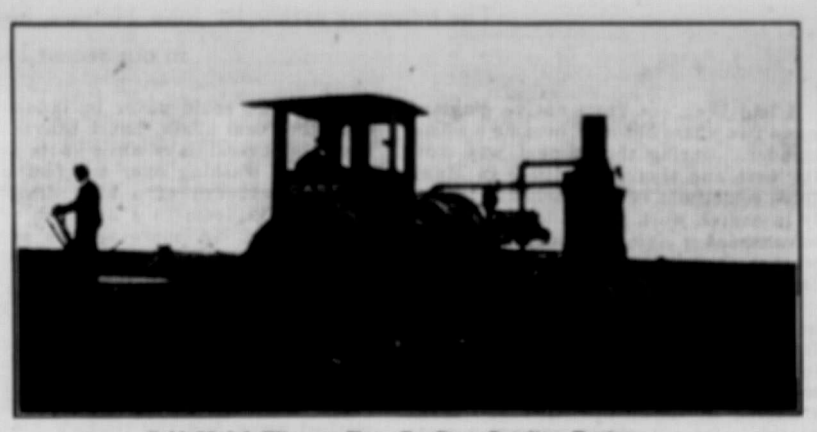
Farm Motor Competition

Gold Medal Winner, Class D; International Harvester Co.



Gold Medal Winner, Class B; Case Gasoline Engine.

Another mile post has been passed in the march of the tractor through the fertile plains of Western Canada by the close of the 1912 motor contest in connection with the Winnipeg Exhibition. The interest in this years' event was even greater than that of previous years both from the point of the manufacturer and the agriculturist, and it is safe to assert that many valuable lessons were gained by both parties. The general feature of interest in connection with the tests was of course the plowing, and everyday that the big machines were engaged in turning over the prairie sod, found a big crowd following them over the battleground where horses of steel and plowshares took the place of the old time contenders in ancient tourneys.

Many new features were apparent in the construction of both the engines and the plows and this years contest saw the first introduction of an automatic plow which was entirely worked with the pull of the engine and made it possible for one man to operate the outfit with less work and with far greater ease than would be necessary to take a team of horses through the day's work. The mere pulling of a cord was all that was necessary to operate the latest type of engine gang plow and it is needless to say that the latest innovation makes a big step forward in the art of traction plowing. Many of the other makers were free to state that it would eventually end in all motor outfits being equipped with self operating plows.

Improvements General

That the experience gained in previous years had been taken advantage of by all the makers was apparent from a study of the engines which showed many improvements in the general design and excellence of the mechanical features. There was evidence at the end of the tests, however, that there still exists room for some considerable improvements before the gas tractor can receive the hall mark of perfection and a point that was particularly noticeable was the cooling system which in one or two cases was the weakest feature of the engine and was directly responsible in a certain case for the downfall of one of the competitors. Ignition systems also appear to offer considerable room for improvement and doubtless before the date of the 1913 contest, makers will have found some system that will be thoroughly dependable. With the exception of one entry none of the competitors were perfect in this regard.

The highest possible score was 500 but not a single engine secured a clean sheet although the Rumely entry in Class E, for kerosene engine, secured a total of 449.75 which would have been 457.75 if a penalty of eight points had not been incurred by the operator setting plows deeper whilst dynamometer readings were being taken. The Aultmann Taylor, in Class C for gasoline engines, also secured a total of 447.7 making a fine showing in the brake and economy test and also in the plowing test.

The total entry list was 25 made up of 13 engines in the gasoline class, 8 in the kerosene class and 4 in the steam division. A noticeable feature in construction was the fact that the majority of the manufacturers were content with two cylinder engines and in only tractors of the auto type with vertical cylinders was the four cylinder engine used. Another feature well worthy of notice was the advance shown in the construction of the engine gang plows which have been improved faster than the tractors themselves. In place of having a solid plow casting the up-to-date method employed by all the makers, is that of separate units so that in the event of damage or breakage the injured plow can be removed and a new one substituted with very little delay. As a matter of fact the time occupied in making a change during the test was only five minutes, the cause of damage being the striking of a hidden rock and breakage of a plow standard. Even this possible failing had been foreseen by one of the other makers who had fitted wooden plugs in place of the ordinary iron fitting so that an accident of this nature would simply result in the breakage of the wooden plug.

Saving Men's Time

Ease of operation had also been given considerable attention and several one-man outfits were seen in operation during the test and performed as well as the larger outfits taking into consideration the smaller size of the engine and plowing outfit. The Avery entry was particularly noticeable in this respect owing to the use of the new "Self Lift" engine gang which only required a pull on a rope to either raise or lower the plows. The Avery gang secured first prize in the engine gang plow contest and marks a distinct advance in traction plowing. The work of the judges was performed in a very satisfactory manner and to the entire satisfaction of the contest although in the preparation of the result sheets no engine data was given. The lack of these essential figures will take away somewhat from the value of result sheets as it gives no opportunity to manufacturers to obtain figures in regard to the engine dimension of the various tractors taking part in the contest.

Taken on the whole, however, the 1912 contest may be said to be the most successful one that has been held and will undoubtedly produce results in the improvement of many essential features both in the tractors and the plowing outfits. It is certain that another year will see a considerable increase in the number of self operated plowing outfits and with this accomplished the farmer will be a big stride forward in the accomplishment of his spring plowing and less dependent on the labor market.

The Scene of Action

The scene of the plowing test was on the farm of C. Barkerville at Gordon Siding on the C.N.R. Oak Point line and was rather difficult of access owing to the poor train service. It however offered an ideal field for plowing as it was possible to mark out competition stretches over a length of three quarters of a mile so that from the time an engine left and returned to the starting point, a distance of one and a half miles had been covered. The ground too was practically of the same character in every stretch, none of the competitors suffering from getting a poorer stretch than others as was the case in the 1911 contest, and as a result it was possible to judge the work accomplished by the different outfits without having to take into account a marked difference in the land plowed.

During the first day of the tests, July 15, only five engines were got under way, these being the Aultmann Taylor, Rumely, I.H.C. "Mogul" Case, gasoline entry, and the Avery gas tractor. Uniform excellence of work marked the first day with the Aultmann Taylor engine making a fine showing on fuel consumption which figured out at only 115 pounds of kerosene and eight pounds of gasoline for six miles of plowing. When it is remembered that the engine was pulling seven 14 inch John Deere plows and cutting a strip 8 feet 2 inches wide some idea can be gathered of the vast amount of work accomplished in one day by the modern farm horse. Owing to a heavy downfall of rain no work was possible on July 16, but Wednesday, July 17 found competitors out in force with a big crowd of spectators on hand to watch the progress of events. All the engines that had not gone through the tests on Monday, July 15, finished their allotted tasks in good time on Wednesday leaving only the engine gang plow test for settlement on July 18. This was also carried out in a most satisfactory manner with the result that the Avery "Self Lift" outfit secured first honors,

Continued on Page 24

Contest Results

HIGHEST POSSIBLE SCORE - 500

CLASS B GASOLINE

(1) Case 411.7. (2) Goold Shapley & Muir 384.35. (3) Avery 379.55.

CLASS C GASOLINE

(1) Aultmann Taylor 447.7. (2) I.H.C. 403.75. (3) Holt Caterpillar 380.6.

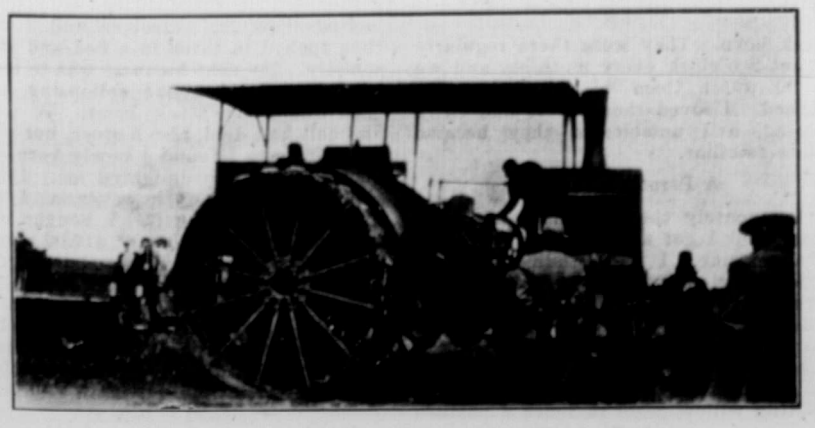
CLASS D KEROSENE

(1) I.H.C. 398.15. (2) Rumely 354. (3) Avery 336.95.

CLASS E KEROSENE

(1) Rumely 449.75. (2) Aultmann Taylor 415.45. (3) I.H.C. 391.9.

CLASS F STEAM	CLASS G STEAM	CLASS H STEAM
J. I. Case 389	J. I. Case 437.5	Case 442.85.



Gold Medal Winner, Class C, Gasoline; Aultmann Taylor.

Gold Medal Winner, Class E; Rumely Oil Pull.