

Engineering Ability of the Oldfield Motors Corporation

*The New Motor Manufacturing Concern
Locating in New Duluth.*

The measure of success of any business enterprise rests, to a very large extent, upon the character, experience and ability of those who constitute the directing and executive brains of the organization. The combined experience and technical knowledge of its engineers and consultants, together with the practical business men who will direct and administer the affairs of the Oldfield Motors Corporation, will insure a maximum of success in the matter of efficient production and handling of every detail of the corporation's business. They are men of high standing and capability, having all the qualifications for the successful operation of a business of large proportions.

Associated with Mr. Oldfield as consultants and active participants in his present connection are some of the most experienced, practical and successful engineers engaged in the field of motor development and production.

Mr. Alfred Kreig, as a designer and builder of tractor motors, has as long a list of successes to his credit as any one man engaged in similar endeavor. His output is too familiarly known to require enumeration. He has been engineer successively for the Westinghouse Co. of Pittsburgh; of the Twin City Rapid Transit Co., Minneapolis; Fawcus Machinery Co., Pittsburgh, and Chief Engineer of the Emerson-Grantingham Co., Minneapolis.

Mr. E. Russell Greer is a name to conjure with in the tractor and farm machinery trade. He was for a number of years Chief Engineer of the Gas Traction Co., Minneapolis, and is at present Chief Engineer of the Western Tractor Co., Tulsa, Okla. Many principles and practical improvements of the present day tractor motors are standard through his designing and constructive ability.

Stephen Jencick received his technical training at the Vienna Polytechnical Institute; served in the Engineering Department of the Daimler Motors Works of Stuttgart, Germany, and the De Dion Co. of France. He is the designer of the famous Jencick marine motors, and of the first internal combustion motors in use in submarines for the United States Government. Mr. Jencick is at present head of the Climax Motors Devices Co. of Cleveland.

Tremendous Market

There exists today in the various branches of gas motor use, the most serious shortage in any field depending on manufacture. That shortage is the crying need of motors.

Eighty per cent of all automobile manufacturers buy their motors. The increase in car sales has far exceeded motor manufacture capacity, and it is a known fact that there is hardly a motor manufacturer of prominence or stability who can take on additional orders.

The tractor manufacturers are in as bad or worse a position. Little or no effort has been made by the majority of engine builders to put a tractor motor on the market. In consequence, many of the tractor manufacturers have been forced to build their own engines at a cost far in excess of what would yield a motor manufacturing specialist large profits. Also worthy of note is the fact that the tractor is just coming into its own. The market is increasing so rapidly that more than capacity business is assured any motor manufacturer in the tractor field.

The situation in the truck market is pretty generally known. More and more the truck is replacing the horse, with a consequent heavy demand for motors.

Spell Success

All of these different types of motor-driven vehicles require motors. Given an unsupplied, ready market and an organization such as we have perfected, the result is a matter of "How much can you handle?"

Orders on Hand

The Oldfield Motors Corporation have orders on hand for a motor of conventional design that will strain its full capacity for the balance of year 1917.

The Motor

The vital part of an aeroplane is the motor. It is the motor that manufacturers are endeavoring to improve. Extreme light weight engines with maximum power and sturdiness are the goal of the aeroplane engineer. This combination has been effected.

The Oldfield Rotary

In his Rotary engine, Mr. Oldfield has more nearly approached perfection than any other inventor. The Oldfield Rotary is conceded by experts to be the MOST ADVANCED TYPE OF GAS ENGINE IN THE WORLD. Conceive of a motor weighing 210 pounds and producing 125 H. P.

As a basis of comparison, the motor most nearly reaching the Oldfield Rotary in performance delivers 100 H. P., and weighs over 300 pounds.

Simple Construction

The Oldfield Rotary has only 298 parts. This statement is significant when it is known that the Gnome, famous French record-holding motor, has over 1,100 parts. This simple construction assures the Oldfield motor a much longer life than other types and greatly reduced cost of production.

This new rotary motor is now on exhibition at the temporary headquarters of the company at 207 Glencoe Bldg., Duluth, Minn., and if you are interested we would be glad to have you come in and have it explained to you fully. We have very interesting literature, too, which gives full details which we will gladly mail to you.

*The stock offered to Duluth investors amounts
to 7,500 shares. If interested call at the office
or fill in and mail coupon.*

Oldfield Motors Corporation

Temporary Offices, 207 Glencoe Building,

Cor. Third Ave. West and First St.
DULUTH, MINN.
Melrose 9325.

DULUTH, MINN.
Grand 707.

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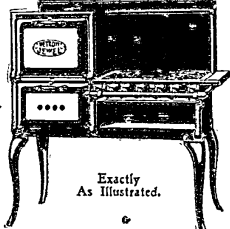
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A few slightly used pianos will be sold at \$125, \$165 and \$215. One beautiful Grand piano at a bargain and a \$700 Player piano at \$385, one organ at \$11.50, phonographs at \$7.50, \$22.50, Cabinet phonographs at \$35, \$70, \$85 and \$100. Come in today or this evening.
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