M A R C H

Diesel and Tractor Meeting
and
Past Chairmen's Night

TUESDAY, MARCH 6th

Subjects:

THE DEVELOPMENT OF DIESEL ENGINES FOR INDUSTRIAL AND AGRICULTURAL TRACTORS
by
C. B. JAHNKE,
Research Engineer, International Harvester Co.,

Who deals with his subject from so broad a standpoint that his paper should have more than ordinary appeal to those interested in the application of Diesel power to marine, stationary and other uses, as well;

and

THE ECONOMICS OF DEVELOPMENT AND USE OF TRACTORS
by
A. P. YERKES,
Editor, "Tractor Farming," International Harvester Co.,

A man who has had years of experience in this field and will deal with the effect of technical design on broadening potential markets and overcoming the "mule-power" of user resistance by the "horse-power" of specialized development in engineering construction.

HOTEL SHERMAN — CRYSTAL ROOM
DINNER, 6:45 o'clock P. M. (Tickets $1.00)
MEETING, 8:00 o'clock P. M.

GUESTS ALWAYS WELCOME
Record Crowd Hears Olley, Kindl
Section Nominating Committee Chosen

Speaking before a record attendance of 216 members of the Chicago Section, and their guests at the Section’s February meeting, two eminent engineers—reputed to know more about the independent front wheel suspension now popular on latest models of motor cars than any other two men in the country—divided time in explaining this latest development.

The first speaker—Mr. Maurice Olley, special problems engineer of the Cadillac Motor Car Co.—in discussing the subject from the standpoint of its elementary features, and the general theory and reasons which led to the adoption of this type of suspension, pointed out that it makes possible the use of softer front springs, not only improving ride but also showing other advantages, among them the elimination of front wheel shimmy and safer steering. He illustrated his points by crayon sketches, made “chalk-talk” style as he proceeded.

Mr. Carl Kindl, chief engineer of Delco Products Corp., followed, in his talk dealing more specifically with fixed king pin independent suspension and illustrating various construction features by a series of lantern slides.

Mr. O. B. Zimmerman (Johnson & Co.) opened the general discussion which followed and which was led by, among others, Mr. W. S. James (Studebaker), Chairman Harold Nutt (Borg & Beck) and Mr. H. K. Gandelot (Stewart-Warner).

Through the co-operation of the Chicago Automobile Trade Association the list of guests included a considerable number of service executives from the leading local automobile distributors and dealerships.

Business Session

In a brief business session preceding the presentation of scheduled papers a Section nominating committee was chosen as required by the by-laws of the Society.

Five members were unanimously elected, all nominations being made from the floor, as follows:

Prof. Daniel Roesch
A. H. Packer
O. R. Schoenrock
John Erskine
Chester R. Wells,

Mr. Schoenrock being designated as chairman pro tem.

The committee will submit nominations for Section officers for the season 1934-5, who are to be elected at the May meeting.

The business session closed with a brief but inspiring talk on S. A. E. membership by Mr. O. B. Zimmerman.

Past Chairmen to Be Honored at March Meeting

A section member of wagging tendencies intimates that the Tractor meeting date was chosen for Past Chairmen’s Night because it is necessary to use tractors to drag Past Chairmen to Section meetings; others contend this is gross calumny.

Be that as it may, the Chicago Section will honor its Past Chairmen at its March meeting, and a turnout of members comparable with the records set by the season’s previous meetings is anticipated.

The program indicates that the March meeting should be an exceptionally interesting one. Mr. Jahnke treats his subject much more broadly than the title of his paper would seem to indicate, and goes into the development of the Diesel engine in a way that covers its advantages and shortcomings in practically any type of application, and brings the listener up to date on the most recent developments in design and use; Mr. Yerkes discusses along broad lines the economics of the development of tractors to secure wider markets, as well as the economics of their use in highway, forestry and agricultural pursuits—major features of his presentation being amplified by moving pictures showing in physical form the high spots of these developments and uses.

The two papers taken together should give a very clear insight into the essential features of tractor development over a period of years, and the very latest developments of the art.

All internal combustion transportation faces a critical period, due to the natural tendency during depression to revert to animal transportation, and these papers are especially timely in showing some of the fallacies that have been discussed in public on these subjects.
Delmar G. Roos was born in New York City, and radio (it was "wireless" then) and turbines occupied him after he took his M. E. from Cornell in 1911. But he had done some experimental work on automobiles before leaving the university, and from 1912 onward we find him following the profession which has led him to the Presidency of the Society for 1934-5.

Mr. Roos joined Locomobile in 1912 as an assistant engineer in the experimental department. In the next 12 years he became successively: Engineer, electrical engineer, chief of research and experiment, engineer, vice-president in charge of engineering and production, and in 1924, vice-president and chief engineer.

In 1925 he left Locomobile to become chief engineer of the Marmon Motor Car Co., Indianapolis, and in 1926 joined the Studebaker Corp., South Bend, Ind., as assistant chief engineer. From 1928 until the present, he has been chief engineer for Studebaker.

Mr. Roos has been an active participant in Society committees since 1919, when he became a member of the engine division of the Standards Committee. In 1930 he became a member of the Passenger-Car Activity Committee, and in 1932 was elected a vice-president of the Society, representing the Passenger-Car Activity.

The records show that Mr. Roos has been a member of about 20 committees of the Society, including the Motor Transport Advisory Committee (co-operating with the Quartermaster Corps, U. S. Army) and the Stock Car Contest Advisory committee (co-operating with the American Automobile Association.

At various times he has been affiliated with the Metropolitan, Chicago and Indiana Sections of the Society. He became a member in 1912. He is also a member of the Army Ordnance Association, and the South Bend Country Club.

Mr. Roos hobbies—tennis, badminton, golf and fencing—attest his athletic tendencies. He resides at South Bend, Indiana.
DON'T MISS THE MARCH MEETING

COME AND MEET THE NEW PRESIDENT OF THE SOCIETY—

He Will Honor Us With His Presence at This Meeting—

And renew your acquaintance with some of the old-timers in local Section activity, who will join in honoring the Past Chairmen of the Section on this evening.

PAST CHAIRMEN, CHICAGO SECTION, S. A. E.

F. E. Place.......................... 1916-17
C. S. Whitney........................ 1917-18
G. W. Smith.......................... 1918-19
Dent Parrett.......................... 1919-20
Geo. T. Briggs......................... 1920-21
B. S. Pfeiffer......................... 1921-22
T. Milton............................ 1922-23
R. E. Wilson......................... 1923-24
L. V. Newton.............. 1932-33
F. C. Mock............................ 1924-25
W. J. Buettner....................... 1925-26
O. W. Young......................... 1926-27
F. G. Whittington.................... 1927-28
J. W. Tierney......................... 1928-29
D. P. Barnard....................... 1929-30
E. W. Stewart....................... 1930-31
O. R. Schoenrock.................... 1931-32