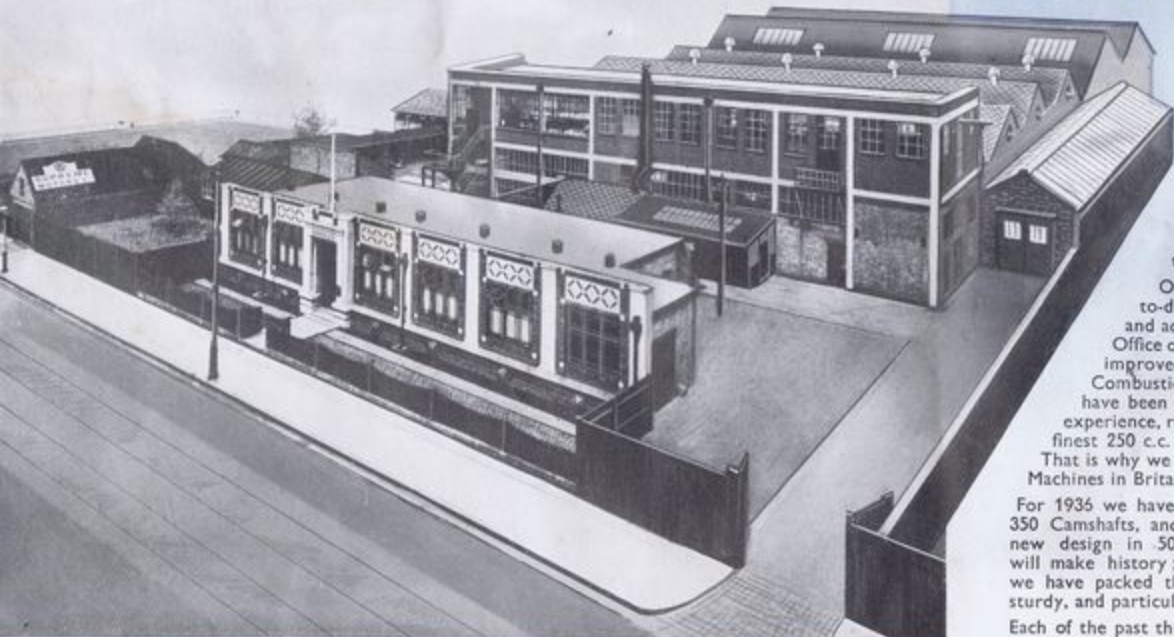


Barnstormers.co.nz

SUPREME

SUPREME WORKS
BIRMINGHAM, ENGLAND

O.K.
SUPREME



Season 1936 sees a great change in all O.K. SUPREME MODELS. Frames, Engines, Tanks, Gearboxes, all have been improved — to make O.K. SUPREMES 100% reliable, sturdy, safe, fast, quiet and desirable Motor Cycles.

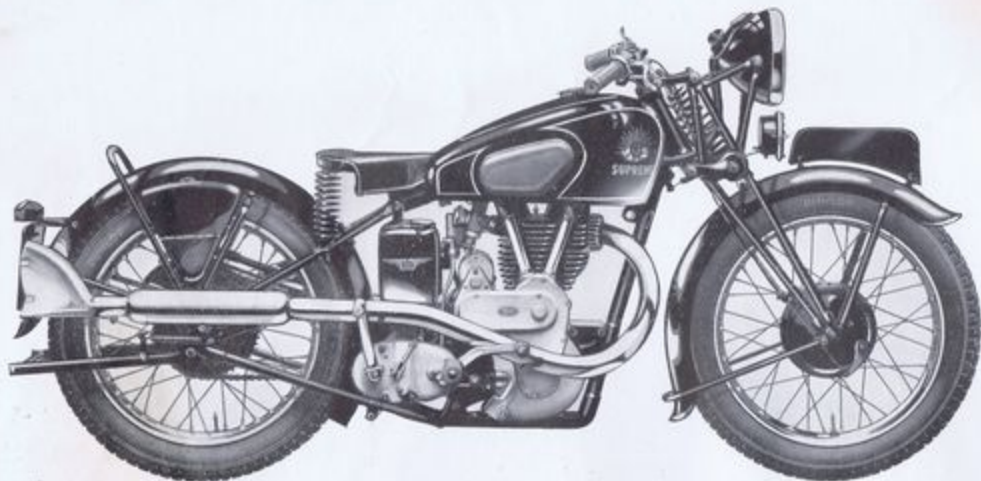
We have discarded the Bolted-up manipulated Tube type of Frame in favour of all Brazed large diameter Tube Frames. Engine power has advanced so enormously that the old type was no longer satisfactory to us as manufacturers of Quality Machines.

Our appeal is to enthusiastic Motor Cyclists of to-day. Our Designs Office has aimed at quality and accessibility. In conjunction with the Drawing Office of Messrs. J.A.P. Ltd., we have very materially improved 1936 Engines. New types of Cylinders, Combustion Heads, Big End and Flywheel Assembly have been evolved after considerable Racing and Trials experience, resulting in the Model 70's, freely admitted the finest 250 c.c. Bikes made! Popular all over the World. That is why we are the largest makers of 250 c.c. Four-stroke Machines in Britain.

For 1936 we have improved the details of our new 250 and 350 Camshafts, and have pleasure in introducing an entirely new design in 500 O.H.V's. We believe these Machines will make history; absolutely up to the minute in design, we have packed them with experience, they are fast, quiet, sturdy, and particularly clean in looks and performance.

Each of the past three years has shown a successive increase in output of O.K. SUPREMES. Second-hand values are among the highest in the Trade. Service is a byword. Quality plus value our aim. A readiness to meet you either among our Agents or at these Works is why we say—MAKE IT AN O.K. SUPREME, THIS TIME.

Barnstormers



SUPREME

"SPEED '90'"

Model S/36

Code Word: "SPLON"

"GOOD FOR 90"

S P E C I F I C A T I O N

ENGINE UNIT.—498 c.c. O.K. Supreme, high camshaft engine, bore 83 m/m, stroke 92 m/m. Chain driven camshaft, with tensioner, running in oil. Short enclosed duralumin push rods, short straight rockers and phosphor-bronze rocker bearings. Totally enclosed valves and valve guides, positively lubricated. High compression piston, polished head, ports, flywheels, and con-rod. Sturdy big end in duralumin cage. Roller and ball-bearings to driving side and ball-bearings to timing side. Downdraught carburettor by Amal. Single port. Engine shock absorber fitted. Individually tuned for maximum performance.

GEARBOX.—Burman 4-speed with enclosed short travel foot control. 4-plate clutch with Ferodo linings at option. Special lead to dogs, ensuring positive change.

FRAME.—All brazed cradle type, of tested road-holding and steering qualities, as used on all O.K. Supreme road racing machines. Pivotal gearbox mounting, ensuring easy adjustment. Integral sidecar lugs. Tubular mudguard stays and lifting handle. All A. & P. T.T. tubes and lugs of best malleable.

TANKS.—Commodious petrol and oil tanks of best welded steel. "Push on" type taps together with reserve.

EQUIPMENT.—Heavy central ribbed mudguards, specially strengthened for heavy work. **Lighting and Ignition.**—Lucas 30 watt magdyno. **Tyres.**—26in. x 3.50in. rear, and 26in. x 3.25 front heavy Dunlops. **Transmission.**—Chain throughout, primary, camshaft, and magneto; chains all running in oil. Primary oil bath of cast aluminium.

GENERAL.—Chromium-plated handlebars with long levers; twist grip control; large Terry saddle. Knee grips, Altette horn, and licence holder. Complete set of tools. Sports exhaust pipe.

FINISH.—Of sporting appearance, with a bold and attractive tank lined out in gold. Cycle parts black; rims and other bright parts chromium-plated.

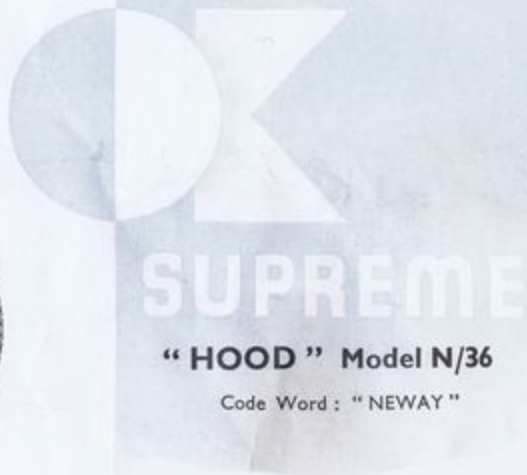
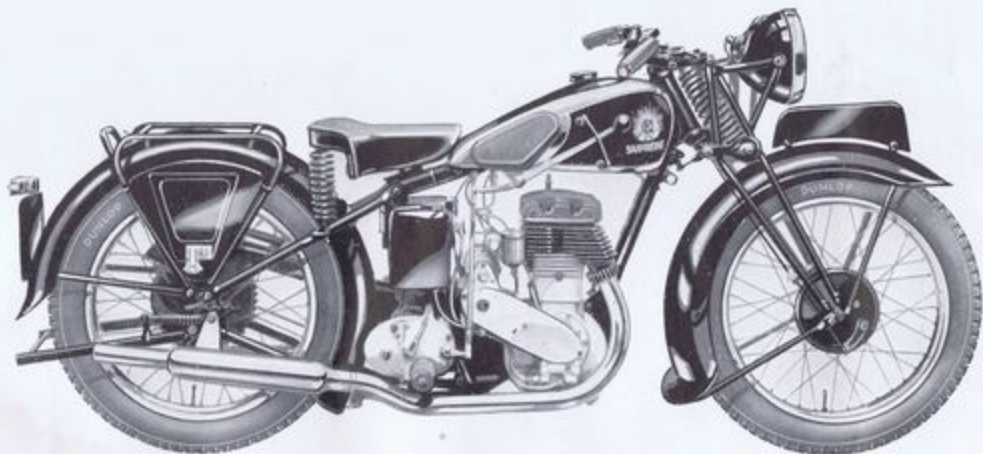
"SPORTS '90'"

Model R/36

Code Word: "ROVER"

As Model S/36 but with low compression piston and without extra tuning. An admirable touring machine.

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S P E C I F I C A T I O N

ENGINE UNIT.—498 c.c. J.A.P. side valve engine, entirely new design; cylinder barrel with detachable head and totally enclosed valve gear. Special proform cams, giving high efficiency and perfect mechanical silence; timed engine breather system; dry sump lubrication by double-acting pump; pressure feed to roller bearing big end and extra heavy flywheels and robust mainshaft assembly. Engine shock absorber, running in oilbath. Amal carburettor.

GEARBOX.—Burman 4-speed gearbox; foot control, hand optional; multi-plate clutch, giving light and sweet action.

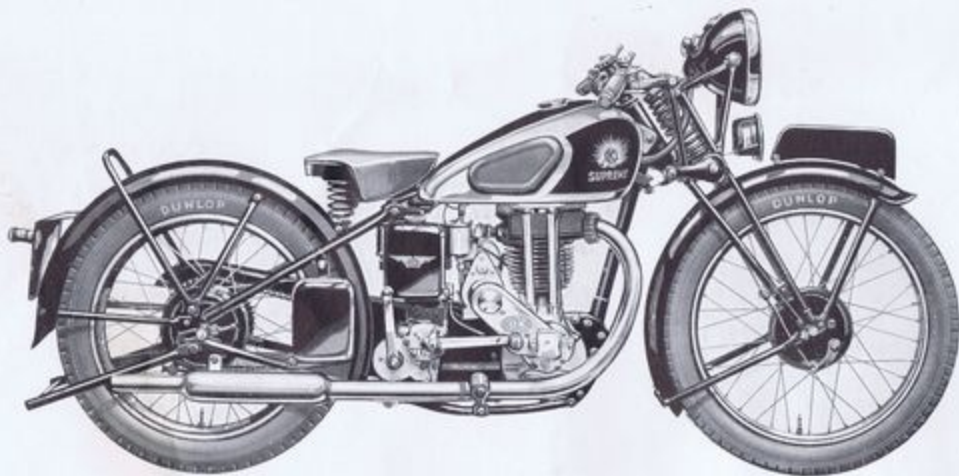
FRAME.—Of improved design, increased length of wheelbase to ensure comfort; robust construction, with integral sidecar lugs; superior gearbox mounting. Webb forks with adjustable shock absorbers and steering damper; deep section car type mudguards.

TANKS.—3-gallon petrol tank; oil tank with Tecalemit quickly detachable filter, capacity $\frac{1}{2}$ gallon. Both of welded steel.

EQUIPMENT.—**Brakes.**—7in. rear, operated by toe on left-hand side of machine; 6in. front; handlebar control, quickly adjustable. Hubs fitted with sturdy bearings and large diameter spindles. **Tyres.**—Dunlop 26in. \times 3.25in. heavy section tyres. **Lighting and Ignition.**—Lucas 30 watt magdyno with large size head lamp and battery; patent shock absorbing battery carrier; automatically controlled warning light.

GENERAL.—Chromium-plated handlebars with twist grip throttle control; fully adjustable controls. Large comfortable knee grips; efficient silencer; spacious toolbox, with full kit of tools; quickly detachable carrier; Lucas Altette horn; licence holder. Terry or Dunlop 3-point-suspension saddle.

FINISH.—Black enamel anti-rust base; chromium-plated petrol tank and rims.



**“GRAND SPORTS”
Model GH/36**

Code Word : “HEATY”

S P E C I F I C A T I O N

ENGINE UNIT.—348 c.c. O.H.V. engine, made by J.A.P. exclusively for O.K. Supreme. Bore 70 m/m, stroke 90 m/m. Downdraught carburettor by Amal. Single port, sturdy big end assembly. Wet sump lubrication by Pilgrim mechanical pump ; fully enclosed push rods, valve springs, and valve gear, positively lubricated, fitted with quickly detachable covers to facilitate adjustment. All parts carefully machined to the finest limits to ensure maximum performance.

GEARBOX.—4-speed gearbox with totally enclosed short travel foot change, by Burman. Multi-plate clutch.

FRAME.—The new O.K. Supreme semi-cradle type of all brazed frame with heavy front down tube. A. & P. T.T. tubing and design of extreme sturdiness, eminently suitable for sidecar work ; steering and road-holding both at high speed or in a mud section, superb. Built-in battery and oil tank. Tubular forks with steering damper and shock absorbers. Spring-up rear and central prop stand.

TANKS.—Bold but neat design, and both of welded steel ; petrol tank, 3 gallons ; oil tank, 3 pints.

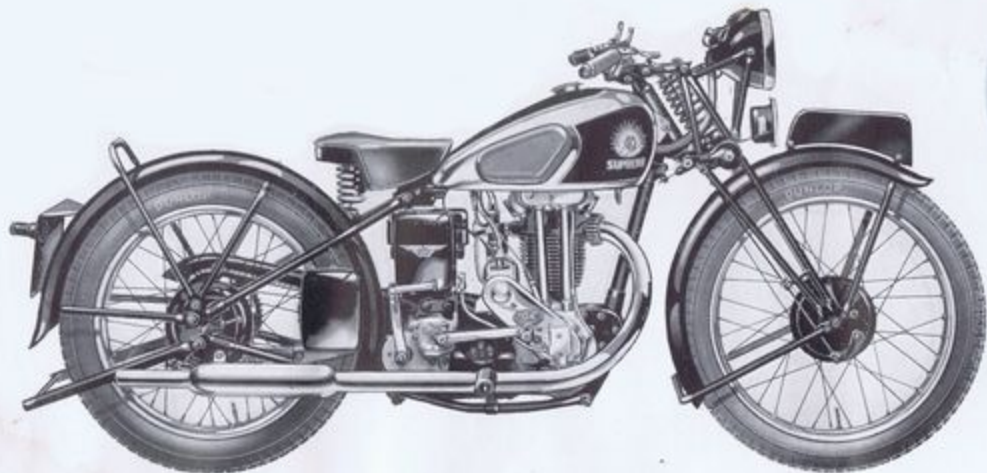
EQUIPMENT.—Very comprehensive and of best possible quality. Heavy central ribbed mudguards, adequately supported for pillion work. **Lighting and Ignition.**—Lucas 30 watt magdyno with large battery, mounted in Hughes' shock absorbing battery carrier. **Brakes.**—6in. front and rear, giving positive braking. **Tyres.**—Heavy Dunlop, 26in. x 2in. front and 26in. x 3.25in. rear. **Transmission.**—Chain throughout. Rear chain positively lubricated by O.K. Supreme patent. Other chains running in oil.

GENERAL.—Chromium-plated handlebars ; large Terry saddle ; large toolbox, with full kit of tools ; licence holder ; electric horn ; and knee grips. Low level exhaust pipe. All controls adjustable.

FINISH.—Black enamel on an anti-rust base, all bright parts chromium-plated. Tank attractively finished in colour.

EXTRA :

Chromium Tank as illustrated ...



K SUPREME

“FLYING CLOUD”
Grande Luxe
Model GDL/36

Code Word: “GLUXO”

S P E C I F I C A T I O N

ENGINE UNIT.—249 c.c. heavy duty J.A.P. engine, made exclusively for O.K. Supreme. New improved pattern crankcase, big end, cylinder, and cylinder head. Fully enclosed push rods, valve springs, and valve gear. Phosphor-bronze inlet valve guide, positively lubricated. Valve enclosure quickly detachable, making for simple adjustment of tappets. Wet sump lubrication by Pilgrim mechanical pump. Carburation by Amal.

GEARBOX.—Burman 4-speed; totally enclosed foot change, practical and simple to operate. Multi-plate clutch for effortless changes.

FRAME.—The new O.K. Supreme all brazed dual-purpose frame, suitable for sidecar work. Steering excellent. Heavy single top and front down tubes. A. & P. T.T. tubing used throughout. Built-in battery carrier and oil tank mounting. Heavy tubular forks. Spring-up rear and central prop stands.

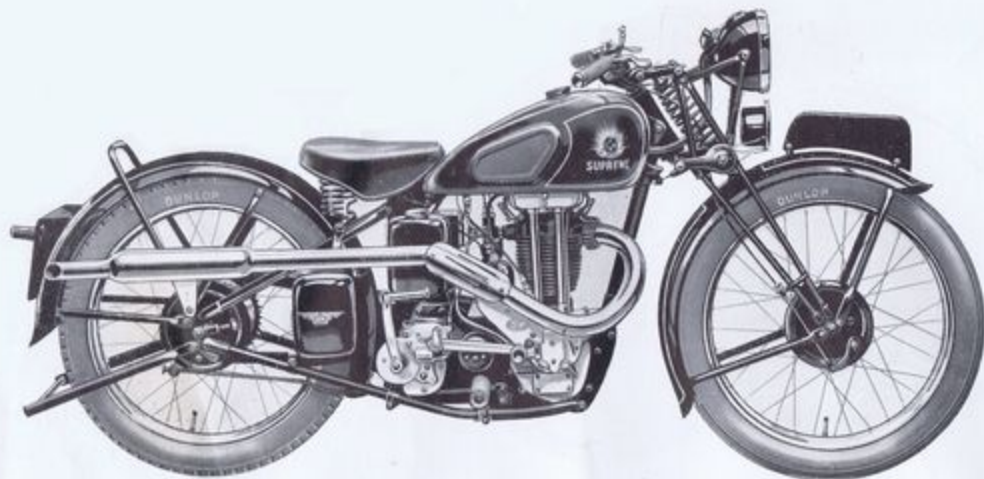
TANKS.—Welded steel throughout. Petrol 3 gallons, and oil 3 pints capacity.

EQUIPMENT.—Designed with a view to touring in comfort. Heavy ribbed mudguards, specially strengthened for pillion work. **Lighting and Ignition.**—Lucas separate 30 watt dynamo magneto. Large lamp and battery mounted in Hughes' shock-absorbing carrier. **Tyres.**—Heavy Dunlop, 26in. x 3in. front and 26in. x 3.25 rear. **Transmission.**—Chain throughout. The rear chain is lubricated by a cast aluminium oil sump with rubber inserts — an “O.K.” refinement. All other chains are running in oil. **Brakes.**—6in. front and rear, with finger adjustment.

GENERAL.—Chromium-plated handlebars with long levers; twist grip control; luxurious Dunlop 3-point saddle, and large knee grips. Electric horn and licence holder. Extra strong toolbox which opens out, leaving a comprehensive kit of tools open to hand. Low level exhaust pipe.

FINISH.—Cycle parts black enamel on anti-rust base, chromium-plated tank with black panels, lined out in gold. Rims and all bright parts chromium-plated.

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O.K. SUPREME

“SPORTS ‘70’”

Model G70/36

Code Word : “GESOV”

S P E C I F I C A T I O N

ENGINE UNIT.—249 c.c. O.H.V. engine, made by J.A.P. exclusively for O.K. Supreme. Bore 62.5 m/m, stroke 80 m/m—high compression piston with new big end to suit. Entirely new cylinder and head, specially designed with a view to cool, quiet running. The head, ports, fly-wheels, and con-rod are polished. Phosphor-bronze inlet valve guide, needle roller rocker bearings. Valve springs and valve gear totally enclosed and positively lubricated by Pilgrim mechanical pump. Carburation by Amal. Each engine tuned to give maximum performance.

GEARBOX.—4-speed, totally enclosed, with short travel foot change, specially designed for us by Burman. 3-plate clutch with Ferodo linings at option.

FRAME.—Road-holding and steering superb at all speeds. A.&P. T.T. tubing, brazed joints throughout. Crank case under-shield fitted to cradle. Spring-up rear and central prop stand. Hughes’ battery carrier and oil tank built on to seat tube.

TANKS.—All welded steel. The bold 3-gallon petrol tank is of the 4-point fixing type, mounted on rubber. 3-pint oil tank, built on to frame.

EQUIPMENT.—Of extra quality throughout. Heavy central ribbed type mudguard with tubular lifting handle ; rear fitted with extra stays for back rest or pillion seat. **Brakes.**—6in. front and rear with road-racing linings ; finger adjustment. **Lighting and Ignition.**—30 watt separate dynamo magneto. The dynamo and lights easily detachable. **Transmission.**—Chains throughout—primary, dynamo, and magneto chains all running in an oilbath.

GENERAL.—Chromium-plated handlebars with large levers and twist grip control. Dunlop 26in. x 3in. ribbed front and 26in. x 3.25in. studded rear tyres. Welded steel toolbox, with complete set of tools. Electric horn, licence holder, large knee grips fitted as standard. Upswept exhaust pipe fitted as standard, but low level optional.

FINISH.—Cycle parts enamelled in black, with gold lines on the guards. Rims and bright parts chromium-plated. Tank finished in “Supreme” red, with black and gold lining. **GOOD FOR 70 M.P.H.**

“SPORTS ‘70’”

Model GT70/36

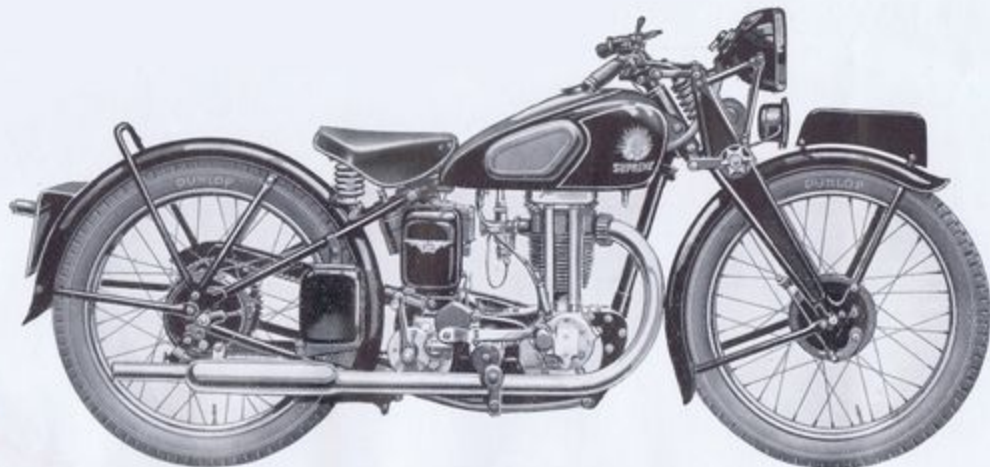
Code Word : “GETOR”

As on Model G70/36 only with 3-speed gearbox and 26in. x 3in. tyres.

If required with 26in. x 3.25in. Rear Tyres extra.

EXTRAS :

Competition Tyres ...	...
Chromium Tank ...	...
Pillion Seat ...	...
Foot Rests ...	...
Back Rests ...	...
Dope Piston (complete) ...	...



K
SUPREME
“FLYING CLOUD”
Model GT/36
Code Word : “ GREET ”

S P E C I F I C A T I O N

ENGINE UNIT.—249 c.c. O.H.V., manufactured by J.A.P. exclusively for O.K. Supreme, embodying new type crank case, big end, cylinder, and cylinder head ; totally enclosed push rods and valve gear, with quickly detachable covers for easy adjustment. Phosphor-bronze inlet valve guide, needle roller rocker bearings, wet sump lubrication by Pilgrim, mechanical pump. Amal carburettor.

GEARBOX.—Burman 3-speed, with foot control and multi-plate clutch.

FRAME.—Our new all-braced frame (semi-cradle type), built of A. & P. T.T. tubing, giving perfect steering and stability. Webb forks with shock absorbers. Improved central non-rattle stand. Built-in battery and oil tank. The whole of sturdy design.

TANKS.—Welded steel. Petrol, 3 gallons. Oil, 3 pints.

EQUIPMENT.—Ideal for utility machine. With heavy central ribbed mudguards. **Lighting and Ignition.**—Lucas 6 volt ignition and lighting 30 watt dynamo. Large battery mounted in Hughes' patent shock absorbing carrier. Large head lamp for touring. **Brakes.**—6in. front and rear, forged steel drums ; finger adjustment. **Tyres.**—26in. x 3.00 Dunlop. **Transmission.**—Chain throughout. All chains excluding the rear, running in oil.

GENERAL.—Chromium-plated handlebars, large Dunlop saddle with 3-point fixing, full kit of tools in toolbox of registered design, large knee grips, licence holder, electric horn, low level exhaust pipe.

FINISH.—The machine is finished in black enamel on anti-rust base ; the petrol tank is lined out in gold ; handlebars, rims, and the usual bright parts chromium-plated.

“FLYING CLOUD”
Model G/36
Code Word : “ GESIS ”

As Model GT/36, except with a 4-speed totally enclosed gearbox.

"PILOT" Model CG/36

Code Word : "PILOT"



A.



B.



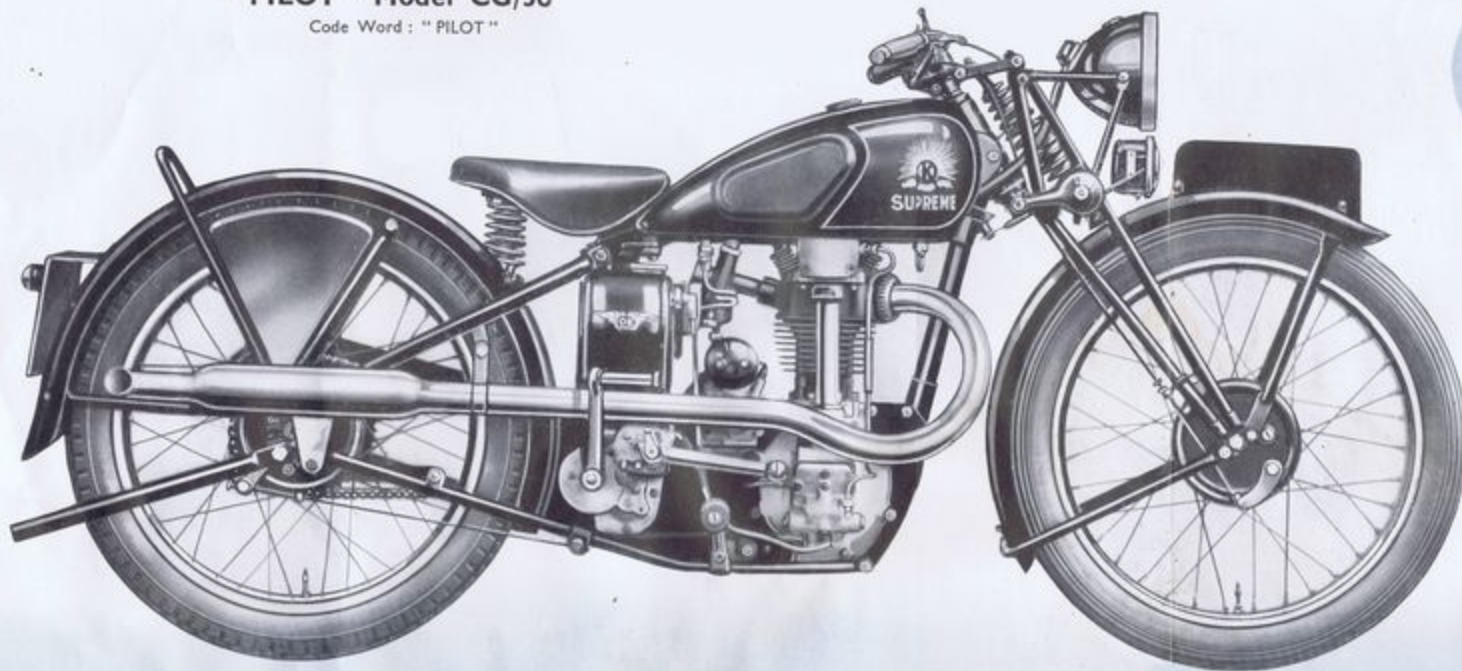
By courtesy of
The Motor Cycle

A.

Shows how the cam box may be removed without the timing being disturbed.

B.

Cam box divided, showing the arrangement of the rockers and bearings.



SUPREME

S P E C I F I C A T I O N

ENGINE UNIT.—The now famous O.K. Supreme 249 c.c. overhead Camshaft, designed and built in our Works. Rocker box of unique design, incorporating ideal rocker bearings and cams running in uniform oil well—dispenses with oil leaks. Downdraught carburettor by Amal. Single exhaust port. Cylinder head barrel and rocker box may be removed without disturbing the valve or ignition timing. Heat-treated aluminium alloy piston. Sturdy roller bearing big end with duralumin cage, steel flywheels. Double row ball-bearings to driving side, single ball-bearings to timing side. Bevel driven cams, dry sump lubrication with pressure feed to big end, rockers, bevels, and valve guides. Engine shaft fitted with shock absorber.

GEARBOX.—4-speed, totally enclosed, with short travel foot change, specially designed for us by Burman. Multi-plate clutch with Ferodo linings at option.

FRAME.—Road-holding and steering superb at all speeds. A. & P. T.T. tubing, brazed joints throughout. Crankcase undershield fitted to cradle. Spring-up rear and central prop stand. Hughes' battery carrier and oil tank built on to seat tube.

TANKS.—All welded steel. The bold 3-gallon petrol tank is of the 4-point fixing type, mounted on rubber. 3-pint oil tank built on to frame.

EQUIPMENT.—Of extra quality throughout. Heavy central ribbed type mudguard with tubular lifting handle, rear fitted with extra stays for back rest or pillion seat. **Brakes.**—6in. front and rear with road-racing linings, finger adjustment. **Lighting and Ignition.**—30 watt magdyno. The dynamo and lights easily detachable. **Transmission.**—Chains throughout, primary dynamo and magneto chains all running in an oilbath.

GENERAL.—Chromium-plated handlebars with large levers and twist grip control. Dunlop 26in. x 3in. ribbed front and 26in. x 3.25in. studded rear tyres. Welded steel toolbox, with complete set of tools. Electric horn, licence holder, large knee grips fitted as standard. Upswept exhaust pipe fitted as standard, but low level optional.

FINISH.—Cycle parts enamelled in black, with gold lines. Rims and bright parts chromium-plated. Tank finished in attractive colours.

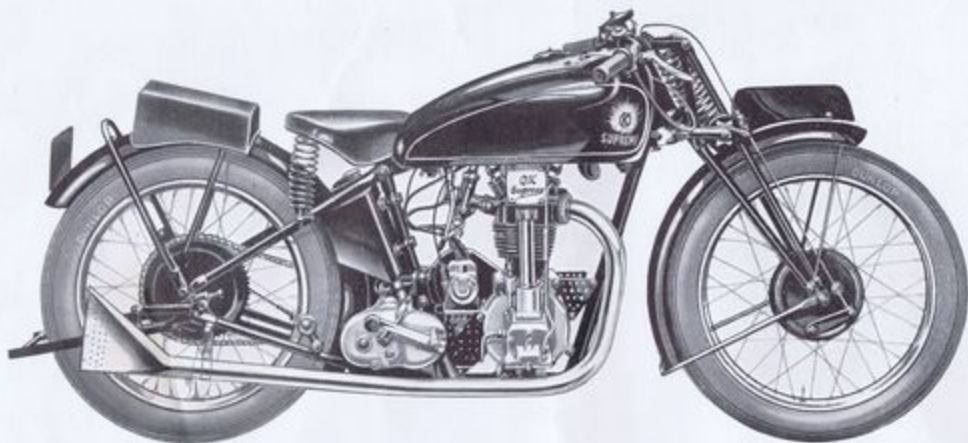
EXTRAS.—Competition Tyres Chromium Tank Pillion Seat Foot Rests Back Rests
Dope Piston (complete)

"SILVER CLOUD" Model HT/36

Code Word : "TRIAL"

Competition edition of the above machine, complete with Bronze Head.
IDEAL FOR THE CLUBMAN

BARNSTORMERS.CO.NZ



SUPREME

'RACING CAMSHAFT'

Model RC/36. 250 c.c.

Code Word : "RACAM"

S P E C I F I C A T I O N

ENGINE UNIT.—An exact replica of the famous 249 c.c. overhead camshafts which are raced by this firm. Designed and made in our Birmingham works. Nothing but the best is used in its construction. Bore 66 m/m, stroke 72.5 m/m. High compression piston. Aluminium bronze alloy head. Dry sump lubrication with pressure feed to big end, rocker box and, if required, to piston. Polished throughout. Single row ball-bearings to timing side, double row driving side.

GEARBOX.—4-speed close-ratio gearbox, with positive "quick-change" foot control. Ferodo linings to multi-plate clutch.

FRAME.—O.K. Supreme cradle type racing frame. All joints in this are brazed, and an exceptionally fine cast cradle is used at the base. Steering and road-holding are a particular feature. Tubular forks, complete with steering damper and shock absorbers. Where possible, lugs are drilled to save weight.

TANKS.—Both of welded steel and designed for quick pit stops. **Capacity.**—Petrol, 4 gallons ; oil, 6 pints.

EQUIPMENT.—The machine is supplied in racing trim, but with fish-tail and number plates. A back rest is also supplied.

Ignition.—Lucas racing magneto of the latest type. **Brakes.**—Large drums, giving smooth but decisive action.

Tyres.—Dunlop racing. **Transmission.**—Chain throughout.

GENERAL.—An ideal machine for a racing enthusiast, enabling the rider — by virtue of its performance — to do justice to himself. It is ideal for all types of road racing. A wide variety of gear ratios can be supplied.

'RACING CAMSHAFT'

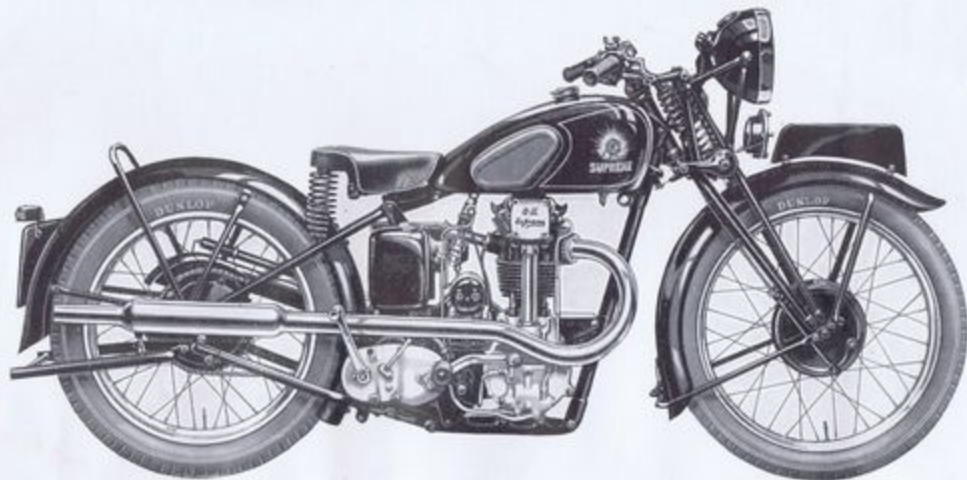
350 Racing

Model RCB/36

Code Word : "MOVER"

barnscoomers.co.uk

As Model RC/36 but with a 350 c.c. engine.



SUPREME

"SILVER CLOUD"

Model WS/36

Code Word : "BOCAM"

S P E C I F I C A T I O N

ENGINE UNIT.—The now famous O.K. Supreme 347 c.c. overhead camshaft, designed and built in our works. Rocker box of unique design, incorporating ideal rocker bearings and cams running in uniform oil well, dispenses with oil leaks. Downdraught carburettor by Amal. Single exhaust port. Cylinder head barrel and rocker box may be removed without disturbing the valve or ignition timing. Heat-treated aluminium alloy piston. Sturdy roller bearing big end with duralumin cage; steel flywheels. Double row ball-bearings to driving side, single ball-bearings to timing side. Bevel driven cams; dry sump lubrication, with pressure feed to big end, rockers, bevels, and valve guides. Engine shaft fitted with shock absorber.

GEARBOX.—Exclusive 4-speed; totally enclosed foot change and 4-plate clutch. Ferodo linings at option.

FRAME.—Standard O.K. Supreme cradle type racing frame. All joints in this are brazed, and an exceptionally fine cast cradle is used at the base. Steering and road-holding are a particular feature. Tubular forks, complete with steering damper and shock absorbers. Integral sidecar lugs, spring-up rear, central prop, and front tubular stands.

TANKS.—Best quality welded steel. Bold and attractive design. Petrol tank, $3\frac{1}{2}$ gallons. Oil tank, $\frac{1}{2}$ gallon.

EQUIPMENT.—Lucas 30W. magdyno, with large headlamp and battery, mounted in Hughes' shock-absorbing battery carrier. Dunlop tyres, 26in. x 3.25in. rear, and 26in. x 3.00in. front. Sturdy hubs—all chains except rear—running in oil. Terry or Dunlop saddle at option. Chromium-plated handlebars, with long levers and twist grip control. Bowdenex front brake cable and clutch cable. Lucas Altette horn, licence holder, large comfortable knee grips, complete set of tools.

FINISH.—Black enamel on anti-rust base. All bright parts, including handlebars, chromium-plated. Petrol tank attractively lined in gold.

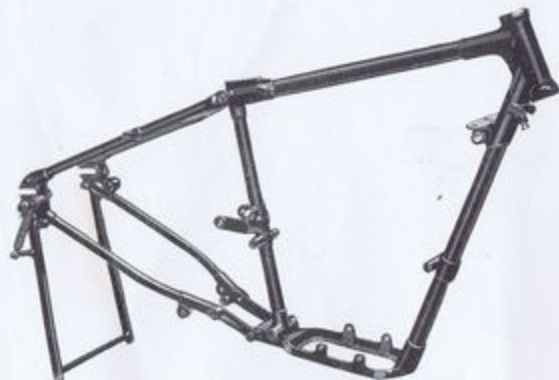
"SILVER CLOUD"

Model WT/36

Code Word : "CAMTR"

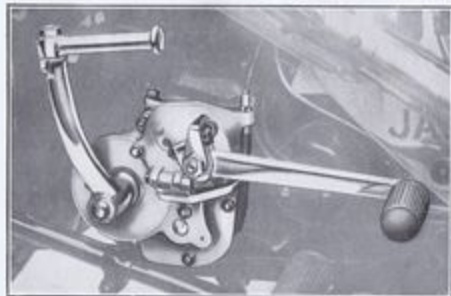
A competition edition of Model WS/36, complete with racing type engine (including Bronze Head), but with low compression piston. This machine is ideal for trials and scrambles, and carries our full guarantee in A.C.U. events.

O.K. SUPREME CLOSE-UPS



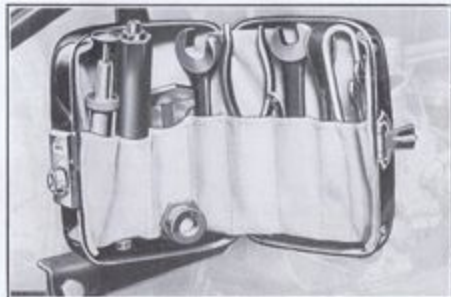
FRAMES

All-brazed frames are a feature for 1936. Engine power peaks have now risen so enormously that we have discarded the bolted-up manipulated tube type in favour of the large diameter all-brazed frame.



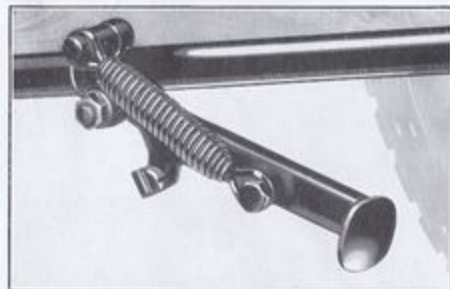
GEARBOX

Neat arrangement of the new totally-enclosed 4-speed gearbox, with folding kick-starter and short travel foot change.



TOOLBOX

Ingenuous pressed steel toolbox of registered design; all tools silently packed and instantly to hand. Note sprocket extractor.



PROP STAND

Designed to keep you clean and save you energy. The new O.K. Supreme "non-rattle" prop stand.

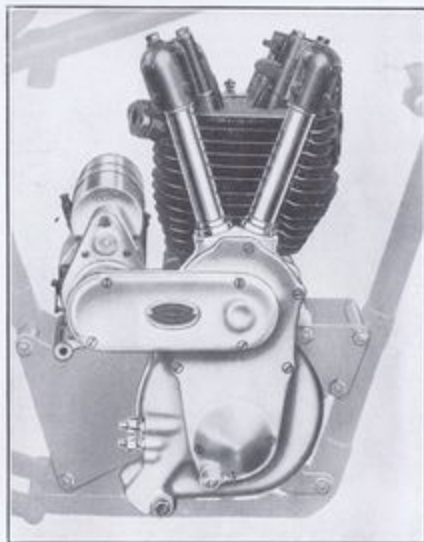
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O.K. SUPREME CLOSE-UPS



PILLION EQUIPMENT

Hughes' pillion equipment ensures the passenger entire comfort for any length of time. Folding foot-rests, with 2in. pin fixing.



ENGINE

The new High Camshaft, short pushrod, high efficiency O.K. Supreme engine. See Page 2 for further details.



OIL BOTTLE

Pressed steel oil tank, with detachable "Tecalemit" oil filter. A sure safeguard against foreign matter circulating round the engine.



CASTINGS

Cylinder head and barrel of the 500 c.c. before machining. All cylinder castings are made from carefully selected grades of cylinder iron, produced under a very close analytical control, giving a fine grain structure with the addition of chromium, giving a high Brinell reading. This we have found, after long experience, to be a material almost free from distortion and very high resistance to cylinder wear.



OILBATH

All O.K. Supremes have primary chain oilbaths. An "exploded" view of the 250 c.c. type. Note the rubber oil seal.



DYNAMO

Steel dynamo cover, exclusive to O.K. Supreme, protecting external terminals.

SOME O.K. SUPREMEMERS

HISTORY

O.K. Supremes have won, at one time or another, every important road race in the world, including: 1st to 4th the British T.T. Overseas Cup, Grand Prix de l'Europe, and all the more important Continental Races. The South African T.T., The Durban-Johannesburg World's Longest Road Race, and many Sand Races in New Zealand, etc. Look at the names of the Stars who have made History on O.K. Supremes. Not men who have merely expressed an opinion, but who have changed the fortunes of the field in many a hard-run race.

W. L. HANDLEY DON HALL ALEC BENNETT J. GUTHRIE C. W. JOHNSON
FRANK LONGMAN C. S. BARROW C. T. ASHBY
JOE SARKIS



J. S. A. HUMPHRIES
Who, in his first season, has been awarded the success of many Grass Track and Scramble Events.



SVEND ENGSTROM
The Master of Denmark relies upon an O.K. Camshaft to gain his many successes.

All men who have made Motor Cycling History in the World's Classics.



TREVOR HAMPTON
Is well known at Donington and such like tracks. A member of our Drawing Office. He combines practice with theory.



MAC MCGOUGH
A Trials and Grass Track O.K. Supreme Enthusiast from Essex.



JACK WILKINSON
Our Wrexham Rider Agent who has been consistently successful over the past season with Grass Track and Park Track Events.



R. W. THOMPSON
Another Enthusiastic Rider Agent from Hull, with many successes on his Camshaft.



LES GRIFFITHS
The Rider Agent from Bridgend, Glamorgan, is very well known at Pendine, where he has won several races on his O.K. Supreme



W. J. SMITH
Scotland's Premier Trials' Rider, pins his faith to O.K. Supremes. Has won many important Scottish Trials this past season.



JIMMY WATSON
The Edinburgh Motor Cycle Manager of Messrs. Rossleigh, who handle O.K. for the entire East of Scotland, has many successes in Scottish Trials and Scrambles to his credit on O.K. Supremes.

JOE SARKIS
South Africa's No. 1. Four times South African T.T. Winner and has successfully raced in Europe. Represented South Africa in the Tourist Trophy Races on several occasions.

BARNSTORMERS.CO.NZ

GENERAL DATA

WE RECOMMEND CASTROL OIL FOR ALL OUR ENGINE UNITS AND CASTROLEASE FOR GEARBOXES

MODEL	Top	Third	Second	Low	Bore	Stroke	Compression Ratio	Wheel Base	Overall Length	Saddle Height	Ground Clearance	Petrol Consumption	Weight	Oil Capacity	Case Dimen.	Crate Dimen.
GT/36	6.1	—	9.8	16.1	m/m 62.5	m/m 80	6.25 to 1	ins. 52½	ins. 81½	ins. 26½	ins. 4½	m.p.g. 90-95	lbs. 235	pints 3	3ft.10in. x 1ft.11in. x 2ft.7in.	7ft. x 1ft. 8in. x 3ft. 5in.
G/36	6.1	7.8	10	16.6	62.5	80	6.25 to 1	52½	81½	26½	4½	90-95	238	3		
GDL/36	6.1	7.8	10	16.6	62.5	80	6.25 to 1	52½	81½	26½	4½	90-95	245	3		
G70/36	6.1	7.8	10	16.6	62.5	80	7.4 to 1	52½	81½	26½	4½	75-80	244	3		
GT70/36	6.1	7.8	10	16.6	62.5	80	7.4 to 1	52½	81½	26½	4½	75-80	242	3		
CG/36	6.1	7.8	10	16.6	66	72.5	7.5 to 1	52½	81½	26½	4½	70.75	250	3		
GH/36	5.40	7.30	9.73	15.85	70	90	5.5 to 1	52½	81½	26½	3½	75-80	250	3		
N/36	4.86	6.13	8.22	13.0	85.7	85	5.25 to 1	54½	83½	27½	4½	70-75	336	4		
R/36	4.87	6.3	8.5	13.0	82	94	6.25 to 1	53	81	27½	4½	60-65	315	4		
S/36	4.87	6.3	8.5	13.0	82	94	7 to 1	53	81	27½	4½	60	315	4		
HS/36	6.2	8.0	11	17	66	72.5	7.5 to 1	53	81	27½	4½	70-75	285	4	4ft. x 2ft. 1in. x 2ft. 8in.	7ft. 4in. x 1ft. 9in. x 3ft. 5in.
WS/36	5.5	7.0	9.6	14.6	70	90	6.6 to 1	53	81	27½	4½	60-65	289	4		
HT/36	6.2	8.9	12	18.5	66	72.5	8 to 1	53	81	27½	4½	65-70	285	4		
WT/36	5.5	7.6	10.5	15.8	70	90	7.25 to 1	53	81	27½	4½	60-65	289	4		
RC/36	6.2	7.5	9.6	12.2	66	72.5	9 to 1	53	81	27½	4½	55-60	275	6		
RCB/36	5.5	6.45	8.2	10.4	70	90	8.25 to 1	53	81	27½	4½	50-55	278	6		

1936 OK SUPREME PRICES

Name and Model			Code	Price	Name and Model			Code	Price
				£ s. d.					£ s. d.
"Speed '90'"	S/36	...	...	"Splon"	G/36	...	...	"Gesis"	
"Sports '90'"	R/36	...	...	"Rover"	WS/36	350 c.c.	...	"Bocam"	
"Hood"	N/36	...	...	"Neway"	WT/36	...	...	"Camtr"	
"Grande Sports"	GH/36	...	...	"Heaty"	RC/36	250 c.c.	...	"Racam"	
"Flying Cloud"									
Grande Luxe	GDL/36	...	...	"Gluxo"	RCB/36	...	...	"Mover"	
"Sports '70'"	G70/36	...	...	"Gesov"	CG/36	...	...	"Pilot"	
"Sports '70'"	GT70/36	...	...	"Getor"	HT/36	...	...	"Trial"	
"Flying Cloud"	GT/36	...	...	"Greet"					

OR ON EASY TERMS

WE RECOMMEND CLEVELAND DISCOL FUEL FOR SPORTS MACHINES

BARNSTORPERS.CO.NZ

G U A R A N T E E

We do not appoint agents for the sale on our behalf of our motor cycles or other goods, but we assign to motor cycle Dealers areas in which we supply to such Dealers exclusively for re-sale in such areas. No such Dealer is authorised to make any representation or incur any liability on our behalf.

CONDITIONS OF SALE AND GUARANTEE.

We give the following guarantee with our motor cycles, motor cycle combinations and sidecars, including all accessories and component parts other than tyres, saddles, chains and lighting and electrical equipment, and other than accessories and component parts supplied to the order of the Purchaser and differing from those comprised in the standard specifications supplied with our motor cycles, motor cycle combinations and sidecars, but including accessories and parts supplied by way of exchange as hereinafter provided. This guarantee is given in place of any implied conditions or warranties or any liabilities whatsoever statutory or otherwise; no guarantee except that hereinafter contained and no condition or warranty whatsoever statutory or otherwise is given or is to be implied, nor are we to be under any liability whatsoever except under the guarantee hereinafter contained. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet or other publication shall not be construed as enlarging, varying or overriding anything herein contained. In the case of machines (a) which have been used for " hiring out " purposes or (b) any motor cycle and/or sidecar used for any dirt track or cinder track racing or (c) machines from which the trade mark, name or manufacturing number has been altered or removed or (d) any machines in which parts have been used not supplied by or approved by the motor cycle manufacturer, or (e) any machine from which the silencing system as fitted by the manufacturer has been partially or wholly removed or interfered with, no guarantee, condition or warranty of any kind statutory or otherwise is given or is to be implied, nor are we to be under any liability whatsoever in respect of any such machine.

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 date of purchase, or date of exchange in case of any accessory or part supplied by way of exchange as hereinafter provided, and damages for which we make ourselves responsible under this guarantee are limited to the free repair of or supply of a new part or accessory in exchange for the part of the motor cycle, motor cycle combination or sidecar or accessory which may have proved defective. We undertake, subject to the conditions mentioned below, to make good in manner aforesaid any part or accessory covered by this guarantee which has proved defective within the said period of six months. We do not undertake to replace or refix, or bear the cost of replacing or refixing any such new part or accessory in the motor cycle, motor cycle combination or sidecar. As motor cycles, motor cycle combinations 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.

" Misuse " shall include amongst others the following :—The attaching of a sidecar to a motor cycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden; the use of a motor cycle or of a motor cycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers; the attaching of a sidecar to a motor cycle by any form of attachment not provided, supplied, or approved by the manufacturers, or to a motor cycle which is not designed for such use.

We do not guarantee tyres, saddles, chains or lighting and electrical equipment, or any accessories or component parts supplied to the order of the Purchaser differing from those comprised in the standard specifications supplied with our motor cycles, motor cycle combinations or sidecars. No guarantee, condition or warranty of any kind statutory or otherwise is given or is to be implied, and we are to be under no liability whatsoever in respect thereof.

CONDITIONS OF GUARANTEE.

If a defective part or accessory should be found in our motor cycles, motor cycle combinations or sidecars, or in any part or accessory supplied by way of exchange as before provided, it must be sent to us CARRIAGE PAID, and accompanied by an intimation from the owner 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, and the date of the purchase.

Failing compliance with the above, such articles will lie here at THE RISK OF THE OWNER, and this guarantee and any implied guarantee, warranty or condition shall not be enforceable.

We reserve the right to alter prices and/or specifications with or without notice.