FEBRUARY MEETING

An Up-To-The-Minute Subject:

INDEPENDENT FRONT WHEEL SPRINGING
AND ASSOCIATED PROBLEMS

Papers by Two Outstanding National Authorities:

MAURICE OLLEY,
Special Problems Engineer, Cadillac Motor Car Co.,

Who will cover independent suspension from the standpoint of the elementary features of the subject—the general theory and reasons which have led to the adoption of this type of suspension;

And

CARL KINDL,
Chief Engineer, Delco Products Corp.,

Who will deal specifically with fixed king pin independent suspensions for front wheels.

Both of these men have been intimately familiar from the beginning with the development of this new idea, and will present more than a theoretical discussion.

Tuesday, February 6th

HOTEL SHERMAN

8:00 o'clock P. M.

CRYSTAL ROOM

DINNER

6:45 o'clock P. M.

Tickets, $1.00

GUESTS ALWAYS WELCOME
Independent Sprunging

Of course nearly everyone has heard the "sales" story of independent springing of the front wheels. Dumb-bells think they already know all about the subject.

But the keener minds in the automotive industry have been quick to realize that, behind the sales story, there is another and far more interesting "engineering" story, explaining the "reasons why" which lie behind this revolutionary change in front springing.

Are you interested in the fundamental differences between the action of leaf and coil springs, simply explained? The effect of independent springing on caster and camber and other steering alignments? On the action of the steering gears?

Do you operate or service a fleet of cars, trucks or busses? If so, you will surely want to know the effect of the "why" of independent springing on tire wear, on steering action and steering alignments, on brake action, and on riding comfort.

Are you in the tire business? Then you will be interested in the requirements of independent springing as to tread patterns, fabric construction, inflation pressures. And especially in the relation between doughnut tires and independent springing.

Are you in the spring business? Then this is right down the middle of your alley! What are the fundamental differences between the action of leaf springs and coil springs? What occurs in the forming of the springs? You tell us—we want to know.

If you are in the steel business? Then what are the differences in the proper kinds of steel to use, and in the treatment of the steel of coil springs? Of leaf springs? You tell us—we're asking you.

What will be the effect of independent springing on steering gear mechanisms from a design and service standpoint?

What will be the effect of independent springing on the action of brakes? On the servicing of brakes?

On weight distribution?

On front end frequency? On correct control of car body movement and comfort of passengers? Do you pitch and toss? Or just jiggle and giggle?

On types of shock absorbers and their adjustment?

Bring your toughest questions, and think up some others. Makes the meeting that much more interesting—and the faster they come, the better a good speaker likes 'em. So do we all!

"There were giants in those days . . ."
When we were kids and read fairy-tales.

And there were still giants in those days of the automobile industry when Winton, W. C. Durant, Dodge brothers and others pioneered the early development of the automobile.

But Cheero . . . there are still giants in these days in the automobile industry. Big, bold, courageous giants, who do not hesitate to "shoot the works" at the big, bad wolf of depression. As proven by Ford's adoption of 8-cylinder motors for low priced cars, by General Motors putting "knees" on automobiles, and by Chrysler's "air-flow" design.

The automobile battle of the giants is on! Get a ring-side seat at our S. A. E. meetings or, still better, get into the discussion and take an actual part in this mental battle.

With acknowledgements to the Pittsburgh Section.

Welcome!

The Chicago Section extends most cordial greetings to eight new members of the Section:

Mr. Ewing D. Nunn,
1255 North Shore Ave., Chicago—Trans. from Milwaukee, Wis.

Mr. Burton G. Spice,
6756 Paxton Ave., Chicago—Trans. from Lakewood, O.

Mr. Niblack Thorne,
1238 Fullerton Ave., Chicago—Trans. from Des Moines, Ia.

Mr. Bruce Smith,
The Aeronautical University, Inc.,
1338 So. Michigan Ave., Chicago—Trans. from Wichita, Kas.

Mr. Howard M. Leonard,
P. O. Box 88, Michigan City, Ind.—Trans. from Niles, Mich.

Mr. Edward Baker Sturges,
Bendix Products Corp.,
South Bend, Ind.—Trans. from New York City.

Mr. Herbert D. Allie,
Bantam Ball Bearing Co.,
South Bend, Ind.—Trans. from Detroit, Mich.

Mr. Robert Paul O'Neal,
American Airways, Inc.,
5038 West 63rd St., Chicago—Trans. from Robertson, Mo.

Here's hoping we may see them frequently at the Section meetings!
WHO'S WHO
in the CHICAGO SECTION

A. VANCE HOWE
Chairman
Membership Committee
1933-
1934

A. Vance Howe, the able, energetic and—for the past several months—extremely busy Chairman of the Chicago Section's Membership Committee for the current season, was born at Syracuse, New York, and has been identified with the automotive industry in the air-brake field throughout all of his professional and business career.

He is a trained engineer, having graduated with his M. E. degree from Syracuse University in 1924. On leaving college he entered the employ of the Westinghouse Air Brake Co., with which he has been ever since—first serving a special apprenticeship, and later in the engineering department, at Pittsburgh.

In 1926 Mr. Howe transferred to sales and engineering field work in the Automotive division of his company, with headquarters first at Boston, and later at New York City, when the Automotive Division of the Westinghouse company became the Bendix-Westinghouse Automotive Air Brake Co....

He was transferred to Chicago in 1931, in charge of the Chicago office of his company, covering middle west territory, in which capacity he is engaged at the present time.

Mr. Howe is a member of the Illinois Athletic Club, and of the Longwood Country Club. He joined the Society of Automotive Engineers in 1926 as a junior member, and was transferred to full member grade in 1932-3. He has been active in S. A. E. Section affairs, having served on the membership committee of the Metropolitan (N. Y.) Section, and on the Reception and Membership committees of the Chicago Section.

His hobby is golf, at which he shoots around 95-100.

Mr. Howe joined the ranks of the "bene­dicts" in December, 1933, and makes his new home at 2415 East 76th Street, Chicago.
Membership Committee to Continue Campaign

The Membership Committee of the Chicago Section plans to continue without interruption its intensive campaign for dues and new members, taking advantage of the momentum created by the S. A. E.'s nationwide drive inaugurated last October, according to Committee Chairman A. Vance Howe of the local Section.

Latest reports of the national campaign indicate that Chicago still leads the Milwaukee Section, with which it was in competition, both on the quota percentage basis and in new applications secured. In the general campaign Chicago has been outstripped by many of the other Sections, however, the "roll of honor"—disregarding the manner in which the various sections were teamed-up—being as follows as of Jan. 11, 1934:

<table>
<thead>
<tr>
<th>Section</th>
<th>Per Cent of Quota</th>
<th>New Apps.</th>
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<tbody>
<tr>
<td>Canadian</td>
<td>65.5</td>
<td>25</td>
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<tr>
<td>Baltimore</td>
<td>59.3</td>
<td>1</td>
</tr>
<tr>
<td>St. Louis</td>
<td>54.3</td>
<td>2</td>
</tr>
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<td>Indiana</td>
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<tr>
<td>Metropolitan</td>
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<td>35</td>
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<tr>
<td>S. California</td>
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<td>3</td>
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<tr>
<td>Detroit</td>
<td>50.8</td>
<td>29</td>
</tr>
<tr>
<td>Pittsburgh</td>
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<td>1</td>
</tr>
<tr>
<td>Chicago</td>
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</tr>
<tr>
<td>Cleveland</td>
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<td>5</td>
</tr>
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<td>Dayton</td>
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<td>2</td>
</tr>
<tr>
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<td>2</td>
</tr>
<tr>
<td>N. California</td>
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<tr>
<td>New England</td>
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Another meeting of the local committee is scheduled shortly.

Newton Elected S. A. E. Vice President

The Chicago Section was honored at the Annual Dinner of the S. A. E. in New York Jan. 8 by the election as Vice President of the Society, in charge of transportation and maintenance activity, of Leonard V. Newton, Past Chairman of the local Section and one of its most active members. By virtue of this election Mr. Newton becomes a member of the Council—the central governing body. The Society is to be congratulated on its choice for this important post.

The personnel of the Transportation & Maintenance Committee, as announced at the Annual Meeting in Detroit last week, includes three other Chicago men—W. C. Becker (Chicago Surface Lines), O. S. Caesar (Greyhound Management Co.) and R. T. Hendrickson (Hendrickson Motor Truck Co.).

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<thead>
<tr>
<th>Requirements to Resume Active Membership</th>
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<tbody>
<tr>
<td><strong>Status</strong></td>
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<tr>
<td>Reserve Member</td>
</tr>
<tr>
<td>Resignations</td>
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<tr>
<td>Dropped (non-payment of dues)</td>
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<tr>
<td>New Members</td>
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