

SUPREME

INTRODUCTION

Popular as the 1936 O.K. Supremes were I am confident that the new series will be the choice of more and more discriminating riders. No drastic changes (including even prices) proved necessary, yet the many refinements and subtle improvements added, mark a great step forward in Motor Cycle design.

I feel that in the past, earning us a reputation for being tough, we motor cyclists have had to put up with what we got rather than what we wanted. I have tried to alter this—cars have mudguards that mud guard—so do O.K.'s. Hand adjustable dampers from the saddle and other small details which look little but require a lot of thought to perfect.

When the Publicity People brought this Catalogue to me to write these notes I found they had forgotten our invisible Staff. The Staff that is never satisfied—always striving to find fault and correct—i.e., our Racing, Experimental and Testing Staff. Unlike the Big Concerns where when an improvement is suggested the Departmental Chief fears for his job, our men muscle in together and get the thing done without rigmorole, fuss, red tape or anything else. That's why O.K.'s are individually built.

Who benefits from all this? You, of course—you get the latest improvements months and sometimes a whole year earlier. That's why O.K. Supremes are "Ahead of Schedule," as Putt Mossman put it, with a value that is outstanding—so here's to your friends Hudson, Smith, Lamb, Sarkis, Goddard, Dee, Senior, and the rest of the boys—invisible workers searching for perfection—and getting it.

E. H. Humphreys

SUPREME for 1937

O.K. SUPREME MOTORS LTD., WARWICK ROAD, GREET, BIRMINGHAM 11

Tel.: ACOcks Green 1145/6 (P.B.E.)
Grams and Cables: HUMOK, Birmingham.
Codes: A.B.C. 5th Edition and Bentleys.



SUPREME WORKS BIRMINGHAM ENGLAND

Model WS/37

"SILVER CLOUD"

348 cc. O.H. CAMSHAFT

Code Word: "SILVO"

Price . £59 : 10 : 0

This model can be supplied in Full Trials Trim, including Competition Tyres (any size), High Clearance Guards, T.T. Carburettor, and Special Engine—but less Lighting—at the same price as Standard.

WE RECOMMEND CASTROL PATENT XL FOR THIS MODEL

SPECIFICATION

ENGINE. 348cc. Overhead Camshaft engine of extra high efficiency. It was designed and is built here and only finest materials are used. K.E.805 con-rods. Barronia valve guides. High carbon barrels, duralumin big end cage. Alloy piston. A single port head is fitted. Double row bearings driving side, single row bearings timing side. Dry sump lubrication with pressure feed to big end, rockers, bevels, cams and valves.

GEAR Heavy duty four speed, totally **BOX.** enclosed racing pattern with folding kick start and 4-plate clutch. It is pivot mounted for easy adjustment.

FRAME The frame and forks of this **GROUP.** machine are identical to those used by us in last season's Road Races. The frame is all brazed semi-cradle type with A. & P.T.T. tubing and best malleable lugs. Steering and finger adjustable side dampers are fitted to the heavy Webb tubular forks. O.K. Air-stream super-efficient mudguards are fitted. Best quality steel rims with 26" x 3" front and 26" x 3.25" rear tyres. 6" x 1" forged steel brake drums front and rear.

TANKS. Both are of welded steel and of bold design.

LIGHTING & IGNITION. Lucas Magdynamo of new pattern, with greatly improved drive. Handlebar dipswitch to Headlamp. Voltage control-battery mounted on rubber and swings out for topping up. Ampmeter incorporated in headlamp.

EQUIPMENT. Oil bath primary chain case and positive lubrication to rear chain. Large knee grips. Terry or Dunlop saddle. Licence holder and electric horn. Amal handlebars and carburettor with clip on levers, and T.T. type twist grip. Finger adjustment to brakes.

FINISH. Glossy black enamel on anti-rust base. Genuine gold lines. Rims, bars, headlamp rim, and horn chromium plated. Full set tools with grease gun.

Model WS 37

"SILVER CLOUD"

348 cc. O.H. CAMSHAFT

Code Word: "SILVO"

Price . £59 : 10 : 0

This model can be supplied in Full Trials Trim, including Competition Tyres (any size), High Clearance Guards, T.T. Carburettor, and Special Engine—but less Lighting—at the same price as Standard.

WE RECOMMEND CASTROL PATENT XL FOR THIS MODEL

SPECIFICATION

ENGINE. 348cc. Overhead Camshaft engine of extra high efficiency. It was designed and is built here and only finest materials are used. K.E.805 con-rods. Barronia valve guides. High carbon barrels, duralumin big end cage. Alloy piston. A single port head is fitted. Double row bearings driving side, single row bearings timing side. Dry sump lubrication with pressure feed to big end, rockers, bevels, cams and valves.

GEAR Heavy duty four speed, totally **BOX.** enclosed racing pattern with folding kick start and 4-plate clutch. It is pivot mounted for easy adjustment.

FRAME The frame and forks of this **GROUP.** machine are identical to those used by us in last season's Road Races. The frame is all brazed semi-cradle type with A. & P.T.T. tubing and best malleable lugs. Steering and finger adjustable side dampers are fitted to the heavy Webb tubular forks. O.K. Air-stream super-efficient mudguards are fitted. Best quality steel rims with 26" x 3" front and 26" x 3.25" rear tyres. 6" x 1" forged steel brake drums front and rear.

TANKS. Both are of welded steel and of bold design.

LIGHTING & IGNITION. Lucas Magdynamo of new pattern, with greatly improved drive. Handlebar dipswitch to Headlamp. Voltage control-battery mounted on rubber and swings out for topping up. Ampmeter incorporated in headlamp.

EQUIPMENT. Oil bath primary chain case and positive lubrication to rear chain. Large knee grips. Terry or Dunlop saddle. Licence holder and electric horn. Amal handlebars and carburettor with clip on levers, and T.T. type twist grip. Finger adjustment to brakes.

FINISH. Glossy black enamel on anti-rust base. Genuine gold lines. Rims, bars, headlamp rim, and horn chromium plated. Full set tools with grease gun.

Model CG/37

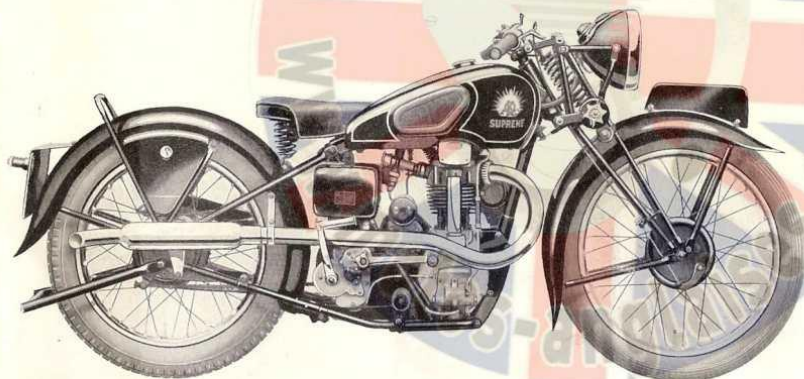
“ PILOT ”

248 cc. O.H. CAMSHAFT

Code Word: “PILOT”

Price . £55 : 0 : 0

This model can be supplied in Full Trials Trim, including Competition Tyres (any size), High Clearance Guards, T.T. Carburettor, and Special Engine—but less Lighting—at the same price as Standard.



WE RECOMMEND CASTROL PATENT XL FOR THIS MODEL

SPECIFICATION

ENGINE. 248cc. Overhead Camshaft engine which has been raced successfully during the past season. Designed and built in our Works. Rocker box carefully re-designed and machined to prevent oil leaks. Single port head with Barronia valve guides. Cylinder head and barrel may be removed without disturbing ignition or valve timing. Sturdy roller bearing big end, steel fly wheels. Double row bearings driving side, single row timing side. Dry sump lubrication with pressure feed to big end, rockers, bevels, cams and valve guides.

GEAR. A four speed gear box is fitted **BOX.** incorporating a four plate clutch—your guarantee against clutch slip. A totally enclosed foot control is fitted. The box is pivot mounted for quick adjustment. Positive foot control. Folding kick starter.

FRAME. The frame and forks of this **GROUP.** machine are identical to those used by us in last season's Road Races. The frame is all brazed semi-cradle type with A. & P. T. T. tubing and best malleable lugs. Steering and hand adjustable side dampers are fitted to the heavy Webb tubular forks. O.K. air-stream super-efficient mudguards are fitted. Best quality steel rims with 26" x 3" front and 26" x 3.25" rear tyres. 6" x 1" forged steel brake drums front and rear.

TANKS. Both are of welded steel and of bold design.

LIGHTING & IGNITION. Lucas Magdynamo of new pattern, with greatly improved drive. Handlebar dipswitch to headlamp. Voltage control-battery mounted on rubber and swings out for topping up. Ampmeter incorporated in headlamp.

EQUIPMENT. Oil bath primary chain case and positive lubrication to rear chain. Large knee grips. Terry or Dunlop saddle. Licence holder and electric horn. Amal handlebars and carburettor with clip on levers, and T.T. type twist grip. Finger adjustment to brakes.

FINISH. Glossy black enamel on anti-rust base. Genuine gold lines. Rims, bars, headlamp rim, and horn chromium plated. Full set tools with grease gun.

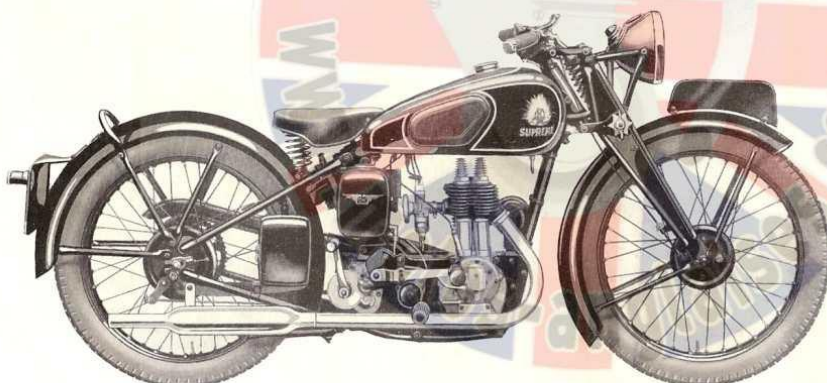
MODEL SV/37

250 cc.

SIDE VALVE

Code Word: “EVMAN”

Price . £35 : 10 : 0



WE RECOMMEND CASTROL PATENT XL FOR THIS MODEL

SPECIFICATION

ENGINE. 248cc. Side Valve J.A.P. with total loss lubrication by Pilgrim adjustable mechanical pump. The valves are totally enclosed with quickly detachable covers for easy tappet adjustment. Alloy piston, roller bearing big end and solid cylinder and head construction are features of the design. The unit is silent, reliable, and easy to maintain.

GEAR. Three-speed with positive foot **BOX.** control. It is pivot mounted making for easy adjustment of the primary chain. A multi-plate clutch is fitted. Four speed £1 0s. 0d. extra.

FRAME. This is all brazed and only **GROUP.** A. & P. T. T. tubing and best malleable lugs are used. The steering is excellent at all speeds. Extra strong Webb pressed steel forks are fitted—side dampers are standard. Mudguards are of modern half-round section in heavy gauge steel. Steel rims are used and tyre sizes are 26" x 3" front and rear. Brakes are 5" x 1" front and 6" x 1" rear.

TANKS. Both petrol and oil tanks have a bold appearance and are of welded steel construction. Petrol capacity 3 gallons.

LIGHTING & IGNITION. Lucas 6V Dynamo ignition with full voltage control. A dimmer is fitted to the powerful headlamp. A visible ammeter is incorporated.

EQUIPMENT. Large knee grips. Dunlop waterproof saddle. Flame trap. Licence holder and electric horn. Amal handlebars and carburettor. Finger adjustment to brakes.

FINISH. Glossy superfine black enamel on anti-rust base. The tank and rims are attractively lined.

Model G 37

"FLYING CLOUD"

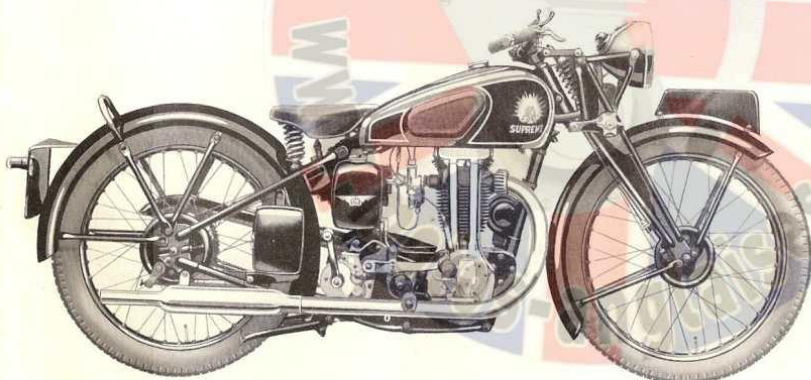
250 cc.

O.H.V.

Code Word: "SUMAR"

Price . £39 : 10 : 0

SUPREME



WE RECOMMEND CASTROL PATENT XL FOR THIS MODEL

SPECIFICATION

ENGINE. Special 248cc. O.K. Supreme J.A.P. Positive total loss lubrication by Pilgrim mechanical pump. Alloy valve guides and extra heavy big end. The rocker gears and push rods are totally enclosed whilst the valves and guides are positively lubricated. Needle roller bearings are fitted to the rockers. The unit is of robust construction—assuring long life with absolute reliability.

GEAR. Three speed with positive foot **BOX.** control. It is pivot mounted making for easy adjustment of the primary chain. A multiplate clutch is fitted. Four speed £1 0s. 0d. extra.

FRAME. This is all brazed and only **GROUP.** A. & P.T.T. tubing and best malleable lugs are used. The steering is excellent at all speeds. Extra strong Webb pressed steel forks are fitted—side dampers are standard. Mudguards are of modern half round section in heavy gauge steel. Steel rims are used and tyre sizes are 26" x 3" front and rear. Brakes are 5" x 1" front and 6" x 1" rear with finger adjustment.

TANKS. Both petrol and oil tanks have a bold appearance and are of welded steel construction. Petrol capacity 3 gallons.

LIGHTING & IGNITION. Lucas 6V dynamo ignition with full voltage control. A dimmer is fitted to the powerful headlamp. A visible ammeter is also incorporated.

EQUIPMENT. Large knee grips. Dunlop waterproof saddle. Flame trap. Licence holder and electric horn. Amal handlebars and carburettor.

FINISH. Glossy superfine black enamel on anti-rust base. The tank and rims are attractively lined.

Model GDL 37

"FLYING CLOUD" DE LUXE

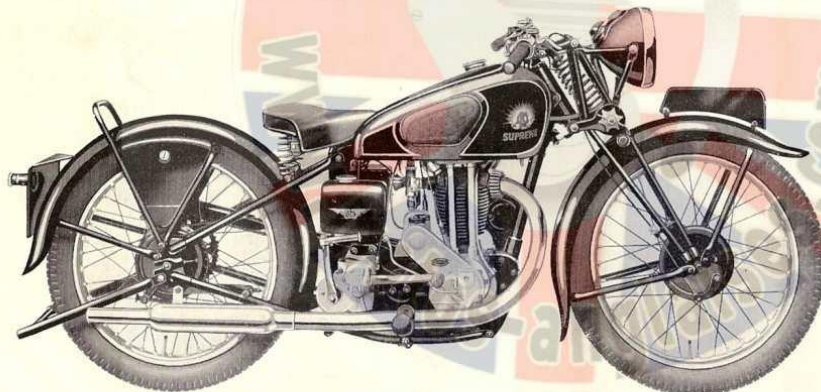
250 cc.

O.H.V.

Code Word: "GLUXO"

Price . £46 : 0 : 0

SUPREME



WE RECOMMEND CASTROL PATENT XL FOR THIS MODEL

SPECIFICATION

ENGINE. 248cc. O.H.V. O.K. Supreme J.A.P. of deluxe specification. Total loss lubrication by Pilgrim mechanical pump. Sturdy big end assembly, alloy valve guides and totally enclosed valve gear (needle rollers to rockers) and push rods are features. Rocker cover easily removed to adjust tappets. Aluminium oil bath for magneto. Special construction of barrel guards against piston slap. The engine has the usual long life features associated with J.A.P. engines.

GEAR. A four speed gear box is fitted **BOX.** incorporating a four plate clutch—your guarantee against clutch slip. A totally enclosed foot control is fitted. The box is pivot mounted for quick adjustment.

FRAME. The frame and forks of this **GROUP.** machine are identical to those used by us in last season's Road Races. The frame is all brazed semi-cradle type with A. & P.T.T. tubing and best malleable lugs. Steering and finger adjustable side-dampers are fitted to the heavy Webb tubular forks. O.K. air-stream super-efficient mudguards are fitted. Best quality steel rims with 26" x 3" front and 26" x 3.25" rear tyres. 6" x 1" forged steel brake drums front and rear.

TANKS. Both are of welded steel and of bold modern design.

LIGHTING & IGNITION. Lucas separate dynamo and magneto with large 8" headlamp to which dipping device is fitted. Voltage control and rubber mountings to the battery, which swings out for topping up, assure long life. An ammeter is fitted.

EQUIPMENT. Oil bath primary chain case and positive lubrication to rear chain. Large knee grips. Terry or Dunlop saddle. Licence holder and electric horn. Amal handlebars and carburettor with clip on levers and T.T. type twist-grip. Finger adjustment to brakes.

FINISH. Glossy black enamel on anti-rust base. Genuine gold leaf lines. Rims, bars, headlamp rim and horn chromium plated. Full set of tools with grease gun.

Model G70 37

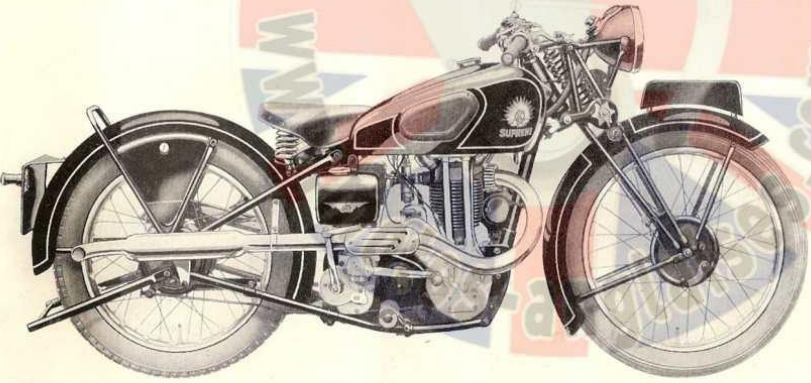
"FLYING CLOUD" SPORTS '70'

250 cc. GOOD FOR '70' O.H.V.

Code Word: "GESOV"

Price . £46 : 10 : 0

This model can be supplied in Full Trials Trim, including Competition Tyres (any size), High Clearance Guards, T.T. Carburettor, and Special Engine—but less Lighting—at the same price as Standard.



LUBRICATION — FOR ORDINARY ROAD WORK USE CASTROL PATENT XL
FOR RACING USE CASTROL R. NEVER mix R and XL oils together

SPECIFICATION

ENGINE. This is a specially tuned high compression 248cc. O.K. Supreme J.A.P. Total loss lubrication by Pilgrim mechanical pump. The barrel is highly polished and of special construction. The inlet and single exhaust port are treated in the same way. Sturdy big end assembly with totally enclosed valves, valve gear, and push rods. The valve guides are of special alloy. This engine has been successfully used in competitions during the past two years.

GEAR A four speed gear box is fitted **BOX.** incorporating a four plate clutch—your guarantee against clutch slip. A totally enclosed foot change is fitted. The box is pivot mounted for quick adjustment.

FRAME The frame and forks of this **GROUP.** machine are identical to those used by us in last season's Road Races. The frame is all brazed semi-cradle type with A. & P. T.T. tubing and best malleable lugs. Steering and hand adjustable side dampers are fitted to the heavy Webb tubular forks. "Modern light 1 1/2" round section guards are fitted. Best quality steel rims with 26" x 3" front and 26" x 3.25" rear tyres. 6" x 1" forged steel brake drums front and rear.

TANKS. Both are of welded steel and of bold modern design.

LIGHTING & IGNITION. Lucas separate dynamo and magneto with powerful headlamp to which dipping device is fitted. Voltage control and rubber mountings to the battery, which swings out, for topping up. An amp meter is fitted.

EQUIPMENT. Oil bath for primary chain and positive lubrication to rear chain. Large knee grips. Terry or Dunlop saddle. Licence holder and electric horn. Amal handlebars and carburettor with clip on levers and T.T. type twist-grip. Finger adjustment to brakes.

FINISH. Glossy black enamel on anti-rust base. Genuine gold leaf lines. Rims, bars, headlamp rim and horn chromium plated. Full set of tools with grease gun.




TREVOR HAMPTON
Joint Works Manager

After serving a valuable apprenticeship in a large drawing office and extensive shops, took to the open sea in a collapsible rubber canoe. Arriving in Calais after a hazardous journey round the English coast, he parked his canoe and hiked into Spain. Arrived in Barcelona with 4/6 in his pocket—fever—back to Birmingham. Decided to do some social service, i.e., practical designer and works manager to O.K. Supreme. Known on every race track in the U.K. Has raced at Donington, Isle of Man, as well as the Ulster Grand Prix and the Grand Prix de Europe. Always rides a standard O.K. Supreme. Says it is the safest mount to get astride. He ought to know as he designed them. Never loses his hair—married—23—and looks neither.

Our Managing Director, Mr. HUMPHRIES, says—

Meet the men who made the





JOHN HUMPHRIES
Joint Works Manager

A practical designer. Member of more than 50 motor cycling clubs and well known on race tracks. One of his special jobs is, jointly with Trevor, to subject every new O.K. Supreme model to freak tests, trying their best to smash it up. This explains his habitual expression of baffled rage as it is so seldom that he succeeds. He and Trevor together have probably done more than anyone else to make O.K. SUPREME.



FREIDA HUMPHRIES
Sales Director

The most efficient member of the firm—the boys hide the dart board when they hear her step. Spends most of her working hours going through O.K. Supreme agents' requirements. The fact that she and her sister came into the business originally as a joke but remained because they found it worthy of their serious consideration explains the position.



BOB SHAKESPEARE
Technical Manager

Not to be confused with Bill the Bard. Bob does like poetry but it is the poetry of motion that appeals to him. Best known expert on tuning motor-cycles in the world. Ever since 1914 has been tuning motors to win hundreds of international events. Designed Camshaft Engine which O.K. race now. Bob's tuning has won no less than six T.T.'s. In short, his favourite movements are allegro.

DESIGNED AND BUILT FOR SAFETY WITH SPEED BY MA

Our Managing Director, Mr. HUMPHRIES, says—

the men who made the new 1937

OK SUPREME
MOTOR CYCLES



JOHN HUMPHRIES
Joint Works Manager

A practical designer. Member of more than 50 motor cycling clubs and well known on race tracks. One of his special jobs is, jointly with Trevor, to subject every new O.K. Supreme model to freak tests, trying their best to smash it up. This explains his habitual expression of baffled rage as it is so seldom that he succeeds. He and Trevor together have probably done more than anyone else to make O.K. SUPREME.



ALIE HUMPHRIES
Director and Head of Accounts Dept.

Alie and Freida work ideally together, which is one of the chief reasons why the Great factory runs so smoothly. Alie is always very pleasant and tactful but then, as everyone points out, who wouldn't be in her position as Chief Cheque Receiver.

MAJOR WILSON
Courtesy Representative

Everyone knows Bill. Tried to hide his light under a bushel when he knew we were writing this but could not find one big enough as he stands 6ft. in his socks. Served four years in the war but it wasn't he who told us. A man of few words but those few sincere. That is why O.K. Supreme are proud to have him representing them. In the Summer hands his car over to his wife and does his journeys on an O.K. Supreme. A Scot, and proud of it.




JACK FLATTERY
Buyer

One glance at Jack's keen eagle eye, and you will understand why an O.K. machine incorporates the finest possible materials. Jack is responsible for buying raw material for all the 5,000 parts which make up the range of O.K. Supremes. Whenever a specially ticklish job comes along which no one else can tackle, the cry immediately goes up for Flattery. Very flattering for Jack, of course. Watches production from a material point of view.



TY WITH SPEED BY MASTER DESIGNERS AND ENGINEERS



Model GH/37

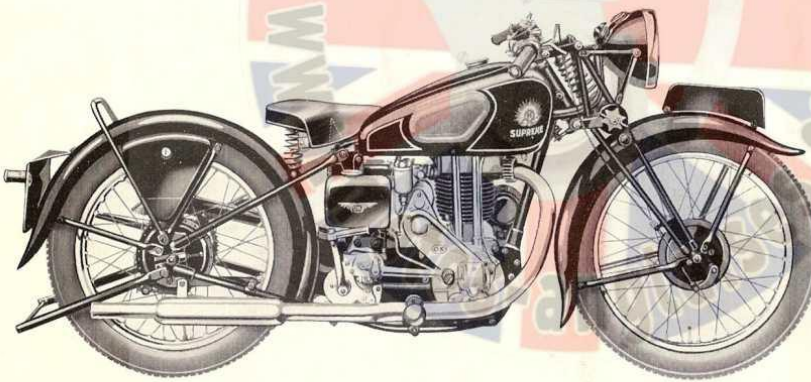
"GRAND SPORTS"

348 cc. O.H.V.

Code Word: "HEATY"

Price . £49 : 10 : 0

This model can be supplied in Full Trials Trim, including Competition Tyres (any size), High Clearance Guards, T.T. Carburettor, and Special Engine—but less Lighting—at the same price as Standard.



WE RECOMMEND CASTROL PATENT XL FOR THIS MODEL

SPECIFICATION

ENGINE. 348cc. O.H.V. O.K. Supreme J.A.P. with single port head and down draught offset carburettor. Special O.K. Supreme big end assembly. Total loss lubrication with adjustable Pilgrim mechanical pump. Fully enclosed push rods, valves and valve gear positively lubricated, fitted with quickly detachable covers to facilitate adjustment. Special J.A.P. patent cylinder construction guards against piston slap. All parts carefully machined to ensure oil tight joints.

GEAR. A four speed gear box is fitted **BOX.** incorporating a four plate clutch—your guarantee against clutch slip. A totally enclosed foot change is fitted. The box is pivot mounted for quick adjustment. Folding kick starter.

FRAME GROUP. The frame and forks of this machine are identical to those used by us in last season's Road Races. The frame is all brazed semi-cradle type with A. & P. T.T. tubing and best malleable lugs. Steering and finger adjustable side dampers are fitted to the heavy Webb tubular forks. O.K. air-stream super-efficient mudguards are fitted. Best quality steel rims with 26" x 3" front and 26" x 3.25" rear tyres. 6" x 1" forged steel brake drums front and rear.

TANKS. Both are of welded steel and of bold design.

LIGHTING. Lucas Magdyno of new pattern, with greatly improved drive. Handlebar dipswitch to headlamp. Voltage control-battery mounted on rubber and swings out for topping up. Ammeter incorporated in headlamp.

EQUIPMENT. Oil bath primary chain case and positive lubrication to rear chain. Large knee grips. Terry or Dunlop saddle. Licence holder and electric horn. Amal handlebars and carburettor with clip on levers and T.T. type twist grip. Finger adjustment to brakes.

FINISH. Glossy Black enamel on anti-rust base. Genuine gold lines. Rims, bars, headlamp rim and horn chromium plated. Full set of tools with grease gun.



Model L/37

"PHANTOM"

500 cc. O.H.V.

Code Word: "LAPOA"

Price . £57 : 0 : 0

This model can be supplied in Full Trials Trim, including Competition Tyres (any size), High Clearance Guards, T.T. Carburettor, and Special Engine—but less Lighting—at the same price as Standard.

SPECIFICATION

ENGINE. 498cc. O.H.V. J.A.P. with a polished single port head. Dry sump lubrication with positive oil feed to valves and valve guides. Patent cylinder construction minimizing piston slap. Totally enclosed push rods and valve gear with quickly detachable covers for tappet adjustment. Aluminium oil bath to rear drive magdynamo. This unit is renowned for its "Slogging" and long wearing features.

GEAR Heavy duty four speed, totally **BOX.** enclosed racing pattern with folding kick-start and 4-plate clutch. It is pivot mounted for easy adjustment.

FRAME An all brazed A. & P. T.T.-GROUP. tubing, big tube frame is employed with best quality malleable lugs—sidecar lugs are embodied. Heavy tubular forks with steering and side dampers are fitted whilst the mudguards are in heavy gauge steel with robust straps. Steel rims are used with 26" x 3.25" tyres front and rear, 6" front and 7" back forged steel brake drums are fitted. Aluminium primary chain oil bath. Finger adjustment to brakes.

TANKS. These are of welded steel construction of extra large capacity. An oil filler of removable pattern is incorporated in the oil tank.

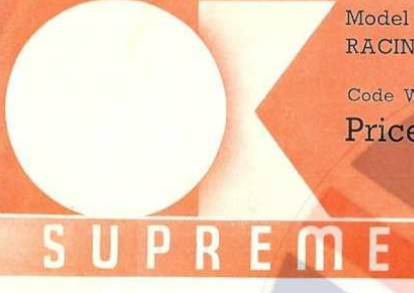
LIGHTING This is by Lucas 6V & **IGNITION.** Magdyno of new and much improved design. A large 8" headlamp with ammeter and dimmer together with an automatic stop light are standard. Full voltage control. Battery, mounted on rubber, swings out for topping up.

EQUIPMENT. Terry saddle, electric horn. Amal bars and carburettor, aluminium oil bath, knee grips, Full set of tools including grease gun. Upswept exhaust-pipe, clip on levers.

FINISH. Glossy black enamel on anti-rust base. The tank is attractively lined with genuine gold leaf. All bright parts including rims and bars chromium plated.



WE RECOMMEND CASTROL PATENT XL FOR THIS MODEL



Model RC/37 Model RCB/37

RACING CAMSHAFT RACING CAMSHAFT

250 cc. 350 cc.

Code Word: "RACAM" Code Word: "MOVER"

Price . £74 : 10 Price . £76 : 10

RACING CAMSHAFT

SPECIFICATION

ENGINE. An exact replica of our T.T. machines. All materials used in these engines are of the finest quality and ideally suited for racing purposes. Aluminium-bronze alloy head, aluminium barrel with steel liner, valve guides with self-lubricating properties and R.R.53 pistons.

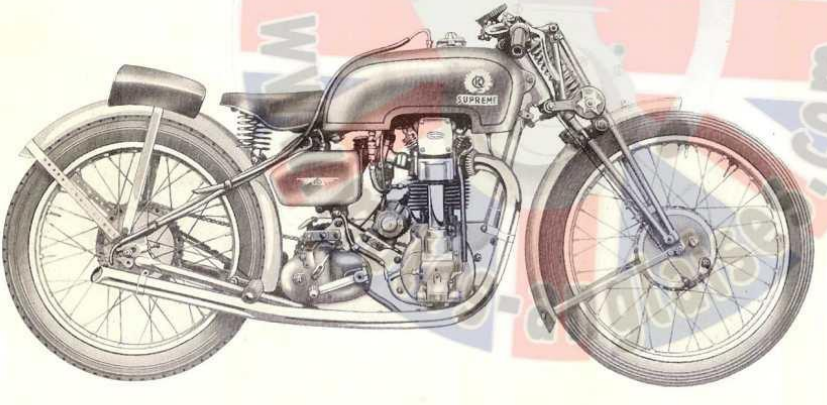
GEAR Four speed-close ratio box, **BOX.** with positive quick action foot change. Multi-plate clutch and Ferodo linings.

FRAME. New racing frame, having the advantage of great strength, perfect steering, and yet of light weight for smashing acceleration. Webb T.T. forks with finger adjustment to shock absorbers and steering damper.

TANKS. Large Grand Prix type, of welded steel, with quick action filler caps, for efficient pit work.

EQUIPMENT. The machine is supplied in racing trim, with fishtail, number plates, and rear mudguard pad. Lucas racing magneto, and Amal road racing carburettor with quick action throttle.

GENERAL. An ideal racing machine of pleasing design and finish. Suitable for all types of road racing.



WE RECOMMEND CASTROL R FOR THESE MODELS

GENERAL DATA

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.
SV/37	6.1	—	9.8	16.1	m/m 62.5	m/m 80	6. to 1	ins. 52½	ins. 81½	ins. 26½	ins. 4½	approx. m.p.g. 95-100	lbs. 252	pints 3	3' 10" x 1' 11" x 2' 7"	7' x 1' 6" x 3' 5"
G/37	6.1	—	9.8	16.1	62.5	80	6.25 to 1	52½	81½	26½	4½	90-95	259	3		
GDL/37	6.1	7.8	10	16.6	62.5	80	6.25 to 1	52½	81½	26½	4½	90-95	285	3		
G70/37	6.1	7.8	10	16.6	62.5	80	7.4 to 1	52½	81½	26½	4½	75-80	274	3		
GH/37	5.4	7.3	9.73	15.85	70	90	5.5 to 1	52½	81½	26½	3½	75-80	291	3		
CG/37	6.1	7.8	10	16.6	66	72.5	7.5 to 1	52½	81½	26½	4½	70-75	289	4		
WS/37	5.5	7.0	9.6	14.6	70	90	6.6 to 1	52½	81½	26½	4½	65-70	295	4	4' x 2' 1" x 2' 8"	7' 4" x 1' 9" x 3' 5"
L/37	4.86	6.13	8.22	13.0	85.7	85	6.25 to 1	54½	83½	27½	4½	65-70	336	4		
RC/37	6.2	7.5	9.6	12.2	66	72.5	9. to 1	52½	81½	26½	4½	—	270	6	3' 10" x 1' 11" x 2' 7"	7' x 1' 8" x 3' 5"
RCB/37	5.5	6.45	8.2	10.4	70	90	8.25 to 1	52½	81½	26½	4½	—	275	6	ditto	ditto

EXTRAS

	£	s.	d.
Smith's Chronometric 80 m.p.h. Trip Speedo ...	2	10	0
Chromium Tank with scarlet or black panels ...	0	15	0
Four-speed Foot Change Gearbox (Models G/37 and SV/37) ...	1	0	0
Tubular Forks (Models G/37 and SV/37) ...	1	0	0
Upswept Exhaust Pipe (where not standard) ...	0	10	0
Competition Tyres (26" x 4" rear) ...	1	0	0
Hughes Pillion Seat ...	0	10	6
Pillion Footrests ...	0	7	6
Dope Piston for Model '70' ...	1	0	0
Separate Magneto and Dynamo (Model G/37) ...	2	10	0

ALL MODELS AVAILABLE ON CASH OR TERMS



SMITH'S CHROMOMETRIC 80 M.P.H. SPEEDO can be fitted to the forks of all O.K. SUPREMES—all hubs drilled and screwed to take internal drive.

£2 : 10 : 0

JUST SMALL THINGS : BUT THEY



MAKING CAMSHAFT ENGINE PARTS

No time to spare a smile for the photographer in this department, where formless metal is marvellously converted into the various parts which go to make up an O.K. Supreme engine. Every piece of raw material, however minute, is subjected to a scrutiny as searching as a newly-appointed speed cop's, until it finally emerges as the finished article.



FITTING MAGNETOS OR MAGDYNOS TO J.A.P. ENGINES

Any of the men in this department could qualify for a job as a private detective: every day of their working lives they have to exercise their powers of observation to the full, examining each engine with the eye of a critic and a craftsman, before fitting it with magneto or magdyno.

MACHINING FRAME LUGS

Doesn't sound a very romantic job, does it, but to every one of these men it is tremendously important—otherwise they wouldn't hold the job! They realise what an essential part of the O.K. Supreme organisation they form—why, one deviation from dead accuracy on their part might mean the loss of the O.K. Supreme reputation!



WHEEL BUILDING

No builder of a royal coach ever put more skill and pride into his work than the O.K. Supreme wheel builders. Watch the care with which they are balanced and adjusted—and understand how it is that no O.K. Supreme wheel has ever been known to collapse.



BRAZING

To appreciate the significance of this process you have to stand by and watch each stage carefully. Look at the man in the centre, how he is 'black-leading' round the joints to be brazed, in order to prevent the metal burning. Then watch the actual brazing—the moulding of metal to metal until it is as firmly knit as bone and sinew.



OK
SUPREME

KEEP O.K. SUPREME AHEAD



ASSEMBLING THE ENGINE PARTS

It's almost a day's job to assemble each O.K. Supreme camshaft engine. Only the surest and most skilled of eye and finger can hope for a job in this shop. No wonder these men are so absorbed in their work—it's one of the most interesting departments, where the O.K. Supreme engine really begins to take shape.

PUTTING GOLD LEAF ON THE TANKS

Seems rather like gilding the lily to describe this process to you, but we are so proud of being the only firm who use nothing but English gold leaf—following our usual policy of giving preference to materials made by sound British workmanship.



POLISHING

Of course we insist upon all men in this department having served either in the Army or as Boy Scouts—hence the super-fine finish of O.K. Supreme machines. But polishing has its practical as well as its aesthetic side: only by polishing all parts before anti-rust treatment can we guarantee all joints are cleanly brazed.



TESTING A CAMSHAFT ENGINE

This is the testing department where every camshaft engine has to develop its maximum load before being passed through to the motor cycle assembling shop. From here it has to undergo a further exhaustive road test.



DOUBLE-CHECKING THE VIEW DEPT.

Here's an Executive trying to catch out the view department by re-examining all pistons, valves, valve guides, etc. But he doesn't often succeed, for, as far as accuracy is concerned, the view department is O.K., chief.



■ ■ 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 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.

