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The 1912 Motor Competition

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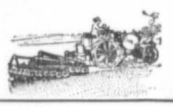

DID it rain? Certainly it did. It always does during the Winnipeg Exhibition, but in 1912, we did not notice it in so far as the Motor Competition was concerned. We have contended ever since this event was staged in Western Canada that it was impossible to pull off a motor competition successfully without suitable equipment, and it seems that in 1912 our suggestions have borne fruit.

In 1911 those who participated in as well as those who witnessed the brake tests were full of murmurings of dissatisfaction due to the fact that every few hours a Manitoba shower would proceed to make things very disagreeable not overhead, but underfoot as well. In 1912 we had several nice little "sprinkles," but the brake tests went merrily on oblivious to weather condition. It looked businesslike and the spirit permeated the contestants, the judges, and the spectators.

Some little delay was experienced for the first day or two owing to the fact that the water supply was not properly connected up, and the brakes being new there was a tendency toward warm bearings, but these were soon made right, and it was a case of "line up" and pull your load. With a few finishing touches the Exhibition should have all that could be desired in a testing plant for brake horse power for any style of engine.

The internal combustion stationary engine business is one that is rapidly assuming large proportions in Western Canada, and as a suggestion why would it not be a good proposition to hold a stationary and portable contest next year while their big tractor brothers are enjoying themselves on the plowing field. The farmer who buys a stationary internal combustion engine is (or should be) just as much interested in its economical horse power as he is in the horse power of the tractor. Just at present there are numerous cheap gas engines being put upon the market at all sorts of rated horse powers and it would be interesting as well as profitable to know just how nearly correct these ratings were. The farmer can arrive at the approximate rating of his tractor by the number of plows it pulls, but the loads pulled by the average stationary gas engine are so varied that no reliable estimate can even be guessed at.

A great deal of credit is due the judges and observers in the 1912 Motor Competition for the smoothness with which things went in general. Engineer in Charge A. C. Frith is to be specially complimented for his arrangement of the brake testing shed as well as the brakes. Owing to delay on the part of the contractor who erected the shed as well as delay on the part of the iron works who made the brakes, a preliminary "tuning up" was not possible, a thing that would have saved at least a day at the start.

Mr. Frith was assisted by Prof. A. R. Greig, of the University of Saskatchewan (Prof. Greig has been identified with the motor competition since 1908); Prof. L. W. Chase, professor of Agricultural Engineering, University of Nebraska, Lincoln, Neb.; and Prof. M. L. King, experimentalist, Iowa Agricultural College, Ames, Iowa. These latter three acted as judges. Assisting were Prof. Gilmore, of Manitoba College; W. Byl, of Toronto; L. S. Shanks, W. H. Taylor, and a number of observers. All worked hard and faithfully, and it must be said in passing that practically no rumours of dissatisfaction have as yet reached our ears.

The first engine in the 1912 contest went on the brake at 11.30 a. m., Thursday, July 4th, and by the following Wednesday evening twenty-two gas tractors and four steam tractors had been diagnosed as to their economical and maximum brake horse powers and the results placed on the cards, which were duly signed by the observers. These cards are so arranged as to facilitate the recording of the data secured and are the result of the experience of the judges of several contests.

The judges in the Heart of the Score Sheets (It required several days of concentrated effort to amass the figures seen elsewhere in this issue.)