



The
A B C
of the



"The Car of a
Thousand Speeds"

R. M. Owen & Company
Broadway at Fifty Seventh Street
New York, N. Y.



THE WAY THE OWEN MAGNETIC APPEALED TO A BOY OF FIFTEEN WHEN HE SAW IT AT THE NEW YORK SHOW.

WITH THE COMPLIMENTS OF HIS FATHER

E. Harting

SALES MANAGER
R. M. OWEN & COMPANY

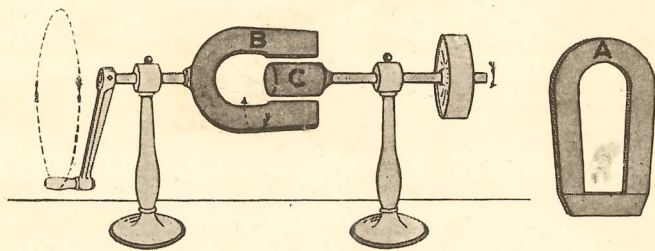


ILLUSTRATION NO. 1

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A. Magnet with keeper familiar to everyone.

B. Magnet on pedestal with hand crank to revolve it.

C. Piece of steel on pedestal placed within magnet on same line of travel, it will be apparent that as the magnet is revolved by turning the crank it will attract the piece of steel which will revolve with it.

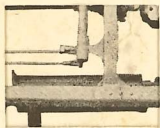




ILLUSTRATION NO. 2

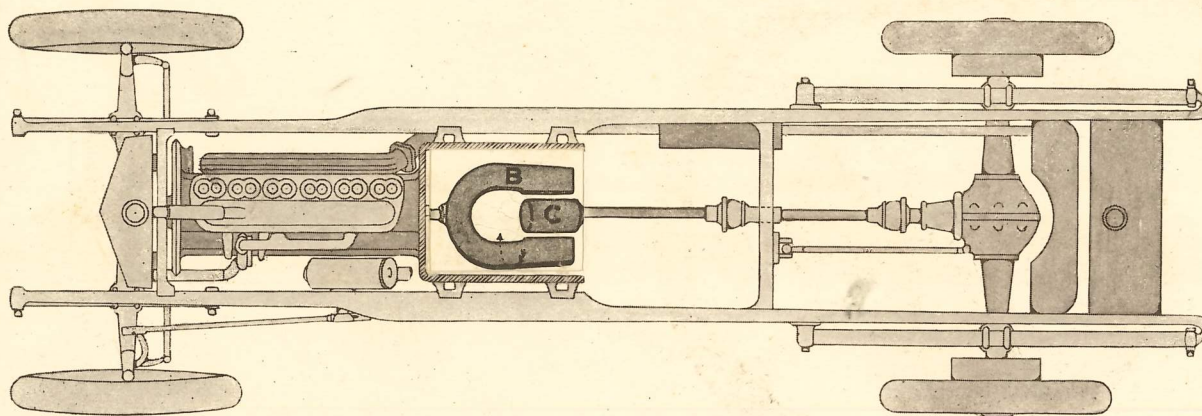
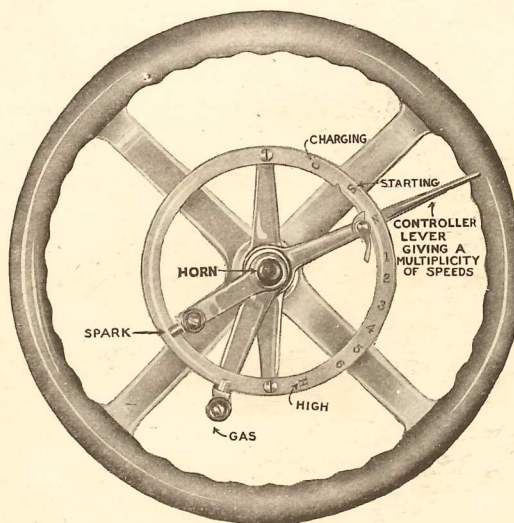
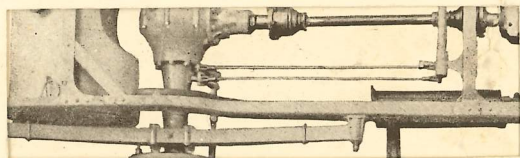


ILLUSTRATION NO. 2

B is now revolved by gasoline engine instead of hand crank, taking the place of the fly wheel and revolves at engine speed regulated by the throttle, and to accurately describe it, we will now call *B* a revolving field.

C is now part of propeller shaft, and to accurately describe this, we will now call *C* an armature, and when car is running in "high speed", *C* follows *B*, because it is magnetically



locked, but it will be noted that we are driving through an air space or gap, there being no mechanical connection at any time between the rear axle and the gas engine, only magnetism transmitting the torque of the gas engine to the rear axle.

When arriving at a grade which is too steep to climb on "high", we would now stall our gas engine unless we applied a form of speed reduction.



ILLUSTRATION NO. 3

The conventional electric motor *D*, as shown in illustration 3, gives us the reductions needed in the following manner:

We now drive through what is in effect a slipping clutch, and it is apparent to us all, that if it were possible to use the power that is lost in heat through the friction of the slipping clutch in the old type gear transmission car, all the power of the engine would be transmitted to the rear wheels and there would be no use for a gear box.

The magnetic transmission gives us this result, as we

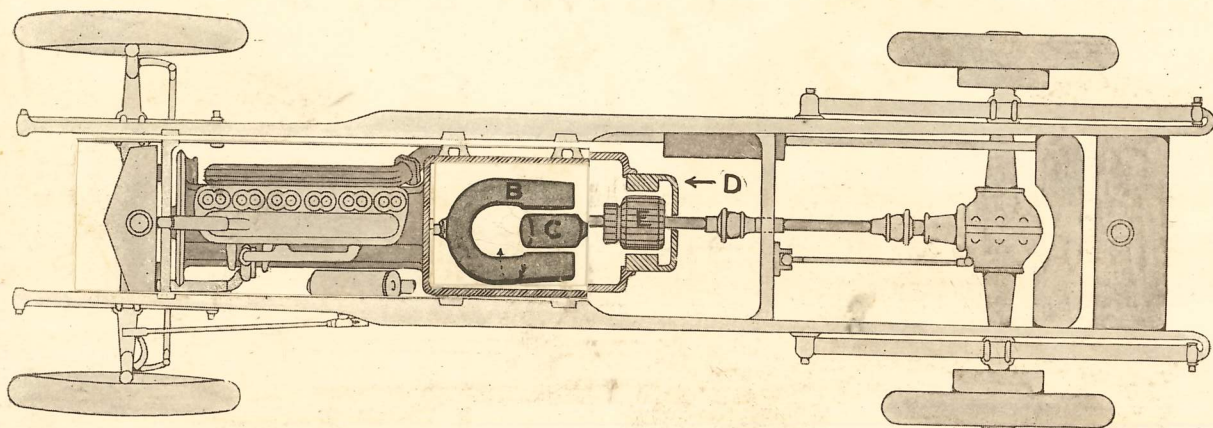
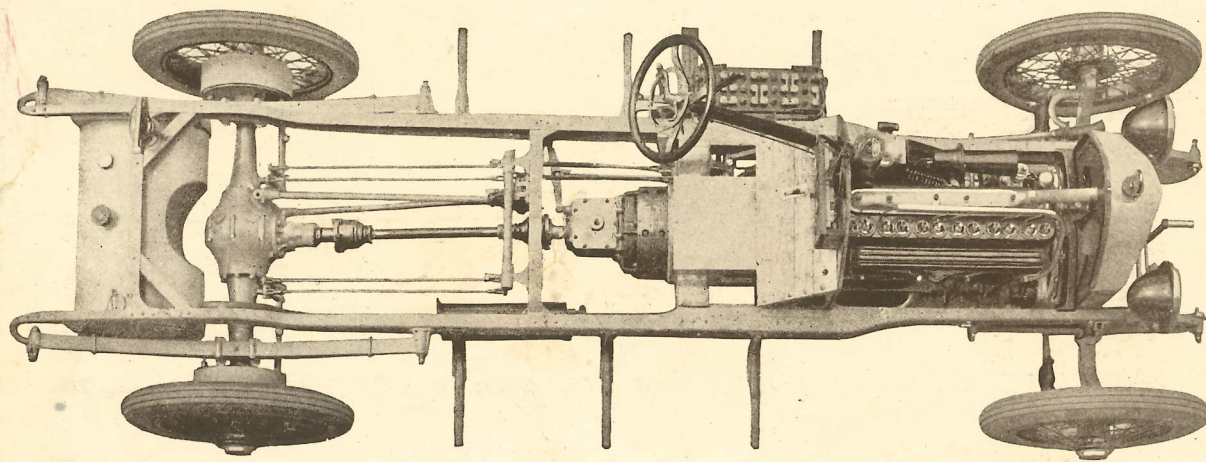


ILLUSTRATION NO. 3



NO CLUTCH TO OPERATE, NO GEARS TO SHIFT

now find that *C* is trying to keep up with *B*, but as *B* and *C* now have ceased to be magnetically locked, because we have changed the position of the control lever on the steering wheel, and are therefore slipping, the difference in their relative speeds generates electricity which is led to *D*.

Armature *E*, being of the same form as *C* and on the same propeller shaft, takes the electricity generated by the slip, and acts as a power booster on the propeller shaft, giving us innumerable speed reductions, wonderful flexibility and absolute silence at all speeds.

