

December
Tenth
1925

Mr. Louis Chevrolet,
410 West Tenth Street,
Indianapolis.

My dear Louis:

Arrived back in Detroit again and at once tackled the open question of accounts. Have gone exhaustively over the whole ground and analyzed the situation with greatest care possible. I must report a little difference of opinion which is accounted for by my feeling certain charges which were made against my account should be either entirely ruled out of the picture -- or part of certain charges should be ruled out -- or as in some cases there were faults in book keeping or addition or in the proper keeping of the men's time etc..

I've assured you frequently of my desire not to split hairs because I have been fully aware of your generous attitude in many matters wherein it might have been perfectly fair to everyone if a slight charge had been made. There of necessity had to be a come and go spirit to some extent and I in my turn have most certainly overlooked items which I gladly paid when technically I might claim to be immune.

However I don't believe in calling it quits on mere guesswork. Burton and I have gone over the various items in great detail and thrashed it all out so that each charge or credit is clear, concise and can be easily explained. Our figures show a credit balance to me of \$ 112.09 and I am satisfied this is fair and just but in order that we may clean the slate as quickly as possible and not having things hanging fire any longer I am inclined to overlook it and leave the deal a closed book.

It may be that you would prefer detailed lists and further explanation of how we arrive at the above conclusion and if you request it we will gladly cooperate. However if it is necessary to take Burton's or my own time to go to Indianapolis and go through all the accounts with you from the beginning I would of course feel justified in that event in ironing each item out to the last penny, which would be splitting

Mr. Louis Chevrolet

two

the hairs I really dont think you want to bother with any more than I do. I know the 112 figure would expand a bit under those circumstances.

I hasten to agree with you that all told the grand total cost to me of having the complete chassis built in your shops was fair enough and met very closely your original guess. I feel our arrangement worked out satisfactorily enough to both of us. In addition to what I paid you there was of course the cost of the chassis frame made here in Detroit, the radiator which proved expensive as well as the worms and wheels that took the prize for cost. If we were to go in for another motor or chassis I think without doubt certain matters might be handled in a little different way to our mutual advantage but the human element is always present anyway in spite of anything one can do.

The motor just arrived from Fleetwood by express and we are now in the midst of examining the insides. Its now had over 2550 miles on the road and believe me we didnt pamper it. Speed has increased slightly, carburetion is better and each little cylinder barked her off according to Hople. Rode a steady fifty five and sixty most of the way down to Fleetwood this last time and did hit seventy going down hill. Vibration continues to be an unknown quantity at all speeds. The motor also has grown decidedly quieter and while we heard the gears a little at first under slow load this has now disappeared entirely as the gears have seated themselves. Examination of the bearings shows them to be better off now than when we examined them at Showers and Umphery. Sleeves shows considerable burning and some leakage their entire length but I believe this condition is not at all serious and will actually improve in time. The funniest thing thats happened to us is that the transmission brake was too good and shattered the cast iron drum completely which filled the case with brake lining nicely shredded and lumps of cast iron -- no damage to other parts at all and we'll merely replace the drum with one of steel. Rear axle, clutch, transmission, etc is all OK with never a murmur out of the axle. Have decided not to put in additional oil baffles at present. Expect to get her on the dynamometer within a few days and find out what shes really good for. Are going to try a slightly smaller intake passage. Let me hear from you as opportunity offers and in the meantime good luck.