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3rd November 1926.

Percy Martin Esq.,
Messrs. The Daimler Co. Ltd.,
Daimler Works,
COVENTRY.

Dear Mr. Martin,

I tried on several occasions to catch you during the Show, in case an accident might have happened and left you with ten minutes to spare! But the Daimler Double-Six was such an attraction that it was difficult to get near the Stand, let alone see whether anybody was on it.

I briefly went through the simplified control for the Gear with Lieut. Bush, and it is certainly a great simplification and much simpler and more robust than the hydraulic method of operation. He told me that, though busy, he thought he would be able to get on with the question of design after the Show - and I am writing to ask whether that hope can now be made to materialise.

The mechanical side of the thing is reasonably straightforward, and from an extended conversation I had with Mr. Kidner of the Vauxhall Company, it appears that they have done all the testing that is necessary for us in proving the suitability of the lining material prepared by the Ferodo people. He

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tells me that in one case where a test car has done 40,000 miles, the gold lettering is still visible in parts on the lining.

He also tells me that he is satisfied on the whole question, and is now putting through 30 chassis with such gearboxes for sale to agents and selected private purchasers. As both my Gear and Control are very much simpler than theirs, and as their results are known quantities, I think we might get a move on now. The points I am not clear on at the moment are such things as tolerances and the amount of tooth clearances to obtain the quietest running for a given load and tooth velocity. I think that if this information cannot be obtained from anywhere, a simple train of gearing could be erected with three or four sets of planet wheels with varying tooth clearances, so that the information could be simply and inexpensively obtained.

These questions have taken some little time to get solved on the Vauxhall job, and naturally they are not in a hurry to pass the information on. Their other difficulty has been to get rid of "dither" in pick up, but I know the point to guard against here, is to have reasonably constant lubrication conditions on the clutch surfaces.

As soon as the Vauxhall box becomes public, other manufacturers will be looking round for a similar or better article, and I think it quite practicable for the B.S.A. (when the testing is finished) to evolve standardised designs for two or three sizes of cars, ready for comparatively simple adaption to any chassis.

With regard to the question of three or four speeds, I personally have no doubt whatsoever as to the absolute necessity of the four speed model to obtain the full benefits of the type of gear; and

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all the Vauxhall people concur in this view point. Mr. Kidner says he would be very pleased to let you have a trial run on one of the cars, so that if you could run over to Luton one morning, I would arrange to meet you there, and I think ten minutes on the road would tell you more about the job than ten hours of my writing - or theoretical argumentation.

With personal regards,

Yours sincerely,

Edgar de Mornyville.

Eden/NL