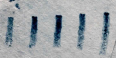


Miss D...
Salt Lake City
Utah.



Mr. Leroy A. Wilson,
Wilson Research, Engineering & Exploration Co.
Box 14,
Bull Valley, Via Veyo,
Utah.

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OFFICERS:

SERGIUS T. KOBERNICK
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MARK S. KOBERNICK

PRINCIPAL OFFICES:

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WILMINGTON, DELAWARE

INVENTION, ENGINEERING & DESIGN, INC.

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George T. McGurk
407 Ness Bldg.,
Salt Lake City,
Utah.

Jan. 8, 1948

Dear Mr. Wilson:-

I am in receipt of your letter dated Dec. 23, '47. Thank you very much for your interesting reply.

To tell you the truth, after having read of dust explosions and their great force, I had decided that possibly a coal dust stationary engine might be feasible. Then ash problem killed this baby. Today I understand it is real and alive again.

I would be interested in entering further into your plans.

This Corporation of which I am a member, is a Delaware Corporation holding a number of patents. All the officers are men skilled and capable in some art of learning or in the sciences.

The brake mechanism is roughly depicted in this sketch which I managed to dig out of the files. I am now revising it to conform to the latest design. The heel portion has been simplified to a small cup which is not readily snarled, nor engaged in in a "damn hurry". On the other hand, the brake is always there under the foot, ready to serve at a moment's notice. A moment here equals two tenths of a second with the average driver.

As you readily perceive, the lever carrying the heel rest cup comes thru a narrow cleft in the lower portion along the center line of the brake plate and protrudes discretely so as to furnish a comfortable foot rest with of course part of the weight of the foot on the brake pedal with some friction keeping the foot firmly located in ~~the gas pedal~~. In case the driver falls asleep, the relaxation of the foot causes the heel to come away sufficiently far from the brake so as to ~~not~~ cause release of this gas pedal. In addition, a spring sufficiently powerful counterbalances sufficient portion of the weight of the foot so as to probably comfortably carry the entire weight if required, or a large portion likewise. I say likewise, for ~~still~~ the foot rests on the brake plate and not all is on the gas pedal.

A cam roller makes sure that the gas is cut off when the brake is tramped on. This is merely part of the form which is stamped out and rough ground to a curve. In addition, when the usual brake pedal is tramped on, it rides up as well as forward. This is the normal path of travel for a lever pivoted underneath as in the case of the usual brake. This upward component in itself is sufficient to release the gas lever.

This is truly a "SUPER SAFETY BRAKE". We have US. and foreign patents. I would like to see you install one or two. You are welcome to experiment with it.

Sincerely yours
George T. McGurk

