

INTERNATIONAL HARVESTER COMPANY

GESELLSCHAFT M.B.H.

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Vienna, October 24th, 1912.

Mr. John Dierking, Lemberg.
" Kaltenecker.

Copy of MAGNETO-LETTER No. 2, dated Hamburg, Octob. 14th, 12.

Mr. Couchman has written to us under date of October 3rd, giving a memorandum of what occurred at the meeting held at Neuss under date of September 28th, 1912, on the subject of magnetos. As you will all be interested in this memorandum, we give you the contents of it in full below:

" EXPERIMENTAL MOTOR & MAGNETOS. File C-196 "

I quote you below the memorandum of the meeting held at Neuss on September 28th, 1912, at which time a general discussion was had with Messrs. Cavanaugh and Berger in reference to the mode of ignition on the Gasoline Engines.

The minutes made at the meeting in reference to the main points in question, read as follows:

PRESENT: Messrs Cavanaugh and Berger of Chicago
Mr. Couchman of Brussels.
Mr. Yeslin, Hamburg: Mr. Kusters, Moscow, Mr. La Porte, Paris
Messrs. Burlingame and Neale, London
Messrs: Hense (Senior) and Hense (Junior) Bucarest
Messrs. Hutmacher, Pleiss, Ahring & Bade of Berlin
Messrs Klaus and Reinert, Mannheim
Messrs Boeyer and Peters, Neuss
Mr. Stelter, Munich, Mr. Eirich, Königsberg, Mr. Eames, Breslau
Messrs Cooney, Gottwald & Dierking, Vienna.
Messrs Sawall & Burr, Budapest
Mr. Leaf, Copenhagen, Mr. Anderson, Norrköping
Mr. Johnson, Kristiania, Mr. Eigen, Hamburg, Mr. Howden, Paris.

The first point discussed was the question as to whether the engines should be fitted with an oscillating or a rotary magneto. In discussing this question it was deemed desirable to make a division of the engines as between vertical and horizontal types.

On the question as to the style of magneto for the vertical engine a vote was taken, with the result that 5 voted for the rotary and 23 for the oscillating. On the horizontal engines the vote was practically unanimous, only one voting in favor of the rotary type.

The next question considered was the system of ignition, whether it should be the make-and break or the jump-spark system. Considerable discussions developed on this point, and there seemed

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to be considerable difference of opinion. Many of the gentlemen present thought that an intelligent vote could not be taken unless some division was made between the high speed and the low speed engines. As considered on the entire line of engines, the original vote was: 6 in favor of the jump-spark and 22 in favor of the make-and break. After this vote was taken, the discussion made it apparent that on the high speed engines a number of the gentlemen were in favor of the jump spark. The suggestion was finally made, that we fit the Nonpareil engines with the jump-spark and the regular line of engines with the make-and break. This question was finally put to the meeting by Mr. Cavanaugh and it was unanimously accepted that this plan be followed: giving the regular engines the make-and break system of ignition with the low tension magneto, and supply the Nonpareil style with the jump spark with the high tension magneto.

It may be mentioned that the gentlemen advocating the rotary type of magneto claimed: That the attaching of the magneto was much simplified, that there was no chance for lost motion, that it could be easily attached to the engine, and that there was no difficulty in starting the small sized engines with the rotary magneto without the aid of a battery, that in turning the fly wheel fast enough to overcome the compression, it was plenty fast enough to furnish a spark from the magneto.

The gentlemen voting in favor of the oscillating type of magneto agreed with Mr. Berger, who stated that, in his opinion, the oscillating magneto was preferable, on account of the fact that it was more economical in electrical energy, that the rotary type had four impulses to one explosion, that it is not easy with the rotary type to adjust the timing of the spark, and that this feature was very desirable and could be furnished in a practical manner only with the oscillating type. That there was no question of obtaining a proper spark with the oscillating type, and that consequently the danger of having trouble in the winter time or with heavy fuels was minimized to the smallest possible amount on the oscillating type. That in his investigations in Germany he had only found one case where a German maker used the rotary type, and that practically every good German maker was using the oscillating type, and that as far as wear was concerned, he felt that there would be no more objection to the oscillating type as regards this point than to the rotary type.

It is understood that the changes recommended above do not apply in any way to the air cooled or hopper cooled engines that, at the present time, are using the jump-spark system of ignition.

The magnetos referred to in the above are the BOSCH and are to be used on the engines without any batteries. Mr. Hense of the Bucarest office called attention to the fact that in his opinion the supplying of the BOSCH magneto would not overcome the defects that had developed with the MILTON magneto, unless it was properly attached

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That if the BOSCH magneto was attached in the same manner as the Milton had been, that the same trouble would be encountered. Mr. Sawall of Budapest warmly seconded Mr. Hense in this opinion,

It was also the opinion of some of the gentlemen present that a force feed oiling system should be used.

The main point in question was to decide as to what style of ignition would be best suit the general trade in Europe. Mr. Berger immediately shipped back to America the Bosch Magneto of the Oscillating type which was decided to be the best adapted for the European requirements, and it is understood that the Company are to do the best job possible in attaching this style to our different sizes of engines.

The writer expects to leave for the trip to America on the 12th of this month and while there will make a special investigation of the engine business, and trusts that upon his return he will be able to give you some information that will enable us to give some increased impetus to the trade on engines.

In the meantime I trust that everything possible will be done to build this trade up and close out as near as possible the stock of engines we have on hand at the different points.

Yours truly:

William F. Yeslin

by J.H. Schmitz.

International Harvester Company, (Incorporated in U.S.A.)

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