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Owen-Magnetic Motor Car Corp.



# OWEN MAGNETIC



*The* CAR of  
a THOUSAND  
SPEEDS

OWEN MAGNETIC MOTOR CAR CORP.  
NEW YORK  
FACTORY WILKES-BARRE, PA.



## *The Exceptional in Motor Cars*

*The Owen Magnetic* needs no introduction.

Fame came with its advent, five years ago. Outright, the Owen Magnetic was given a place by itself in the automobile world.

And its record as a motor car has served to enhance its prestige.

The chief distinguishing feature of the Owen Magnetic is its simplicity, quietness and smoothness of operation.

In obtaining these it makes greater use of the magic of electricity than any other gasoline car.

The transmission is magnetic.

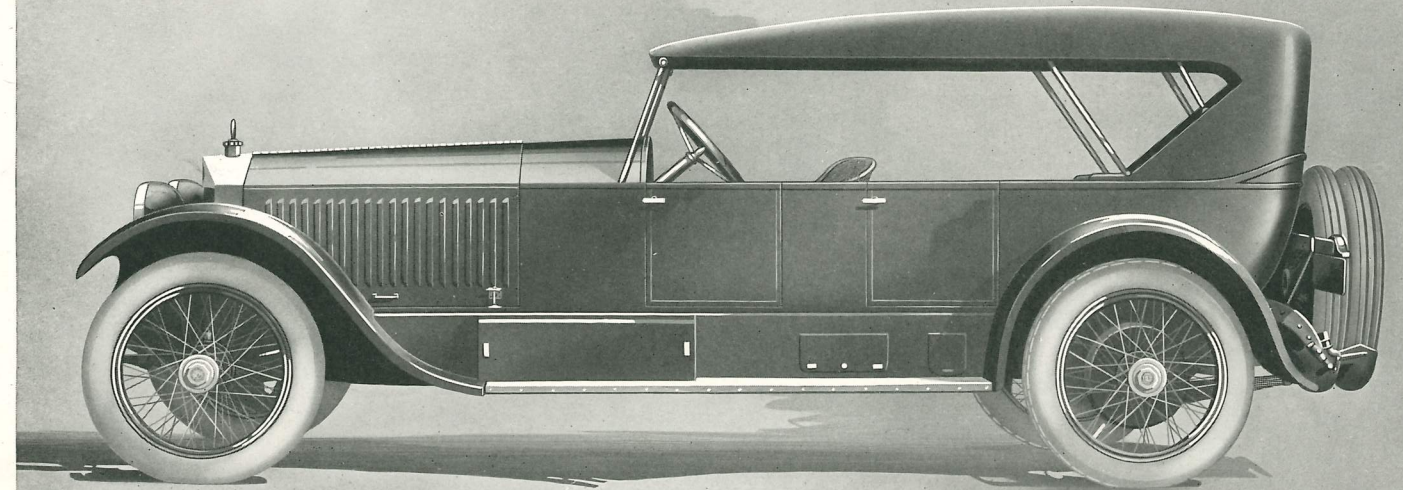
A powerful six cylinder engine drives the propeller shaft by magnetic lines of force through an air space.

The magnetic unit is connected to the rear of the engine in place of the fly wheel.

It acts as engine starter. It takes the place of friction clutch. It takes the place of shifting gears.

It acts as a brake. And it supplies electricity for lighting the car.

*Seven Passenger Touring Car*





## *Complete Control at Your Finger Tips*

*It is a new experience* to drive the Owen Magnetic.

A new sensation.

You feel a mastery over the car that thrills.

At your finger tips—literally—is complete control of the car.

To start or stop you but move your finger. To increase the speed or decrease it you but move your finger.

Every operation is a finger tip operation.

And there is silence. No clashing gears. No grating, or grinding.

For ease and safety, the Owen Magnetic appeals strongly to the woman.

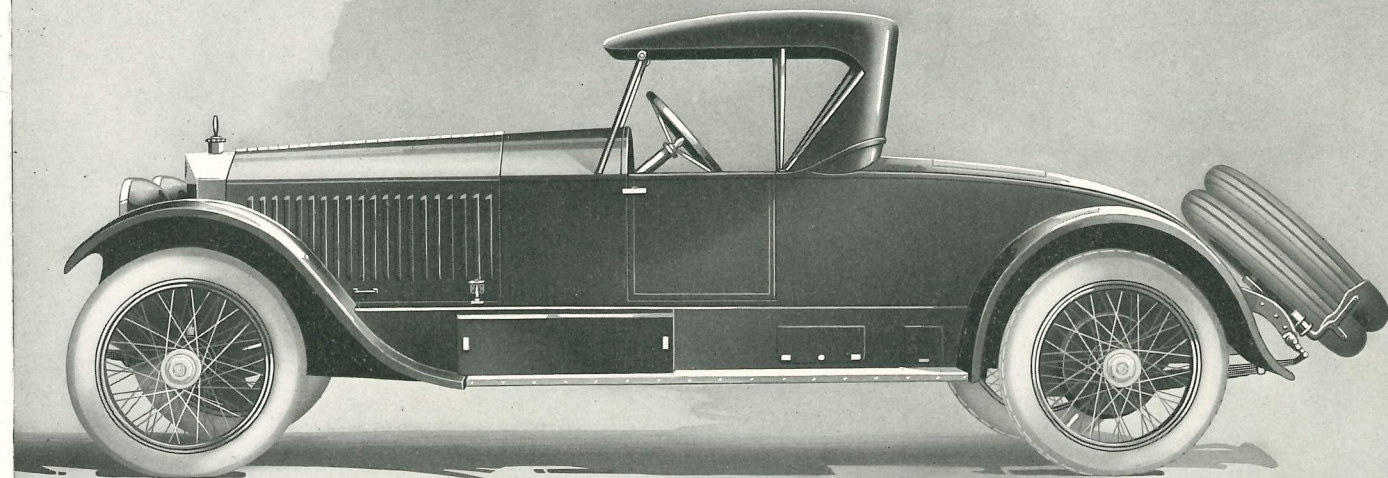
She is free from gear levers, from hard mechanical shifts, from clutch operations and clutch troubles.

The one small lever on the steering wheel controls everything.

But always, the Owen Magnetic is a man's car. Decidedly so, both in appearance and performance.

It is impossible to know all the joy there is in driving a car until you sit at the wheel of the Owen Magnetic—pre-eminently the car for personal driving.

*Roadster - Two or Four Passenger*





## *Like Floating Through Air*

*There is a luxury* to motion you do not know.

You cannot know it until you ride in the Owen Magnetic.

The rear wheels of the Owen Magnetic are rolled by constant torque instead of by intermittent power impulses as in the conventional car.

Hence there are no jerks or spurts. The Owen Magnetic rolls with a coasting-like motion.

Go at any speed you like. You can sweep forward from two miles an hour to twenty, forty, fifty miles at a finger flip, and there will be no jerk, no jolt, no quiver even.

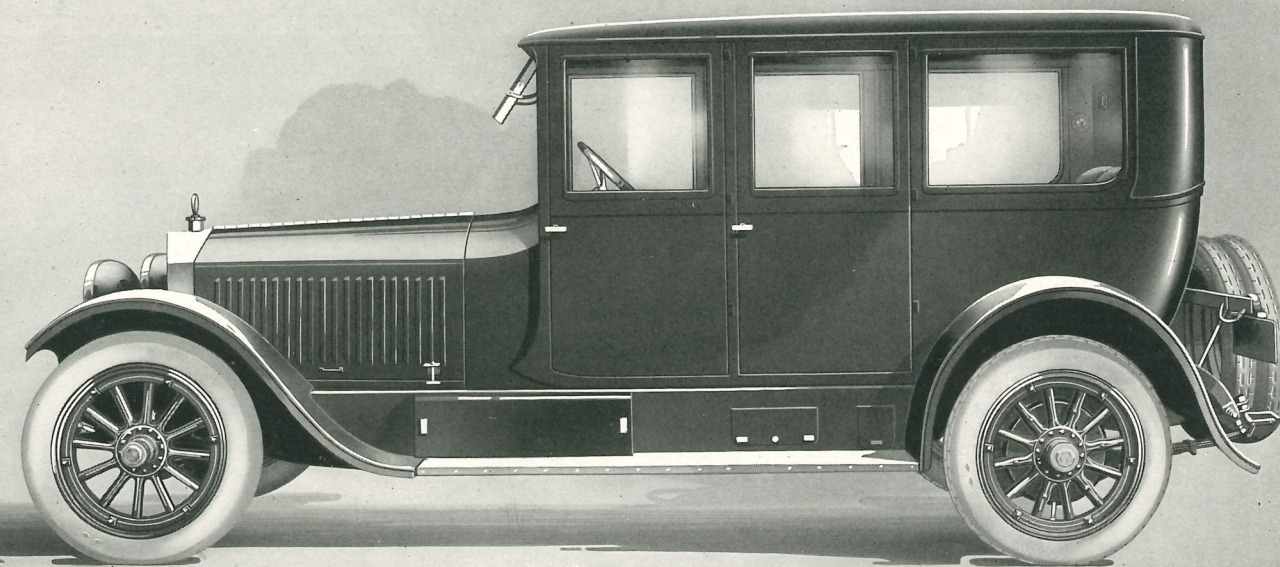
At all speeds the Owen Magnetic rides with a smoothness that is amazing.

There is a marked absence of sidesway. The car holds to the road. The motion is steadily forward.

Rough roads serve only to emphasize the comfort of this car.

The method of power application has a great deal to do with the exceptional roadability of the Owen Magnetic. But the road-balance of the car and the long flexible springs are also vital features.

*Sedan - Seven Passenger*





## *A Spectacular Performer*

*The Owen Magnetic* is as distinct in its powers of acceleration and speed as it is in its other qualities. It gets away with a snap that is unknown to the conventional car. There is no jerky, "hit-or-miss" start. No whimsical power impulses to play with the drive. Just a pressure of your finger and the car is off. Giant power leaps across an air cushion from engine to wheels.

And if it's speed you want, there is 60 miles of actual, usable speed awaiting instant command. A spectacular performer is the Owen Magnetic, too, in hill climbing.

There is great power in the special six-cylinder, overhead valve engine. And this power is all the more effective for the way the impulses are converted into constant drive or torque.

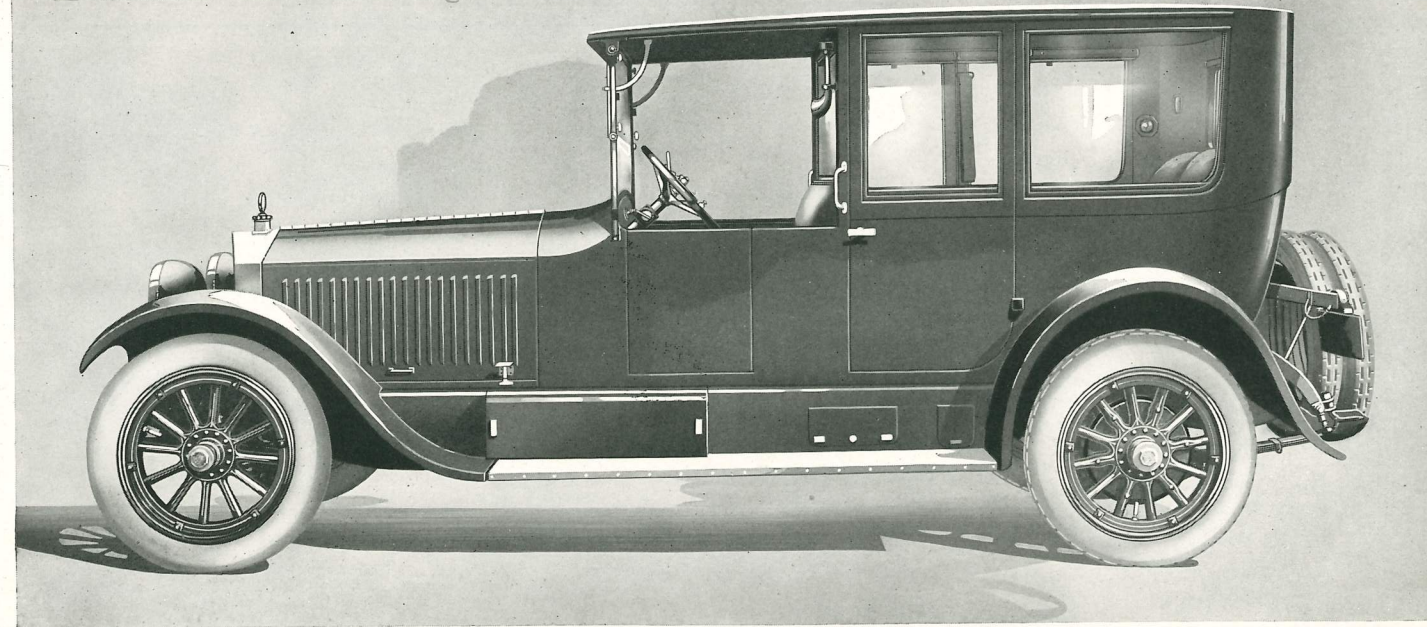
A powerful car is the Owen Magnetic, but a nimble one.

It handles quickly. It, itself, helps you to drive it.

You will note how true this is when taking turns or wiggling through traffic.

There is a "feel" to the car that you have never before known.

*Limousine-Seven Passenger*





## *A Trouble-Free Car of Long Life*

*The Owen Magnetic* is noted for its aversion to the repair shop.

The whole car stays new to an extent never equaled in any conventional car.

The car with the mechanical gear transmission is subject to jolts, jars and jerks, which the Owen Magnetic is immune to.

In the Owen Magnetic there is no mechanical connection between engine and rear wheels. There is an air space between, in place of the rigid teeth of interlocking gears.

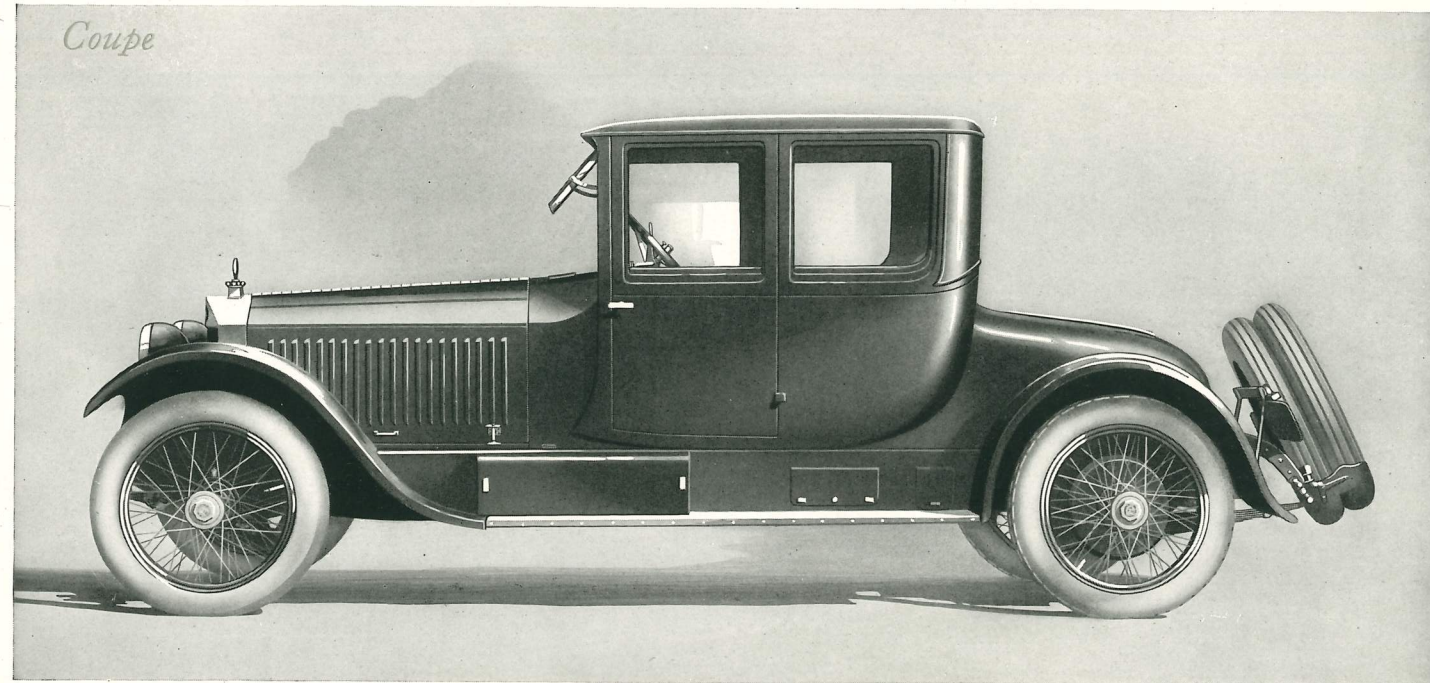
The countless millions of little jars which the rigid transmission gears *must* constantly receive, can't cross the air space. They can't produce the deviation from perfect alignment which inevitably impairs the action of other cars, making them grow old quickly.

Releasing the engine throttle automatically disconnects power from engine to propeller shaft when the car is running more than four miles per hour. This saves the engine millions of unnecessary revolutions and the gasoline that would otherwise be used in propelling the engine, and also results in coasting sensation that is one of the delights of riding in an Owen Magnetic.

As a result of the principle of operation, combined with the excellence of the designing and manufacture, the Owen Magnetic wears longer, far longer than you have ever known any conventional car to wear.

The magnetic transmission itself far outlasts any automobile.

*Coupe*





## *The "Personalized" Car*

*Each Owen Magnetic* expresses personality.

Exterior and interior color is decided by the purchaser.

All the appointments show careful selection—such as the silver hardware, the dainty toilet case, including clock, the smoking set, the dictaphone, the carpeting, the lighting fixtures.

The coach modeling is, of course, done by hand. It is the handiwork of artisans who commenced fashioning bodies decades before the advent of the automobile.

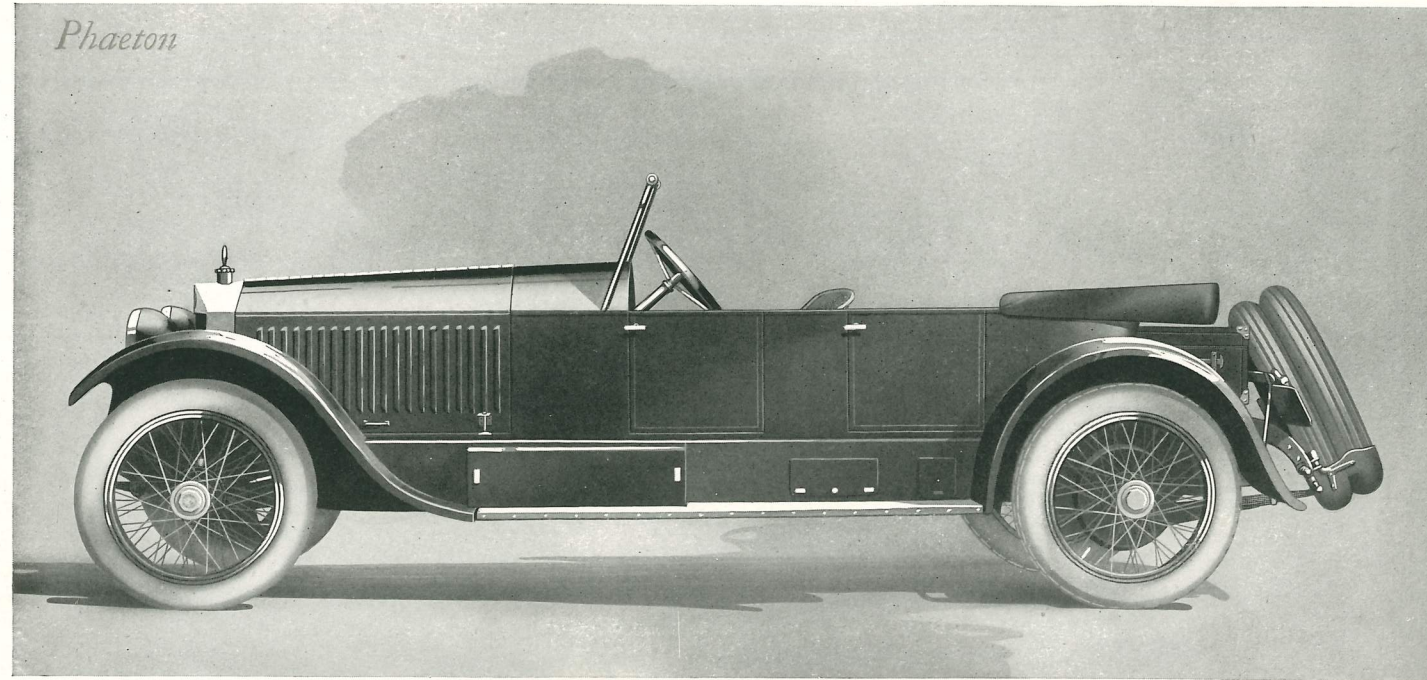
This handicraft is unapproachable.

Besides building the bodies these skilled men do the painting and upholstering.

They add all the little touches that require the greatest care and judgment.

As a result, the appearance of an Owen Magnetic always reflects what the car is—the exceptional in motor cars.

*Phaeton*





## *Specifications of the Owen-Magnetic Car*

### *Engine*

Six cylinders. Bore, 4 inches; stroke,  $5\frac{1}{2}$  inches. Piston displacement, 414 cubic inches. Brake horse power, 80.

The cylinders are cast in two blocks of three each. The overhead valve construction is carried on a single detachable head which fits to both sections.

### *Crank Case*

Both upper and lower sections are aluminum castings. The latter is readily removable without disturbing the adjacent parts and serves as a large oil reservoir including proper oil strainer. The upper section is strongly ribbed for stiffness and to support the main crank shaft bearings.

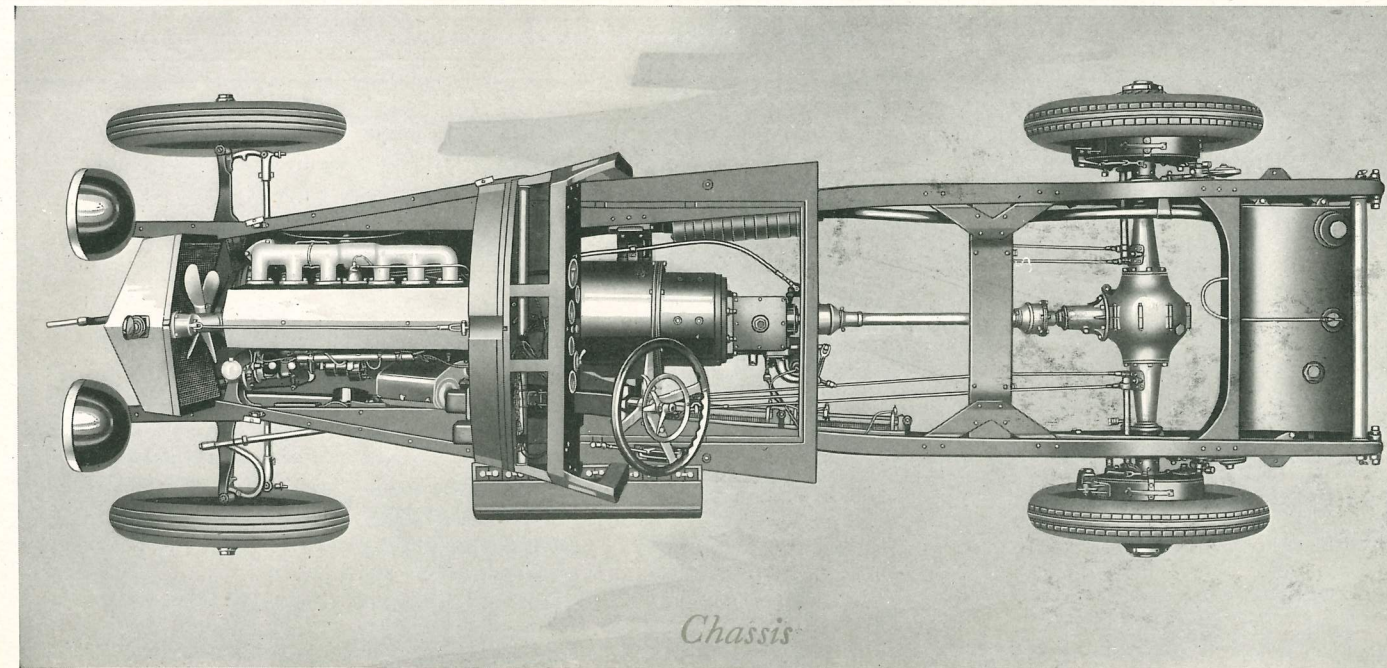
### *Crank Shaft*

The crank shaft is a drop forging, heat treated, accurately ground to size and in perfect running balance before installation. Crank shaft is drilled throughout its length for oil leads to all bearings through which oil is forced under pressure.

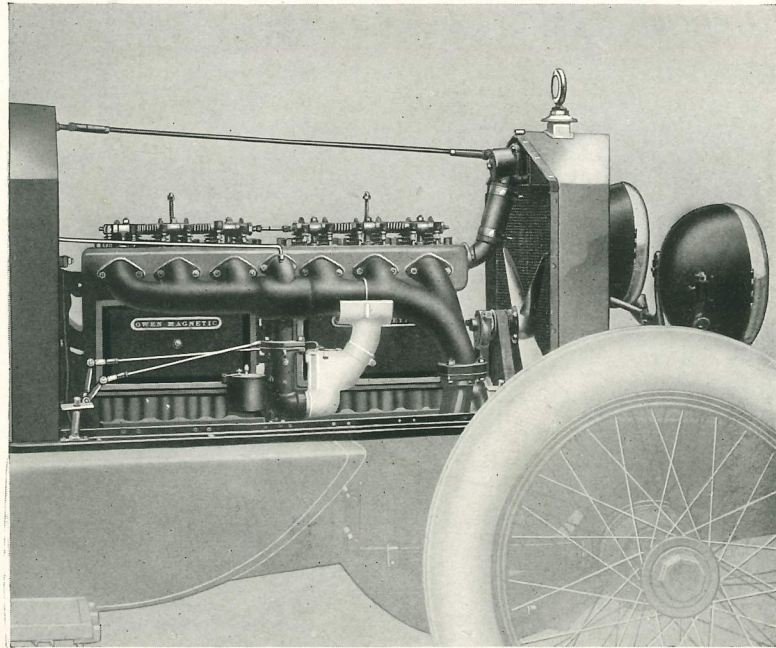
The engine and magnetic transmission are combined in a complete unit which operates in perfect harmony, without vibration.

### *Cam Shaft*

The drop-forged, heat-treated cam shaft is carried on large plain bearings in the crank case with adequate provision for lubrication. The construction used permits the withdrawal of the cam shaft from the forward end of the engine.







### *Valves and Valve Mechanism*

Cobalt Chromium steel valves,  $1\frac{1}{8}$  inches in diameter, are used in connection with the overhead valve construction carried in the detachable cylinder head. They are operated by drop-forged rocker arms and push rods entirely enclosed by cover plates. These rods are accessible for adjustments by removing the single aluminum top cover running the full length of the detachable head. All valve operating parts have large wearing surfaces and operate in an oil mist from the crank case.

This overhead valve arrangement adds greatly to its quietness, freedom from the necessity of adjustment and wearing qualities. The detachable cylinder head affords ready accessibility to parts for removal of carbon deposits, valve seating or other examination of the engine interior.

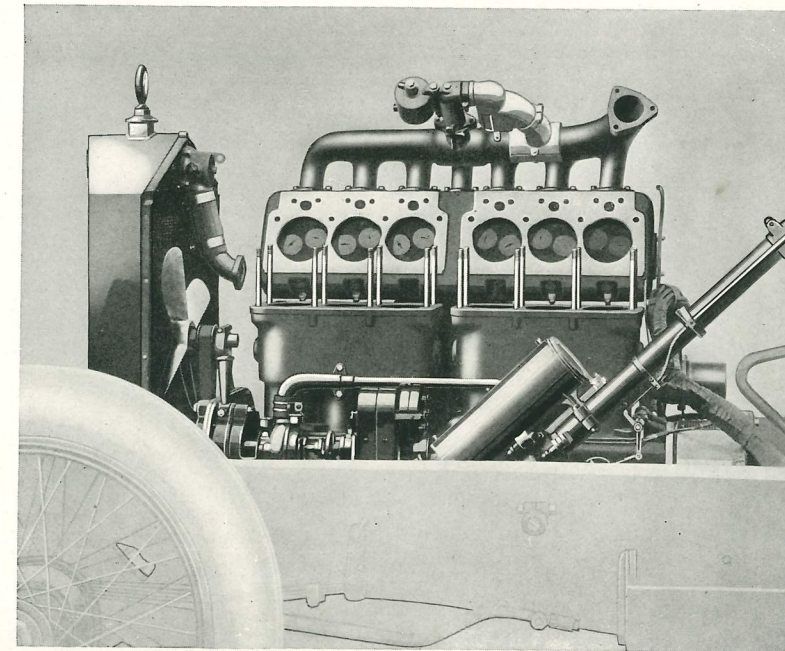
### *Pistons and Connecting Rods*

The crank shaft and crank case are so designed that the pistons and connecting rods are readily removable through the bottom of the engine without disturbing the adjacent parts.

### *Gasoline Tank and Equipment*

The gasoline tank has a capacity of 30 gallons, including a reserve of 3 gallons. A tank gauge is mounted on the tank where it can be readily inspected. A large filler cap is fitted to its support by a bayonet lock. This cap cannot jar loose or become jammed, and is instantly removable by hand.

*WHEELBASE*, 142 inches, turning radius 24 feet.





THE BEVERLY TOWLES CO., INC.  
NEW YORK, N. Y.