

Gas Engine Experience Department

UNDER this heading we shall publish regularly the experiences of our readers with gas engines, stationary, portable or traction, as a matter of mutual help. We want you to give us your experience. Tell us your troubles, no matter how small, and we shall be pleased to get you right. We have made arrangements whereby your questions will be referred to a staff of experts, and the answers to your questions can thus be relied upon. What we want principally is your experience with a gasoline engine. It is only in this way that we can build up this department making it mutually valuable to yourself, your neighbor, and to this magazine.

A Good Experience.

With regard to my experience with a gasoline engine, would say that, first I own a partnership in a single cylinder 20 h.p. Famous Engine manufactured by the International Harvester Company.

With regard to my experience with running same, will say when we got the engine I knew just enough to start and stop it; that is, if it started without any trouble and I knew how to test for spark.

I had about six hours work around one when plowing, but had also some experience with a steam engine, which helped me out greatly.

We use our engine for plowing, threshing, crushing and sawing. For plowing we used a two or three bottom John Deere High Lift gang plow and find that they do very nice work.

For plowing we use more gasoline because we have the engine speeded up. We plowed about 120 acres, 100 of which was plowed with two gangs and used about 340 gallons of gasoline, which is 2½ gallons per acre. But we found that using three gangs cost considerable less for fuel. We travel a mile in about thirty minutes.

For threshing we use a Buffalo-Pitts 30 x 50 separator with feeder, blower and high bagger.

For crushing we drive a 12 inch Fleury Rapid Easy grinder which is only play for it and sawing is no harder than running empty.

For threshing, an ordinary barrel of gasoline, from 40 to 45 gallons, will run a day and a half. A few troubles we have had and the remedy:—

1st—Hard to start because of weak batteries and therefore not sufficient spark.

Remedy—Get a new battery.

2nd—Because of dirty ignition points.

Remedy—Clean the points.

3rd—Because on a large engine it is hard to get them going fast enough by hand to take them past the compression; therefore, they back fire.

To remedy this my brother has invented a rig for our make of engine which makes it impossible for it to fire before it gets past dead centre.

Regarding the time of firing charge in a gasoline engine, would say this is one of the most important things for the operator to understand because if it

ignites too soon the engine works against itself and if it ignites too late the charge has to expand too much before it does any good. The time of firing depends upon the speed of the engine. If the engine is running fast the time must be sooner because the piston travels faster and there must be time allowed for the charge to ignite. If the engine is running slow the time must be a little later as it is hard on the cylinder head and there is a great waste of power.

Regarding cooling I find that it is best not to have too much water in the supply tank and replenish it oftener.

Yours truly
Harvey W. Halstead.

Feeds Engine Very Handy.

Red Deer, Alta

With regard to my experience with a gasoline engine would say that I own a stationary, a Stickney, 10 h.p.

For sawing wood and chopping oats and all light work I use one gallon of gasoline per hour. For threshing, grinding and heavy pulling 1½ gallons per hour. The gasoline costs us here 38c. per gallon by the barrel.

My engine leaks at the spark plug and I cannot seem to get good results with the batteries. I also use an auto sparker and would like very much if you can tell me anything about running the engine with it.

Also I would like to know just how to regulate the engine as the fractional part of an inch interferes with the spark.

I would be pleased to have any information at all about running a gasoline engine.

Yours truly,
F. B. Fisher.

Made His Own Portable.

Rosemont, P. O., Sask.

With regard to operating a gasoline engine, would say that about the year 1901 I purchased a Fairbanks-Morse 6 h.p. stationary gasoline engine. I used it three years as a stationary and then bought a Moline truck to mount it on, using two 6 inch beams as a base. I got a hardware man in Wetaskiwin to make a cooling tank. I gave him the dimensions and had the tank made large enough to hold 80 gallons of water.

I have no photo of this engine as it is now, but it looks as up-to-date as any of the usual portable gasoline engines, excepting



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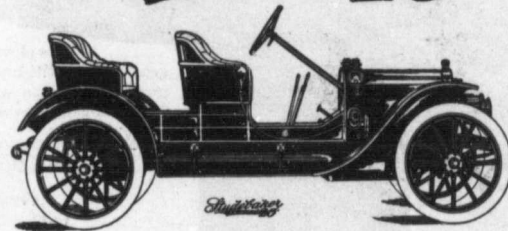
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