

Mrs. Mahntzen

August 13, 1954

Irving Robbins
Suggest you better
read this for copy comments
[Signature]

(Forward) \$ 776.50

Estimated labor on transmission and clutch: approx. - - - 50.00

Parts, approximately - - - 75.00

Estimated labor on steering gear, approximately - - - 35.00

Estimated parts, approx August 13, 1954 - 15.00

Labor rear end (not yet disassembled) approximately - - - 200.00

Estimated parts, approximately - - - 350.00

Estimated labor, brakes: approximately - - - 50.00

Parts, approximately - - - 30.00

Mr. Irving W. Robbins, Jr.
301 Coleridge Avenue
Palo Alto, California

Dear Mr. Robbins:

Four wheels, polish, re-spoke and re-align - - - 140.00

In the absence of Mr. Philip Stiles, I am taking the liberty of writing you in reference to your C-2 Cunningham.

Since the car's arrival here, we have completely disassembled the engine, transmission, clutch and steering gear assembly to determine what repairs are necessary to bring it back to as-new condition. My object in writing you at the moment is to determine whether or not the repairs should be carried out, in view of the condition of the car at present. Apparently the car has had some rough usage since we last saw it, and to give you an idea of what it will run to repair the car I have prepared this estimate.

Examination of the chassis shows fatigue cracks in the front cross member. Although this can be repaired, we have no means of knowing how long such repair will be effective.

To date, the charge for disassembly and inspection of components thus far handled is - - - \$ 251.50
Such charge to include new battery, ignition switch, radiator repair and additional freight charges paid here.

Estimated labor on repair of engine which requires re-boring, new pistons, pins, rings, bearings, camshaft gears and chain, re-sizing of lifter bores and valve job is approximately-- 300.00

Estimated parts, a approximately-- 225.00

RB:km
cc: P.H.S.

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	(Forward)	\$ 776.50
Estimated labor on transmission and clutch: approx. - - -		50.00
Parts, approximately - - -		75.00
Estimated labor on steering gear, approximately - - - -		35.00
Estimated parts, approximately - - - -		15.00
Labor rear end (not yet disassembled) approximately - -		200.00
Estimated parts, approximately - -		350.00
Estimated labor, brakes: approximately - - - - - - - -		50.00
Estimated parts, approximately - - - - - - - -		30.00
Body work and paint, approximately - - - - - - - - - -		175.00
Four wheels, polish, re-spoke and re-align		
Approximately \$35. per wheel - - - - - - - - - -		140.00
	Approximate Total:	\$ 1,896.50

In a telephone conversation with Mr. Stiles, who is presently in Ohio, it was suggested I write you to get a letter of authorization from you for these repairs, and also to open negotiations with you should you be interested in trading your present C-2 for a new Vignale-bodied Cunningham convertible coupe which is now being shown at the Momo Corporation in New York.

In view of the condition of your car, it might be advantageous to you to trade it in on this Vignale as I think the Company would like to retire your car, and would possibly give you a good deal on it.

Very truly yours,

Robert N. Byron

RNB:km
cc: P.H.S.

CUNNINGHAM

America's New HIGH PERFORMANCE
SPORTS CAR
Model C-2
B. S. CUNNINGHAM COMPANY

Beauty in a Functional Design

Racing practice dictated body contours. There are no useless weighty chromium strips or hardware.

Standard Equipment

Radio, all-weather air conditioning unit, detachable bumpers, 18 gallon fuel tank, racing wheels with center-lock safety hubs, safety type steering wheel, safety belts, choice of colors.

Comfort

Riding qualities are excellent and the large, individual, form-fitting seats are unexcelled for comfort. Entire cockpit lined in finest top grain leather. There is more leg room than in most large family sedans.

Why the CUNNINGHAM is the Ultimate in Sports Cars!

Twice the power of the average automotive engine is harnessed within a light framework of exceptional strength and rigidity while total weight is very low. Result...astounding acceleration and top speed! New type air cooled brakes eliminate brake "fade" enabling the CUNNINGHAM to stop in a fraction of the distance of the ordinary car.

Fantastic "road holding" is accomplished through the right combination of the low center of gravity, De Dion type independent rear axle, and correct weight distribution.

In short, the CUNNINGHAM incorporates the best features of the world's most successful racing cars in a sports car of beauty and comfort.

Instruments

Tachometer, Speedometer, Oil Pressure, Oil Temperature, Ammeter, Water Temperature, Fuel Pressure, Fuel Quantity. All non-glare aircraft type dials.

August 24, 1954

TO: Cunningham, Mahnken, Walters
FROM: Philip H. Stiles
SUBJECT: Robbins' C2

Irving Robbins just called from California to discuss his car and the suggestion that he turn it in on the red Cunningham Vignale Convertible rather than completely rebuild the C2, more especially in view of the cracks in the frame.

Robbins stated that about two years ago George Rand mentioned the possibility of a few cracks in this frame thinking that this was the car that he ran into the embankment at Le Mans in '51, however, according to my records Robbins' car is the one formerly driven by Walters and Fitch.

Robbins states that if mutually satisfactory terms of trade are agreed upon that he would fly to New York and pick up the convertible. I told him that he would receive a direct offer without delay from one of you. His address is 301 Coleridge Avenue, Palo Alto, Calif.

As a matter of record, Byron's recent estimate for putting the C2 back in satisfactory condition was \$1,896.50. This estimate is strengthened by Robbins admission over the phone today that he cracked up this car in a race in California, collapsing the right rear wheel and distorting the several components of the right rear axle assembly, probably distorting the rear of the frame. He also mentioned that while this car was on consignment for sale with Roger Barlow of International Motors that Barlow and others drove the car on many occasions quite hard to the extent that Robbins was obliged to remove the car to his own premises.