

Foreward

From at least 2005 to the present, I have been a hobbyist Motorsport Historian. My hobby website www.briggscunningham.com has been improving and expanding partially in preparation for the first “Cunningham Gathering” of cars which took place on January 23, 2011. Much research and updating of the individual car histories and ownership records was undertaken. All current owners were located and they have assisted in following the trail and verifying as best as possible.

To quote my predecessor in this quest for data, B. Bruce Briggs – “The Register is as accurate as can be... This is a Register; it is not a history of the B.S. Cunningham Company, nor is it a technical treatise on the design of the Cunningham cars...”. An honest attempt has been made to the best of my ability to update data from his January, 1982 revised edition through the intervening almost thirty years to 2011.

Many people and sources have been extremely helpful in this endeavor. They include all current owners of C-1, C2Rs, C-3s (27 cars), C4Rs, C5R, C6R vehicles. Also, the following people have provided much data & info: John C. Fitch, Scott George + Peter Blackford + Paul Kirstein (all of CH Motorcars/Collier Collection), Dr. Fred Simeone Foundation), Bill Green + Mark Steigerwald (both of Watkins Glen – International Motor Racing Research Center), the following Motorsport Historian writers – Michael Lynch, Carl Goodwin, Janos Wimpffen, Tom Cotter, Michael Argetsinger, Willem Oosthoek, Pete Lyons, Tim Considine, the Cunningham family members – Briggs S. Cunningham III (son), Brian C. Cunningham (a grandson), Lucie Cunningham McKinney (daughter), Stewart B. McKinney, Jr. (a grandson), Bruce Perry (Yellow Dog Garage – vintage motorsport publication purveyor), Chuck Schoendorf and many more folks.

ORIGINAL REGISTER

COMPILED BY:

B. BRUCE – BRIGGS

JANUARY, 1982

This historical register of the automobiles manufactured by the Briggs S. Cunningham Company of West Palm Beach, Florida, during the period 1951-1955 was undertaken because the compiler obtained a Cunningham (#5443) and wished to trace its history in order to locate missing parts. He shortly ran into a dead end and was obliged to trace all Vignale Cunningham cars to pick up the trail earlier. He also became intrigued with the disputed question of how many Cunningham cars were made. While the principal interest was in the Vignale-bodied cars, it was efficient to collect information on the others as well.

Because factory records were not available, it was necessary to reconstruct production series from inspection of existing cars, owners' records, ads, printed sources, and rumors. Every photograph and press report had to be matched with a car. Hence the elaborate detail contained herein—fortunately made practical by the small number of Cunninghams.

The results of the research of 1977-1979 were published in the original edition of this register in March 1980. Since that time, factory records have become available. While the compiler is delighted to learn that almost all of his theories were correct, there were several important errors of interpretation. Also, haste to complete the register led to numerous typographical errors. This edition completely supersedes the original.

The register is as accurate as can be, but several caveats are necessary: It is largely based upon contemporary motor journalism and oral and written accounts of more than 25 years ago. There are errors and inconsistencies in the factory records. "Primary sources", that is, contemporary photographs and documents, have been preferred to journalism and to personal recollections. Nevertheless, the comparison of the factory records with the reconstruction of production series from other sources assures accuracy on most important points.

This is a register; it is not a history of the Cunningham Company, nor is it a technical treatise on the design of the Cunningham cars. Sufficient data were gathered to visually identify cars and fix them into production series. However, some modest information about the components of the Vignale cars is included.

Almost every living person named herein has assisted the register in some way. It would be tedious to list them all. But special thanks must be given to Msrs. Karl Ludvigsen of New York and Dale Powers of Florida for opening their archives, to Mr. Stanley Sedgwick of Surrey, England and the Misses Emiko and Yasuko Tokunaga of New York for searching the garages of Kensington for the missing C2R, and to Mr. James Toensing of California for obtaining access to the factory records.

For brevity the following abbreviations are employed throughout:

BBB	the compiler
BSC	Briggs S. Cunningham
CAM	Cunningham Automobile Museum, Costa Mesa, Cal.
Cco	Briggs S. Cunningham Co.
LM	Le Mans 24-hour race
Momo	The Momo Corp. Long Island City, NY
R&T	Road & Track magazine

V Vignale
wb wheelbase
WPB Cco factories at West Palm Beach, Fla.

X name unknown
* following a name indicates known to be deceased

THE NUMBER OF CUNNINGHAMS

The availability of the factory records makes it now possible to offer a definite count of the total Cunningham production.

1	C-1		Sports roadster
3	C-2R		Sports roadsters
27	C-3	1	Cunningham-bodied coupe
		1	Cunningham-bodied convertible
		20	Vignale-bodied coupes
		5	Vignale-bodied convertibles
3	C4R	2	Sports roadsters
		1	C4RK competition coupe
1	C5R		Sports roadster
1	C6R		Sports roadster
<hr/>			
36	TOTAL CARS		

In addition, about a dozen chassis were unbodied. See p. 24

THE NUMBERING OF CUNNINGHAMS

Cco used several number series to identify cars:

“W.O.” or manufacturers order number. This was the most commonly-used internal number. However, as shown on page 3, not every W.O. number was a car. For example ie, a 2-speed rear axle project was assigned a W.O. number. Also, the C5R and C6R did not receive W.O. numbers, certainly because the racing shop was separated from the production shop in late 52.

“SER” or serial number. A 3-digit number, the first two of which indicates the year of the century when the car was begun or completed and the last two of which are a sequence which diverged into two series when the racing and production shops were separated. The serial numbers are used to identify cars in this register.

Customer order numbers. Because many orders were cancelled and many others were reassigned these are disregarded in this register.

Vignale car numbers. Another series was used to keep track of the Vignale-bodied cars. These are in the Vignale summary on p. 10.

SUMMARY OF NON-VIGNALE CARS

<u>SER</u>	<u>W.O.</u>	<u>TYPE</u>	<u>FIRST RACED</u>	<u>DISPOSITION</u>
5101	1	C-1	LM 51 spare	retained by BSC
5102	2	C-2R	LM June 51	sold International Motors Nov 51 (Cameron)
5103	3	C-2R	"	" (X)
5104	4	C-2R	"	" (Robbins)
5205	5	C-3	N/A	sold Kieinginna late 52
5206X	6	C-3	N/A	sold Kiekhaefer Jan 52
5216R	14	C4R	Bridgheampton May 52	retained by BSC
5217R	25	C4R	LM June 52	sold Moran Winter 54-55
5218R	26	C4RK	Bridge practice 5-52	sold Moran early 53
5219R	X	C5R	LM June 53	sold Moran Winter 54-5

WORK ORDER SERIES

<u>W.O.</u>	<u>SERIAL #</u>	<u>PRODUCT</u>
1	5101	C-1
2	5102	C-2R
3	5103	C-2R
4	5104	C-2R
5	5205	C-3 (non-V) Roadster
6	5206X	C-3 (non-V) Coupe
7		
8		
9		
10	5206	C-3 Coupe
11	5207	C-3 Coupe
12	5209	C-3 Coupe
13	5208	C-3 Coupe
14	5216R	C-4R Roadster
15		
16		
17		
18	5210	C-3 Coupe
19	5211	C-3 Coupe
20	5212	C-3 Coupe
21	5213/5442	C-3 Coupe
22	5214	C-3 Coupe
23	5215	C-3 Coupe
24	5219	C-3 Coupe
25	5217R	C-4R Roadster
26	5218R	C-4RK Coupe
27	5220	C-3 Coupe
		<u>no W.O. numbers</u>
		5319R C5R Roadster

work order series (cont.)

28	5221	damaged C-3 chassis	(5320 C5R Frame?)
29	5222	C-3 Coupe	(5321 C5E Frame?)
30	5223	C-3 Coupe	5422 C6R Roadster
31	5224	C-3 Coupe	
32	5225	C-3 Cabriolet	
33	5226	C-3 Coupe	
34	5227	C-3 Coupe	
35	5228	C-3 Coupe	
36	5229	C-3 Cabriolet	
37	5230	C-3 Cabriolet	
38	5231	C-3 Cabriolet	
39	5232/5440	C-3 Coupe	
40	5233/5441	C-3 Cabriolet	
41	5234/5443	C-3 Coupe	
42	5235	C-3 chassis	
43	5236	C-3 chassis	
44	5237	C-3 chassis (exists)	
45	5238	C-3 chassis	
46	5239	C-3 chassis (exists)	
47	5240	C-3 chassis (exists)	
48		C-3 chassis (probably partially completed)	
49		“	
50		“	
51		“	
52		“	
53		“	
54		“	
55		C-3 chassis (frame just begun)	

NON-VIGNALE – BODIED CARS

C-1. - Sports roadster. 1 car 105” wb. Independent front suspension of Ford/Mercury components with Cadillac tail lights and brakes. Cadillac V-8 (stroked 1/4” according to one Cco record). deDion rear. Cadillac 3-speed manual gearbox. WPB bodywork. Curved glass windshield cut down from US production car. Borrani wire wheels.

5101 W.O.1. Engine 127 (probably the last digits of a 9-digit number) 51 registration. The car was first shown to the public in the Spring of 51 painted white with no bumpers. It was brought to LM 51 as a spare and was the subject of a driving impression by Pomerroy, *The Motor* 8 Aug. 51. Fitch raced it at the Mt. Equinox hill climb Oct. 51, 2nd overall, first sports car; no other competition record is known.

By 1967 it had gained 51 Plymouth station wagon bumpers and a metallic blue paint job. It appears on the cover of Tom McCahill on Sports Cars (1951) and is photographed in Automobile Quarterly v.5 #4 (mis-identified as a C-2) and Automobile Connoisseur #4. The car has been continuously in BSC hands and is now displayed at CAM.

C-1 1 (cont.)

C-2 Sports roadsters. 3 cars. (Note: many sources describe these as C2Rs, but the cars were sold and are described in Cco records as C-2s.) Specifications like C-1, except detail modifications for Chrysler V-8, revised bodywork with single workable door.

The cars were barely completed for LM 51: BSC & George Huntoon (#3), crashed; Fitch & Walters (#4), 18th O.A., 1st in class; George Rand & Fred Wacker (#5), dnf. At LM the cars had American racing colors, low plexiglass windscreens, and straight tubular bumpers; back in the States, they were fitted with Plymouth station wagon bumpers, 2-piece windshields, and tops. They were raced twice more by Cco-Elkhart Lake: BSC & Walters (#123), 3rd; Walters (#124), dnf; Fitch (#128). 1st—Watkins Glen: BSC (#53), 4th; Fitch (#54), 2nd, Walters (#55), 1st. In both American races the Walters car had knock-off Halibrand disk wheels.

The cars were returned to WPB where they were refurbished and repainted and the engines replaced. In Nov 51 they were sold to International Motors and convoyed by road to Los Angeles.

5102 W.O. 2. Original engine 20-/001. white. red upholstery. In the Spring of 52, the car was owned by George Cameron of Cal., who entered it in the Palm Springs races—Phil Hill (#8), driver. Another photo of the car at the desert race shows it with #2; this may be Palm Springs practice or another race; the photo shows a ding under the passenger side brake cooling vent.

In Aug 54 R&T William F. Gettle offered a C-2 with Carson top. He recalls that it was the ex-Cameron car, which he bought from X and sold to a Washington State Chrysler dealer (who was untraceable). Belmont Motors of Cal. also had a white roadster in the late 50s.

The continuous history of 5102 begins with Mario Roman of Cal. who does not recall from whom he bought it. Circa '59 he sold it to Clyde Blair* of Cal. who extensively modified it, adding a rollbar and fitting a new engine with a 6-carb manifold. (It is said the engine work was by Edelbrock, but he does not recall it.) Blair's estate sold 5102 to Thomas L. Pedersen of Cal. circa 66.

Pederson added outside exhausts, replaced its then Jaguar box with a Borg-Warner T-10, installed a Hallbrand quick-change rear end, and repainted the car from bright orange to American racing colors. He advertised it for sale in R&T June 69. photo. In the early 70s he sold it at an Automobile Classics auction at Santa Monica where it was bought by the London dealers Warth & Arundell who exported it. It may have passed through other hands rapidly—there is a report of an auction at Marsailles—but it came into the possession of Charles Nickerson of Lincolnshire. It was displayed or raced at Silverstone (#8) in 74. In 75 it was sold to Joseph Nickerson of Lincs., and in 79 was housed and displayed at the Doune Motor Museum, Perthshire, Scotland.

The engine number (not original) is 53-8-85323. The car bears no serial numbers whatever. The identification as 5102 is by elimination—as shall be detailed in the next entries. It cannot be 5103 or 5104, so it must be 5102. Although it was sold with wire wheels, Cco records state it was fitted with Halibrands, strongly suggesting that it was the car driven by Walters at Elkhart and Watkins. Elimination also gives tentative LM identification to the other cars, suggesting that this is the #5 car.

C-2 5102 (cont.)

5102 is described in (Thoroughbred & Classic Cars Jul 74, pictures

5103 W.O. 3. Original engine 20-1007, metallic blue, red upholstery. The purchaser of the car from International Motors is unknown. It was displayed at the 52 Los Angeles Motorama. In the Jul 53 R&T, John von Neumann offered a 51 C-2 for sale; he recalls only that he was acting as agent for Basil Penzer. In the Jun 54 R&T, R.H. Tibbets-of-Albuquerque advertised a C-2 with Carson top—this couldn't be 5102 or 5104, so it must be 5103. There is a report of a blue Cunningham roadster seen at the home of a mechanic named Slade* in Hammond, Ind. in the early 50s—most likely 5103 on a visit.

The continuous history of 5103 begins with an ad by Roswell Moore of NM in the Jan 57 R&T, describing it as a CR-3 convertible, recently painted white and blue, with custom hard-top. He sold it to Saul Fakturo, who moved it to Fla., where it passed through several hands—John Duncan, Orange Buick, Taylor Motors, James A. Wesley, Ron Hegemeier, picking up a dark green paint job along the way. Hegemeier offered it in the New York Times in 64 and sold it to Dale Powers in 65, who sold it in 71 to Joseph Pendergast of Fla. Powers restored the car for Pendergast in 75, and Pendergast has displayed it and raced it in vintage events. Powers fitted a new engine, number unknown. The restoration included a tubular bumper patterned after the LM fitting. Of course, blue-and-white.

The evidence that this is 5103 is conclusive: Hegemeier used that number; the registration number is 1007, obvious derived from the original engine; a tag with a “3” was found on the car by Powers; and tradition has it that the C-2 driven by BSC was known as “Number Three.”

The car driven by BSC was reported to have a thicker-rimmed steering wheel and a fitting for a clock on the spokes. This car has a rim circumference of 3 5/8”, while 5102's is 3 1/4”. Therefore, this is the car driven by BSC at Elkhart and Watkins and is probably the #3 LM car.

This car was road-tested in Motor Trend Jan 52, is photographed in Car Classics Apr 77, and appears on a postcard of the Long Island Automobile Museum.

5104 W.O. 4. Original engine 20-1050, black, red upholstery. In the Spring of 1952, the car was owned by Irving Robbins of Cal. who entered it in the Palm Spring races (#69), 5th or 8th, accounts vary. Later that year Robbins also ran at Elkhart Lake (#18), finished way back in the field, and at Watkins Glen (#102), running well back in pack when the race was stopped.

Robbins also crashed the car in a race in Cal., and it was so beat up that he could not sell it when on consignment to International Motors. It was brought to WPS in the Summer of 54 for an estimate for repairs. Cco prevailed upon him to trade it in for 5441, and the car was “retired”—i.e. destroyed—according to several reports.

By elimination, this was the car driven by Fitch in U.S. events. According to a 54 Cco memo, this was the car driven by Fitch and Walters at LM.

C-3. Cunningham-bodied. Two cars. Specifications like C-2 except for bodywork and as noted.

C-2 2
(cont.)

5205 W.O. 5. Original engine unknown. 52 registration. Convertible. white, green upholstery. Solid rear axle, power-boostered clutch. The owner has Chrysler blueprints indicating special modification. Probably Halibrand wheels.

Photos of WPB in the Fall of 51 show an open car similar to 5206X being constructed between it and 5206, the chassis destined for the first Y couple. The project was put aside to finish 5206X on Kiekhaefer's order and probably to complete the 52 LM entries. It was completed later in 52 and delivered to its purchaser Russell Kleinginna, then of NJ and now of Fla., who still owns it. Apart from BSC's own cars, this is the only Cunningham still in the hands of the original owner.

5206X.W.O. 6. Original engine 20-1055. 52 registration. Coupe. Originally dark green with green upholstery. Frame modified to fit internal roll bar for couple bodywork. The car was to be built to a body design by Alexis de Sakhnoffsky, but the execution fell far short of the conception. The car was purchased while still under construction by Carl Kiekhaefer of Wisc. and Fla. R&T Jan 52 has photos of the car being built. The completed car is shown in R&T May-June 52 and other contemporary magazines.

Keikhaefer took delivery in Jan 52. To say that he was dissatisfied with the car would be a considerable understatement. He favored Cco with a detailed accounting of its inadequacies, with particular emphasis on the de Dion rear end, which he described as unsafe. This may be why no other road Cunninghams are known to have the advertised de Dion option.

Almost immediately, Kiekhaefer traded the car back to Cco for credit on 5206. After some time in Cco hands, it was sold, probably at the end of 52, to George Schrafft of Fla., who sold it circa 62 to Elaine Desmoreau of New York, who still had it in 79.

The original chrome spear on the flank of the car may have been removed. The car is now black. The present owner has not provided more information.

The odd serial number may be explained this way: Cco records show two cars numbered 5206, possibly because both were ordered by Kiekhaefer, and someone added the X to this one to distinguish between them.

C4R. Sports racers. 3 cars. Modified Chrysler engines. 100" wb. Independent front suspension. solid rear axle. These were the most successful of the Cco race cars, campaigned for three seasons with continuous development, especially of induction, gearbox, and brakes. C4Rs present no identification problems, except the minor one of which car won what. This is a nearly complete competition record of the C4R roadsters in Cco hands:

52

Bridgehampton. Walters (#15) dnf

LM. BSC&Spear (#1) 4th; Fitch&George Rice (#3) dnf; (#1 was class winner.)

Thompson. Fitch (#3) 2nd; BSC (#1) 3rd.

Elkhart Lake. Fitch (#3) 1st; BSC (#1) 3rd.

Watkins Glen. Both cars, probably Fitch & BSC, race stopped.

Sowega-Turner. Fitch (?) 1st probably BSC?

53

MacDill-Tampa. Fitch (#1) 1st; Walters (#2) dnf.

Seabring. Fitch&Walters (#57) 1st.

LM. BSC&Spear (#1) 7th. (other car brought as spare.)

Rhelms. BSC&Sherwood Johnson (#1) 3rd.

Silverstone. Walters (#2) dnf; BSC (#?) dnf.

Thompson. Walters (#2) 1st.

Floyd Bennett. Walters (#2) 1st; BSC ?

Sowega-Turner. Fitch (#59) 2nd; BSC (#7) 5th. Fitch also won preliminary race.

March-Riverside. Fitch (#15) 1st; BSC (#?) 2nd.

54

MacDill-Tampa. Walters (@2) 2nd.

Sebring. BSCsJohnson (#?) dnf.

Hunter AFB. Johnson (#51) 3rd.

LM. BSC&John Gordon Benett (#1) 5th; Spear&Johnson (#2) 3rd, class winner.

Lockbourne AFB, both cars, BSC & Johnson, (#s 56 & 68), out of the running.

Watkins Glen. Walters (#18) 1st; Johnson (#19?) ?.

5216R. W.O. 14. C4R sports roadster, present engine R-5217. "Number One" Constructed over the Winter of 51-2, displayed in Spring 52 in a medium blue color with egg-crate grill and a nostril for the oil cooler on the passenger side of the grill. (see cover of Mechanix Illustrated July 52.) At Bridgehampton in May it was blue & white with hood air scoop cut back and external oil cooler on passenger side of cowl. Like its mate, it was fitted with S1ATA 4-speed box in 53 and a shorter hood bulge and detachable headrest in 54.

This was the faster of the two C4Rs, and reportedly not driven by BSC, so at least in the domestic races above, it should be assumed to be the car driven by Fitch or Walters. Unfortunately, the only obvious external feature distinguishing the cars is a slight front fender flare on "Number One" which only shows on head-on photos; e.g., Bochroch, American at le Mans (52, miscaptioned 53) p. 61. (it may also be that "Number One" had 8 louvers on the lower row on the passenger-side fender, while "Number One" had 9 louvers.) 5216R is certainly the Bridgehampton, LM 52 #1, and LM 54 #1 car, and is probably the LM 53 #1, Rheims #11, and Silverstone #2 car. It is the car that BSC ran at Daytona Beach time trials in 55.

The car has always been in BSCs hands and is displayed at CAM. It appears in photos of the collection and on a CAM postcard (bearing #1).

5217R. W.O. 25. C4R sports roadster. Present engine R-5217. "Number Two." Except as noted, identical to 5216R. Constructed early 52, first appeared at LM that year. Reportedly raced by BSC. Advertised for sale by Momo in R&T Oct. 54 with photo of 53 Sebring winner and identifying the car as 3rd at LM 54.

It was sold to Charles Moran, Jr. of NY & Del., who campaigned it in SCCA races in 55 and 56, himself and Fred Wacker driving, including Watkins 55 (Wacker) and Waterboro 56. With this car and the C5R Moran was 55 SCAA class B national champ. When the Moran collection was broken up, 5217R was sold at the 70 Parke-Benet auction. The catalogue identifies the car as the Sebring 52 .,(sic.) winner, says it has a 2F (sic.) box, and contains a photo of the engine with the

(C4R (cont.))

4-Zenith log manifold. 5217R was bought by the dealer Tiny Gould of Pa., who sold it to Warren Collins of Mass., who sold it to Henry Faulkner of Mass., the 1979 owner.

5218R. W.O. 26. C4RK sports competition coups. Present engine R-5218.

It is mechanically identical to C4R, except for modification necessary to mount bodywork designed by the aerodynamicist W. Kamm; supposedly the only auto body actually designed by Kamm. Completed Spring 52. Competition record in Cco. hands in 52, almost complete.

Bridgehampton. practiced, not raced.

LM. Walters & Duane Carter (#2) dnf.

Giants Despair hill climb. Walters (#?) 1st.

Convair-Allentown. Walters (#86) 1st.

Thompson. Walters (#2?) 1st.

Elkhart Lake. Walters (#2) 2nd.

Watkins Glen. Walters (#1) race cancelled.

Sowega-Turner. probably Walters, number and position unknown.

Although 5218R was sold to Moran before the race, it was entered at LM 53 as part of Cco. team—Moran & Bennett, (#3) 10th. Moran later campaigned the car including Sowega-Turner 53, 6th; Hunter AFB 54, 8th; Andrews AFB 54 (#60); Offutt-Omaha 54 (#78) in Bm; Ft. Pierce 55 (#80). It was also entered somewhere as (#8), possibly by Moran at Watkins 54. The Kamm coupe was sold with the Moran collection at Park-Bernet in 70, bought by BSC, and displayed at CAM. It is photographed in many places, including a CAM postcard.

C5R. Sports races, ½ cars. 3 frames total, solid front and rear axles, bodywork from design by Michelotti. (Detailed description of body construction in Speed Age June 53.) Three chassis laid down in Winter of 52-3.

5319R. no WO number. C5R sports roadster. Present engine R-5319

5319R first appeared at LM 53, Walters & Fitch (#2) 3rd, class winner, best Cco LM finish.

Then raced at Rheims 12-hour, Walters & Fitch (#10). Fitch crashed the car badly. According to some accounts, the car was utterly destroyed, but a photo of the wreck shows the engine intact, and it was installed in one of the C4Rs for Silverstone.

Sources disagree on the next point: either the frame of 5319R was straightened, or the car was rebuilt around one of the other frames. Since engines were swapped around and the bodywork was demolished, the rebuilt car should really be a new car separate and distinct from the original if the frame was changed. Nevertheless, the C5R(s) has/have always been discussed as a single car.

The rebuilt/new C5R was raced by Cco. later in 53: Sowega-Turner, probably Walters (#?) 3rd; March-Riverside, Walters (#?) dnf: and maybe elsewhere. Momo Corp. advertised the car for sale in R&T Sep & Oct 5 (with one spare frame, which gives substance to the replaced frame story.) Moran bought it, and raced it in 55 and 56, including Waterboro 56 and probably Watkins 55. It was auctioned with the rest of the Moran collection in 70, purchased by BSC and is now displayed at CAM, photographed with the collection, and the usual CAM postcard.

C5R (cont.)

(5320) Note on page 3 that 5319 is not in the principal sequence of Cco
(5321) serial numbers, but does not follow the numbers of the C4R racers—
5216,-17,-18. Note also in the next entry following that the C6R
was given serial number 5422. Therefore -20 & -21 are missing from the branch sequence of
racing car serial numbers. The most reasonable explanation is that 5320 & 5321 were meant to
be the other two C5Rs, which were never built—one frame probably used to rebuild 5319; the
other sold with it in 54 and now with it at CAM.

C6R. Sports racer. 1 built. 220 c.i. Meyer & Drake “Offenhauser” 4-cylinder engine reduced
to 183 c.i. and converted to run on gasoline. Independent front suspension, de Dion rear.
Described in R&T Aug 58.

5422. no W.O. number, C6R sports roadster. Original Offy engine had #5422 assigned by Cco.
Completed early 55, raced unpainted at Sebring 55, BSC & Johnson ?. (#37) dnf. After Sebring
the radiator air intake was made smaller and a tall fin added. Then raced at LM—BSC &
Johnson (#22) dnf—and Elkhart Lake –BSC (#?) dnf. The Offy engine was removed and sold to
a Long Island spring car racer and the car was fitted with 3.8 litre D-Jag engine with which it
was practiced but not raced at Sebring 56. Reportedly it was entered in club races in 56 and 57;
there are photos of the car with #58 and it now bears #63, both Momo team numbers. The car
has never left Cunningham hands and is displayed at CAM. There are discussions of refitting an
Offy engine.

VIGNALE-BODIED CARS

C-3 25 Vignale cars; 20 coupes, 5 cabriolets. The chassis were erected in WPB and shipped
to Turin for bodies and returned to New York for final prep at Momo and/or WPB before sale.
Although C-3s are registered as 52, 53, and 54 models, the chassis were in production only a
year-and-a-half from July 51 until Jan 53, and the bodies a few months less—the first delivery
from Vignale in late June 52 and the last about a year later. During this short period there was a
continuation of chassis development from the C-1, C-2, and non-Vignale C-3. It is possible that
no two C-3s are identical in every aspect, but many generalizations can be made, these are listed
to limit repetition in the individual car entries following.

Engine. All cars had Chrysler “hemi” V-8s. Early cars had industrial engines with six digit
numbers beginning 20-10.; later cars had 52 engines with eight digit numbers beginning 52-8-
4...., except 5215 and 5223. All cars had the 4-Zenith carb Cunningham log manifold, except
5208 and 5219 (stock 2-bb1) and 5223 (stock 4-bb1). All known cars had dual exhausts and
Cunningham water outlets. 5211 and perhaps 5206 had hot engines; all others otherwise stock.
All engines had chromed valve covers.

Power train. The first four cars had Cadillac 3-speed manual boxes, the remainder had Chrysler
Fluid-Torque units, except 5223—Powerlite. The Cadillac-box cars and 5212 & 5214 had
“own” clutch cylinder, according to Cco, records; all the rest had Wagner clutch cylinder. All
rear rods were stock Chrysler. Probably for the reason discussed under 5206X, no C-3s were
delivered with the de Dion rear, although at least 5206 & 5209 may have been sent to Vignale
with that fitting. 5206, 5208, 5212, 5215, & 5223 had 3.36 rear end; and rest had 3.54.

C-3 (cont.)

Front end. 5206 & 5209, and almost certainly 5207 & 5208, had a two-place steering column with a universal joint at the firewall like the 02s; every subsequent car inspected by BBB has the universal joint at the steering box, 5206 and 5209, and probably 5208 had front suspension of 51 Mercury wishbones combined with Cadillac uprights; 5207 had Chrysler; the remainder had full 51 Merc.

Rear suspension. According to Cco. records: Shocks: "Ford Houde"—5206, 5208, 5210, 5219 & 5442; Oriflow—5207; adjustable Delco—5219; "Houde 50-50"—the remainder. Springs: Moog 532—5206; "spec."—5208; Moog 533—the rest. Brakes: 12" Cadillac—5206; 11" Cad—5208; Chrysler—5207, 5215, 5219 & 5222; 11" Merc—the rest. All the Fluid Torque cars had the stock transmission brake, the others had the emergency brake accompanying the regular brake, except 5207 which is recorded as having a "Cunn." emergency brake.

Chassis. The first ten cars (including 5442) had 105" wb; the rest had 107". On the long wb cars the two support struts leading from the front end and up and back to the cowl are spaced wider apart than on the earlier cars; there may be other differences as well. The Cadillac-box cars had "X" members.

Wheels & tires. All cars had 15" Merc except 5206—16" Halibrand mags, 5207—15" Chrysler, 5208—16" Borrani wires. All cars had 7.10X15 tires except 5206 & 5208—7.00X16, 5207 & 5214—8.00X15, 5229—6.50X15.

Misc. Apparently all cars had 20 gal. gas tanks except 5206 (24 gal.) and 5214 (40 gal.) Except for the first four cars, all seem to have Chrysler emergency brake handle. Early cars had a knob at the far left bottom corner of the dash; later cars had not. All cars were fitted with straps to secure the tire. All cars had luggage straps except 5206, 5214, 5225 & 5230 according to Cco, records. The fitting of radios and heaters are noted on p. 10.

Paint. Original paint jobs as recorded by Cco. are detailed on p. 10, "Upper" means the top plus the area above the chrome strip that surrounds the car on the hood and rear deck. "Main" means the remainder of the car excepting the "panel" or notch on the side of the car.

5206 WO 10. Coupe. Engine 20-1004, still fitted, 53 registration. This car is often characterized as "the prototype." The car is easily identified by these features: 16" wheels originally fitted with Dunlop tires and a hub cap with radial vents (probably Italian—it appears on contemporary customs); bumper with ridge on top of each end; no bumper guards; no chrome strip under door; curved side window glass; no vent window; square checkered emblem on center of chrome just above grill; front parking lights immediately outside of grill as in original Michelotti sketch for the body design; V badge located above rear of "Body by Vignale" script on flanks behind front wheels; "Cunningham" script on hood. Chrome windshield surround. Interior: Floor shift; "T" emergency brake handle, likely Ford; add-on turn signal control; split front seat. The horn button has a complex hand-painted design; a US flag, over a checkered flag, over a horizontal tricolor of two red stripes bracketing a white stripe inscribed "Cunningham"—this button appears in all known early V cars. Interior photo in R&T Sep 52.

C-3 (cont.)

This is the most famous V Cunningham, on account of the wide circulation of the Cco. publicity photos taken of it in Jul 52 which appear in almost all publications about the Cunningham endeavor. It was sold in Oct 52 to Kiekhaefer (replacing 5206X). The car had been repainted yellow-“bl”-red when K sold it in Oct 54 to Empire Motors of Iowa, the former owner of which does not recall its disposition.

5206 was crashed in the mid-1950s and sold as salvage to X who rebuilt and displayed it at a concours at Elkhart Lake in 57 or 58 and sold it to James Toensing of Minn. He advertised it in R&T Jul 59 and in Jan 60 sold it to J.W. Woods of Okla., the 79 owner. The car appeared in the early 60s film “State Fair” and was taken off the road circa 62.

When bought by Woods, it was brown, which it remains. It had a Corvette shift fitted by Toensing. According to T the gearbox was Ford; according to W it was Corvette, presumably 3-speed, but it may have been the original Cadillac. In any event, Woods replaced it with a 4-speed Dodge box. Toensing had also added paneling to the doors to simulate bucket seats. The car also has a non-original vent air scoop in front of the windshield. The car lacks the normal air intake slot below the grill—this may be original or the result of the rebuild of the 50s. The original bumpers are missing. Woods’ description of the hubcaps suggests that they are original. Original Halibrands still fitted. Parking light lenses not original. No door mirror.

No serial numbers are on the car, but the engine and external features identify it. Somewhere along the line, the original 52 registration slipped to 53.

5207. Coupe. Engine 20-1012, still fitted. 52 registration. This car is externally identical to 5206, with these exceptions; the front parking lights are directly beneath the headlights, as on all subsequent cars; the V badges are centered over the “Body by Vignale” script on the flanks, as on all subsequent cars; the original hubcaps were plain chrome with two small holes in the center for fitting a badge (likely Italian). No detail on the interior is known, except that it has a floor shift and divided front seal—it is presumably like 5206.

In the Fall of 52, 5207 was displayed at the Hartford Auto Show, accompanied the Cco. team to Watkins and to Elkhart Lakes where it won some sort of concours prize, and was photographed by Alexandra Georges in a park near Momo. Those photos appear in several publications by John Wheelock Freeman, Sports Car Album, Sports Cars, Autosport Review Dec 52, Esquire Jun 55. The same photos are in the catalogue of the Museum of Modern Art “Ten Automobiles” exhibition of Sep 53, but 5207 was not the car actually displayed (see 5230).

The car remained unsold until Apr 53; Cco. records indicate its sale later that year to one “Cornett” about whom nothing is known. The continuous history of the car begins with its purchase by the 80 owner, T.L. Wilson of Tenn. from Grady Miller of S.C. in Dec 56. Wilson believes it came from Fla. It then had a fitting for towing a trailer. Wilson drove 5207 until he obtained 5219 in 69. We did not give complete information on the car. He says it has grey leather upholstery and is painted red and black. The bumpers are not original. The car apparently is left outdoors in bad condition. The hood is jammed; the engine number is determined from the registration number, which is that of the Cco. records of the engine number of 5207; together with the external features reported by Wilson, this permits a positive identification.

C-3 (cont.)

5208 WO13. Coupe. Original engine 20-1044, replaced. Registration unknown, probably 52. Externally identical to 5207, with these exceptions: waved checkered flag badge on hood, as on all subsequent cars; flat side windows with vent window, as on all subsequent cars; bumper guards, as on all subsequent cars. Interior like 5207—see photo in Thoroughbred's Classic Cars May 78.

The car is easily identified by its 3-tons paint scheme. It appeared in the US in the Fall of 52 and is photographed in True's Automobile Yearbook #3 and in the background of a Lyons photo of BSC in a C4R in front of Momo—see Barker, Sports Cars in Color and Sedgwick. Cars in Color (mistakenly labeled 1953). In these shots it was fitted with what will be called “Gandini” hubcaps—these are Italian hubcaps constructed like a post-Nader center-lock wheel, with a threaded hub that bolts to the wheel lugs and a chrome wheel disk secured to the hub by a threaded chrome cap containing a hexagon insert that is turned by wrench inscribed “Brevetti (patented) Gandini – Torino.” However, the car was fitted with Borrani wire wheels before it was delivered to its first owner, Arthur B. Stuart” of Fla. and Mich.

In Jan 53, 5208 was displayed at the Henry Ford Museum sports car show, fitted with an SCCA badge on the passenger side of the grill. This is a famous car because of photos taken of it on that occasion—see Bond, Sports Cars in Action and Borgeson & Jaderquist, Sports & Classic Cars.

In February 1953, the car was raced at MacDill-Tampa with a special Cco. engine. It had suspension trouble in practice (Walters) and in the race (Phil Stiles, dnf). This is the only known competition appearance of a C-3.

5208 was displayed again at the Jan 55 Ford sports car show, then with white-wall tires. It may then have been owned by William Towa or someone else connected with Gratiot Auto Supply of Mich. The ownership then is obscure. In any event, when Cco. was wound up and WPB shut down in 55, the car went with surplus parts to Tony Oliverto of Tex. He installed a 54 Chrysler engine modified to 300 hp and had nerf bar bumpers constructed of rifle barrel stock. In this form, the car is pictured in Motor Life Jan 56, still with the Borrani's, SCCA badge, and white-walls, and was displayed at a Los Angeles hot rod show in 56. The car was then sold, to whom not remembered, and its trail disappears.

Serial numbers are from Cco. records. Why the WO number is reversed with 5209 is a puzzlement.

5209 WO 12. Coupe. Engine 20-1047, still fitted. 52 registration. Exterior and interior apparently identical to 5208. This is the Paris Show car, based on this evidence: Journalism reports the Paris car as yellow and blue, the original color of 5209 as shown in Cco. records and its instrument faces; photos of the Paris show car show Hellings air cleaners with domed tops as on this car; the Paris show was early Oct and 5209 returned to NY on 30 Oct 52.

5209 was apparently repainted blue and black before being sold in late 52 to John Finkenstaedt of Mass. He displayed it at a Boston auto show in Dec 52. This car was road tested by Ted Koopman in Car Life Feb 54: 0-60, 6.85; 0-100, 11.01; standing quarter, 17.55.

C-3 (cont.)

It was sold in 64 to Harry Sefried of Conn. The car is now black and tan. Sefried replaced the natural pigskin by black imitation leather. It has a Mopar 608 radio on a plate added to the dash, replacing the original Ford radio. Sefried rebuilt the engine with parts obtained from the break-up of BSC's Conn. garage-car, oversized valves, and 1/16" over pistons. He also installed a non-original gas gauge and SW gas heater. Lincoln hubcaps.

The car bears a plaque with the WO and engine numbers. The serial number is found in the first owner's papers and Cco. records. Inspected by BBB in 78.

5210 WO 18. Coupe. Engine 52-8-8717, still fitted. 54 registrations. Exterior like 5208, except hubcaps, described later, and probably no chrome windshield surround. Interior like earlier cars, except for wings on horn button, column shift, and Fluid Drive selector quadrant originally fitted. First car with suspension modified by Red Byron, steering column universal at steering box, and Fluid-Torque transmission.

5210 is a famous car because it was used for some time as a Cco. demonstrator and factory hack. It was described and photographed in Mechanix Illustrated Oct 53 (but not the car on the cover—see 5227) and McCahill, The Modern Sports Car, and was road tested by (Phil Stilles) in Auto Age May 54.

While in Cco. hands, it had several different hubcaps: in mid-53 and probably originally like 5206, later Gandini, and likely also something that looks like Chrysler Imperial. It was probably sold with the Chrysler Saratogas now fitted, and it is also probable that the Fluid Drive selector was removed and the original 5206-type horn button was replaced by the later waved flag button now fitted before its sale to Edmund du Pont of Del. in later 53.

DuPont's agent H.C. Vernon* advertised it in R&T Sep 60. Soon thereafter it was given to Wilmington Automobile Activities, Inc., a hot rod club, which sold it to George Sterner of Pa. circa 62. By this time the original bumpers had disappeared and the original grey and blue had been repainted blue and white. Sterner fitted wire wheels but removed them before selling the car to the Vintage Car Store in Jun 66. David A. Deuble of Ill. bought it in July 67, painted it in American racing colors, and lost the seats. He sold it in late 75 to A. Vail Frost, then of Ill. and now of N.C. who was restoring it in 79.

The serial number is on an aluminum plaque on the firewall. The engine number is consistent with Cco. records of this car.

5211 WO19. Coupe. Engine 20-1008, still fitted. 52 registration. Identical to 5210, with these exceptions: first known car with round minor instruments, with turn signal built into steering column, with chrome rub strip under door, and with Chrysler pistol grip emergency brake handle. 5206-type horn button. Apparently no ash tray.

The original buyer, William A. Burden of NY, ordered a comprehensive set of high performance engine modification. Papers with the car also indicate an outside spotlight, not now on the car. Burden sold it in Aug 53 to L.C. Leeds of NJ who sold it before 62 to John Paolantonio of NJ (see also 5231).

C-3 (cont.)

When inspected by BBB in 79, 5211 was still the original black inside and out, with red leather upholstery, and the original V bumper. It had white-walls and plain hub caps, not Lincoln or Chrysler, of unknown origin and provenance. It was fitted with Mallory Magspark, a device to lock the hydraulic brakes, and a Hickcock Charginator. It was beginning a mechanical and cosmetic restoration.

This is the first known car with the brass plaque on the firewall—"W.O. 19 SER 5211".

5212 WO 20. Coupe. Original engine 52-8-10238, replaced. 52 registration, The original owner was Henry Dingley of Fla. and Me. Circa 56, he had the car re-engined, as described in his ad in R&T Apr 57, "New 340 hp 3008 Chrysler engine. McCulloch supercharger with special built aluminum pressure box & 2 four barrel carburetors with external adjustments. Heavy-duty B-W transmission with overdrive. Custom installation by Bill Frick Motors. Dunlop RS tires, heater, radio, special overdrive & supercharger controls, etc." Dingley does not recall who bought it. What is obviously the same car is advertised in R&T Apr 60 by R.H. Featherstone of Chico, Cal.

The continuous history of the car begins with its sale in 60 by Ace Sports Car Center of Oakland to Dan Esberg, who was told that it was being sold for an Air Force major. It was then black. Esberg disassembled the car and left it in a body shop while he was in Asia. The body shop owner died and the car disappeared and was reported as stolen to CAM. It came into the hands of X who sold it to Eric Jewett who sold it to Jack Castor. Esberg heard of the car and reclaimed it, selling it circa 78 to Jay Oppenheimer.

Oppenheimer was unwilling to disturb the wrappings of the parts of 5212 to assist a complete survey of its features. However, he did indicate that it had a 5206-type horn button, which identifies it as an early car, and that it had special supercharger and overdrive controls and a 3-speed box, which, with the evidence of the proximity of Chico to Oakland, is sufficient to identify it as the Dingley car. The registration year is from the Featherstone ad.

The car bears a plaque identifying it as a 57 Watkins Glen participant. The Glen records have been destroyed, but the former general manager recalls no C-3 ever racing there. However, there is a snapshot of a C-3 coupe in a parade of classic cars through the village of Watkins Glen, said to be 54 or 55, but perhaps later. The car is tan and brown (Dingley's colors), has vent windows, Jaquar Mk VII front bumper, Lincoln hub caps, and outside mirrors on both front fenders. (This is likely not 5222 because that car had the mirrors much farther forward.) Since the Watkins Glen Grand Prix was in the Fall, the owner was probably the purchaser from Dingley.

Oppenheimer had the car under restoration in 79 and reportedly offered it for sale in 81. It appeared at Laguna Seca in 81.

(5213) renumbered 5442, see below.

5214 WO22 Coupe. Original engine 20-1039. Probably 53 registration. Factory records say heavy duty stabilizer, windshield washer, hood straps. And brake air scoops. A forty gallon gas tank is mentioned in several places. The car was ordered by Antonio Chopitea of Lima, Peru,

C-3 (cont.)

but was delivered to Cerei, S.A. (Inc.), presumably his company (wrong). Queries to Peru have received no response. Incorrect info – car went to Olle Nicanor, Cerei S.A., Bage, Rio Grande do Sul, Brazil.

The Vintage Car Store dimly recalls being involved in the shipment of a Cunningham from South America to England. That's all we know of 5214.

5215 WO23 Coupe. Engine 53-8-1086, still fitted. 53 registration. All specifications like 5211. The original owner was Floyd McRae* of Ga. His heirs sold it to Harrah circa 72. When Harrah obtained 5227, 5215 was sold at auction circa 75 to Terry Bennett of Mass. and Saudi Arabia, who stored it in Cal. until late 78 when it was transferred to storage in Mass.

When inspected by BBB in 79, it was fitted with Zenith wire wheels as shown in the catalogue of the Harrah auction, a non-original rear bumper of unknown origin (probably a foreign car of the 50s), Lucas front parking lights, and had rather tacky tan upholstery. Bennett advertised 5215 in Hemmings mid-79, selling it to Tom Smith of NJ who was restoring it at last notice.

This is the only Cunningham fitted with a 53 engine—that the last four digits of the serial number begin 10 ...suggests that this was a continuation of Chrysler's industrial engine series. The car has no serial plaque. The serial number is in the owner's papers. 5215 is still the original metallic blue.

(5216, 5217, 5218) These were C4Rs described above.

5219 WO 24. Coupe. Original engine 52-8-41414, replaced. 53 registration. This was the first 107" wb car. The original owner was Jack Hinkle of Kan. He refitted it with Chrysler engine #542-8-19487 with 2 4-bbl Carter carbs and Halibrand knock-off disk wheels. He sold the car to X* who moved to Ind. (The original engine was given to Floyd Hendrickson* of Cal.)

The next known owner is the dealer Jake Menzie of Ind. (who also had chassis) who sold it to John Delamater of Ind. circa 64, who sold it to Boyd Keyes of Ohio circa 65. At this time, it was white and still had the original V bumpers. Keyes advertised 5219 in Hemmings Aug & Sep 68, selling it late that year to T.L. Wilson of Tenn. (see also 5207) who still had it in 79. Wilson reports that the car is still white, has power brakes, waved flag horn button, missing heater and hood hold-ups, and has a mysterious "T" handle on the dash.

The car has no serial plaque. It is registered by the original engine number. It lacks luggage straps, as indicated in Cco. records.

5220 WO 27. Coupe. Original engine 52-8-43244, replaced. Probably 53 registration. Cco. records show this to be the first car with Mopar radio and heater. The car was sold to Lawrence S. Reed of Tex. We had a Chevrolet with air conditioning fitted and gave the original Chrysler to a Catholic school for a shop project.

He sold the car in the late 50s to the dealer Wendell Hawkins of Tex., who remains untraceable. Reed recalls that Hawkins sold 5220 to a Houston mechanic. There the trail end. All serial numbers are from Cco. records.

C-3 (cont.)

(5221 WO 28). This was a chassis that was damaged in shipment to Vignale and returned unbodied. It was fitted with engine 52-8-41029. Its disposition is unknown.

5222 WO 29. Coupe. Engine 52-8-42333, still fitted. 53 registration. It was purchased by Robert V. Dowling* of NY and passed to his daughter Mrs. Ruth Brunn of NY in 73. It was last registered in 71.

Cco. records are ambiguous about the original color. The instruments are brown and maroon. According to a contemporary witness Dowling would not accept the car from Momo in those colors. It is now black and tan insets, but the low quality of the paint job indicates that it could not have been done by or for Momo.

Over the years, Dowling had much work done on this car, mostly by Momo: non-standard Lucas windshield wiper with the motor in the engine compartment; stock Chrysler engine water outlet; Jaguar Mk VII bumpers front and rear; unusual pedals; back-up light switch at steering column end of shift linkage instead of usual transmission location; unusual routing of plug wires on left-hand rocker arm cover; 6v Motorola ammeter; 12v battery with center tap; second ammeter under dash; red light in place of starter button.

When examined by BBB in 79, 5222 was lacking the Cunningham script on the trunk, had a broken air scoop trim, had plain conical hub caps, and was in need of a cosmetic restoration. It also had twin mirrors on the fenders, but much farther forward than those on the Watkins Glen car identified as 5212.

The car has the serial plaque and the owner has especially copious documentation.

5223 WO 30. Coupe. Originally sold with engine 542-8-1979, still fitted. 54 registration. Completely stock 54 Chrysler engine with 2 bbl carb and Powerflite automatic transmission operated by standard Fluid Drive shift lever with no selector quadrant. No clutch pedal. Bendix hydrovac power brake booster at left rear of engine compartment. Long shroud on radiator. Electric windows (the only car so equipped, according to Cco. records.)

This car was intended to be a factory demonstrator, which may explain why its chassis was shipped to V later than its serial number would suggest – because production was so delayed, priority had to be given to customers' cars. According to Cco. records, it was to be fitted with engine 52-8-41479, Cadillac transmission, and bucket seats. A Cco. memo of Oct 53 shows the car at WPB with this flaw, "Pressure on clutch pedal too heavy. Difficult to engage reverse, starting from cold." This suggests the Cad box was in the car at that time.

At some later time, 5223 was refitted with the 54 engine and transmission and it is listed in Cco. records as sold to BSC. The car is photographed in an article about the BSC collection in Conn. In The Motor 23 Jan 57. BSC gave the car to his daughter, Mrs. Stewart B. McKinney of Conn.

When examined by BBB in 78, the car appeared to be completely original, including the paint, except for phony knock-off wire wheel hub caps bearing the emblem "R" – apparently Buick Riviera. The top of the dash is painted dull black.

C-3 (cont.)

5223 has the brass serial number plaque.

5224 WO 31. Coupe. Engine 52-8-41421, still fitted. 53 registration. The original owner was Newell Wood of Pa. Glenn E. Sheppard bought it from the dealer Perry Fina* of NY in 53 or 54 and drove it to Cal. where it has probably remained since. Driving impressions of 5224 by John R. Bond were published in R&T Apr 5, and Sheppard offer the car for sale in that and the May issues. It was bought by Jay Leone. The car seems to have been solid maroon, even the headlight rims, in Leone's hands and then had radially wanted phony knock-off hub caps. The car won concours in 55 at Oak Knoll and Sacramento. Leone advertised it in R&T Feb & May 56 and sold it to a doctor/dentist in Burlingame, who is untraceable.

5224 drops out of sight for a dozen years, reappearing at a Berkeley auction transformed into an ersatz Ferrari, complete with egg-crate grill, Cunningham badges stripped and replaced by Ferrari, original bumpers replaced by what appear to be Jaguar XK-140, Lucas running lights. "Body by Vignale" script gone, pseudo-Ferrari air cleaners hung on the side of the engine, horn button gone, and even an Italian license plate hung on the front. A Corvette 4-speed replaced the Fluid-Torque, the hood chrome was painted over, and there was a driver-controlled switch for the brake lights. Tach sender in engine compartment.

At the Berkeley auction, the car was bought by BSC and it is displayed at CAM. When examined by BBB in 78 and 81, it was painted metallic blue and silver and still had the Leone hub caps and dash concours plaques won by him. The map net and half the luggage straps were missing. CAM stripped the Ferrari badges and put a waved Cunningham flag badge on the hood, and reupholstered the interior. On the dash, of unknown provenance, are a BARC badge and this plaque:

Marque C111

0-60 52 sec 0-100 15.4 sec 147 CMPR

CASTLEBUSANO

5224 is pictured in Automobile Connoisseur #4 and Thoroughbred & Classic Cars Feb 80. It bears the standard brass serial plaque.

5225 WO 32. Convertible. Engine 52-8-41409, still fitted. 53 registraton. Although it has the lowest serial number, 5225 is probably not the first convertible. Contemporary journalism reports that the first convertible was displayed at Geneva, and that car, as we shall see, was 5229. Cco. records suggest that 5225 was intended as a coupe. It may be that this car was begun as a coupe and transformed into a convertible in response to the revised Cco. order.

The early history of 5225 is sooty. Factory records identify the first owner as "Millbank"—a check with the Millbank family of NY was fruitless. In the mid-50s, the car was seen driving in NYC. There is a snapshot of what must be this car in a parking lot at Watkins Glen in 53 or 54—it had Gandini hubcaps and an unusual bumper resembling that of a Lancia Aurellia GT.

Another report is of a beat-up convertible seen at Rockefeller Center in the late 50s—this could only be 5225.

C-3 (cont.)

The car disappears until 1964 when it was shipped from Hamburg to Texas by H. Sluyter of Germany and Texas. The car was supposedly obtained in Austria. It had Gandini hubcaps, was missing the front bumper, and had non-standard parking lights. Sluyter stored 5225 in Texas until 79 when he sold it to John Lee of Tex. who began a restoration in 81.

5225 has the brass serial plaque.

5226 WO 33. Coupe. Original engine 52-41432. Probably 53 registration. Factory records say the first owner was “Bass”. The only information about this car is from Cco. records—there is no other trace of it.

5227 WO 34. Coupe. Engine 52-8-41417, still fitted. 53 registration. This car was given a special cosmetic prep at WPB and is the car shown on the cover of Mechanix Illustrated Oct. 53 (Gandini hubcaps) and a Cco. publicity postcard (Chrysler hubcaps.) It was dissolved at the 53 DC auto show and was at Momo. It was driven to San Francisco, displayed at the Palace Hotel, and sold to William B. David, who entered it at a Pebble Beach concours, winning a prize. 5227 is shown at Pebble Beach in 54 or 55 in True’s Automobile Yearbook #5 (white-walls, Gandini hubcaps). An interior shot in another True story, certainly taken at the same time (both photos by Rolofson) clearly shows the special clear plastic knobs fitted at WPB. In the late 50s, David sold the car to Hugh Henes of Cal., whose daughter crashed it.

The insurance company sold 5227 to Paul Rawn, who restored it as a black and red car. Rawn also owned 5442, and may have taken parts from it as needed, especially the windshield. The car was sold to Harold Hove and/or Herbert Howard, who bankrolled the completion of the restoration. The car won a prize in a Pebble Beach concours of the late 60s—there cannot be many cars that have won PB as original and as restored. It was sold to Harrah’s collection in 75 and has been displayed there since.

When examined by BBB in 81, 5227 was black and red with the clear plastic knobs and original bumpers. It had a 4-speed Corvette box fitted for Hove/Howard, non-original parking light lenses, 12v battery with center tap, non-original push button on left side of dash, “Cnningham” script missing from trunk, extra-large waved flag badges front and rear, missing map net, missing front bumper guards, Auto Club of Milan badges on flanks, and mysterious metal gadgets on the “armrests” in the luggage compartment behind the seats.

The serial plaque is missing. The car is identified by its history and its engine number.

5228 WO 35. Coupe. Engine 52-8-41416, still fitted. 53 registration. The first owner was Dr. King* of NY. Early on he sold it to William Brewsters* of Conn. Brewster’s estate sold it before 58. James S. Valukis of Mass. bought it from Foreign Motors of Mass. in early 58, advertised it in R&T Nov 58, and sold it to James Q. Reynolds of Mass in Apr 60. Sometime before 60 it gained Jaguar Mk VII bumpers. It is still its original Brewster green. Lincoln hubcaps. Valukis replaced the original lever shocks with tubular. Reynolds has had the car in storage since 63. 5228 has the serial plaque.

C-3 (cont.)

5229 WO46. Convertible. Original engine 52-8-41596, replaced. 53 registration. This is the Geneva show car. It is so identified in Cco. records. Also, in Automobile Connoisseur #4 are two photos of a V convertible at an unidentified show. The background of the exterior shot is a fluted barrier surmounted by a large "Cunningham" sign; this is the sign used at the 52 Paris show, but no convertibles were completed by the 52 Paris show and all convertibles were back in the States before the next Paris show in Oct 53, so this shot must have been at Geneva. The car shown has a 2-tone paint job with dark upper and panel like 5229, and the interior shot reveals no radio like the New York show car. The 53 Geneva show as 5-15 Mar; 5225 was returned to NY on 16 Mar, while 5229 returned on 24 Mar.

5229 was also the NY show car. There were two shows in NY in 53, at Madison Square Garden in Feb and at Grand Central Palace in Apr. The program of the Garden show lists no Cco. or Momo exhibit, so the convertible must have been displayed at the April show, and 5229 returned from Europe on 24 Mar. Snap-shorts of the NYC show car reveal the 2-tone scheme described above and no radio. Cco. records show no radio fitted to 5229.

It was bought right after the show by Gene Greenspun of NJ who had it repainted white and silver. Later he had Jack Ensley of Ind. fit a McCulloch-supercharged 55 Cadillac Eldorado engine. He also switched to chrome wire wheels and had Momo add extra rear shocks. Greenspun advertised the car in R&T Apr 57 and sold it to a Dr. Wallace of Fla., where it has remained since.

Wallace sold 5229 to Charles Allison circa 58. It was advertised in R&T Apr 60 by a Mr. Paul, apparently an agent for Allison, and was bought by Dale Powers (see also 5103). By this time the car had hard usage. An early 60s photo reveals the front bumper missing, one headlight rim missing and the other non-original, hubcaps non-original, and a light paint job with a single dark stripe on the hood.

Powers replaced the Cad engine with Chrysler #58 11201 and Torgueflite and sold 5229 to Stu Barnette in the early 70s. By this time the car had lost the inner right fender, the air duct from the grill, and the dashboard. Barnette obtained the dash from 5440 and found a Cunningham manifold and carbs. He began a complete restoration and seems to have nearly completed the job before selling the car to William C. Boardman of Fla. and Me. in early 80. A photo of the car about the time of transfer shows it painted silver and black, with bolt-on wire wheels and what must be a reconstruction of the original bumper.

Boardman displayed 5229 at Sebring 81 and offered it for sale later that year. The car has the brass serial plaque.

5230 WO 37. Convertible. Engine 52-8-43236, still fitted. 53 registration. This car is unique because it was built with a rear seat constructed so that one person sits sideways behind the front passenger with his feet on the floorboard behind the driver. The car was sold by Momo to Nelson A. Rockefeller* of NY and passed to his estate upon his death in 79. For a long period of time, the car was on loan to his friend Allston Boyer* of Long Island, who had a role in the original sale.

C-3 (cont.)

5230 was part of the Museum of Modern Art “Ten Automobiles” exhibit in Sep 53. Although the catalogue of the exhibit has photos of 5207, identifying the car as a 52 owned by Cco., photos by Georges in Freeman, Sports Cars, p. 178 and in BBB’s files show a convertible in MOMA’s courtyard. Other Georges photos in Esquire May 55 reveal the car (mislabeled C-4) to be purple with a tan top, the colors it still bears.

When displayed 5230’s exterior was standard, with white-walls and Lincoln hub-caps. When inspected by BBB in 77 and 79, it had Jag MK VII bumpers, elaborate rear wheel spats, an A.W. Rosen mirror, the left arm rest lowered (Rockefeller was abnormally short) and had been re-sprayed, but was otherwise original. It even had the jack in its original box (a Walker 120 Vertilift—according to Walker. Last catalogued in 49). 5230 has the brass serial plaque.

5231 WO38. Convertible. Engine 52-8-41423, still fitted. 53 registration. The original owner was Ben Johnson* of Ind., who fitted Dayton wire wheels, a Packard 3-speed box with overdrive, and substantial engine modifications, including milled heads, a racing cam, and lots of chrome. Above the Cunningham script on the trunk lid are tiny crossed flags, the left flag a tiny block “C” on a checker, the right flag a V badge on blue & yellow quarters, presumably the Vignale colors. Johnson sold it sometime in the 50s to Jack Siler of Ohio who sold it before 61 to Jack J. Mayl of Ohio who sold it in Apr 62 to John Paolantonio of NJ (se also 5211). When owned by Mayl it was grey, red, and dark grey—probably the original paint job, with speed lights, now gone.

When examined by BBB in 78, 5231 was repainted silver and black, had the original bumpers, was fitted with an Edmunds manifold with 2 4-bbl Carters, either by Johnson or Mayl, with stock Chrysler water outlet, Bendix Hydrovac power brake booster under hood like 5223, tach sender under hood, non-original gas tank, electric fuel pump, probably AC, and back-up lights fitted with red lenses to supplement tail lights.

5231 has the brass serial plaque.

5232 renumbered 5440

5233 renumbered 544

5234 renumbered 5443

5325—5240. See chassis and bastards. p. 24.

(In Feb 54, four C-3s remained unsold. Certainly because the 52 serial numbers might cause customer resistance, the cars were given new serial numbers and new placques.)

5440 (ex-5232) WO 39. Coupe. Original engine 52-8-44983, replaced. Probably 54 registration. The original owner was William C. Rands of Fla. and Mich. who sold it circa 55 to Howard Girardin of Mich. who repainted the original black to red and fitted a Chrysler 300 engine with a Chevy transmission, probably a Warner T-10. Girardin offered it for sale in R&T July & Sep 58, and sold it to someone he remembers only as “a young man from Syracuse.”

C-3 (cont.)

Here there is a gap in the history of 5440. This is probably the ratty black-and-cream coupe spotted circa 65 in Newport by the Journalist Rich Taylor. In the late 60s the car was in Conn., then was owned by a Mr. Frederick in NJ, and appeared in a Queens Junkyard where it was discovered by George Antia of NY. The car was then in very bad shape with windshield, engine, and trans missing, but a floor shift linkage remaining, power windows, and electric fuel pump, probably not original. Antia put in a late 50s Chrysler engine with Torqueflite.

In the early 70s, Antia swapped the car to All Lugo of Conn. for 5441, but retained several parts including the left instrument cluster and the serial number plaque. Lugo transferred the dash and remaining instruments and knobs to Barnette, the owner of 5229. Lugo advertised 5440 in the New York Times in July 77 and sold it to Larry Tory of NY. When examined by BBB in 77 and 80, it was painted cream with brown trim and had a badly dented and rusted body. Tory stripped and repainted the chassis. Tory advertised the car in R&T in early 80 and in Hemmings Mar 80 and sold it at the end of the year to Dean Dietrich of Ill., who is restoring it.

5440 is missing the brass serial plaque, but BBB has seen it in Antia's hands.

5441 (ex-5233) WO 40., Convertible. Engine 52-8-43235, still fitted. 54 registration. Originally equipped with a leather-covered dash. It was hard to sell this car. In the summer of 54, it was displayed at Momo, where it probably gained its A.W. Rosen outside mirror. When Irving Robbins of Cal. approached Cco. about repairing 5104, it was suggested that he trade it in for 5441. While there is no direct evidence that he did so, Cco. records show a credit to him for a trade-in, Cco. employees recall the deal, and 5441 shows up in Cal. near Robbins home at Palo Alto.

Sometime before 57, 5441 was displayed at the Pebble Beach concours. See R&T Mar 57 and Moloney & Dammann, Encyclopedia of American Cars 1946-1959. The PB car has Gandini hubcaps and the A.W. Rosen mirror at the very forward edge of the door, as on 5441. Later snapshots show the same car progressively with the V bumpers replaced by Plymouth station wagon and the original wheels and hubs replaced by 14" with conical hubcaps.

5441 was owned in the early 60s by Belmont Motors of Cal. It was advertised with photo by D. M. McGreevy of San Francisco in R&T May 66. Its continuous history begins in 66 when it was bought from Hampton, a dealer in El Cerrito, by William Cattell (see also 5442). He sold it circa 70 to the dealer Stern Haskell of NY, who put it out on consignment to the Vintage Car Store, but it remained unsold. It was sold at the Kirk White auction at St. David's, Pa. in 71 to X of NJ who sold it to Ali Lugo of Conn. who swapped it (for 5440 and cash) to George Antia, then of NY now of Fla. Between the auction and Antia the crossed flags on the trunk like 5231 disappeared. Antia refitted 15" wheels and Lincoln hubcaps. The car was still the original red when examined by BBB in 77 and 80.

5441 has the brass serial plaque. However, it may be registered as 5440.

5442 (ex-5213) WO 21. Coupe. Engine 52-8 52-8-10226, still fitted. 54 Registration. The early history of this car is especially intractable. Factory records show it returned to WPB in Jan 53, but not available for sale until June. Records dated Spring 53 describe the car as metallic grey with grey interior trim. The car was still unsold well into 54 and Cco. records at that time

C-3 (cont.)

describe it as brown with red interior trim. There is no record of the original owner.

The known history of 5442 in 64 when it was crashed by a dentist's wife, and sold by the Fireman's Fund Insurance Co. to H&M Auto wrecking of Oakland., Cal., and then to Paul Rawn, who also owned 5227 at the time. It was then painted off-white. Rawn sold it to William Cattell (see also 5441) who sold it in 74 to David Willison, who did a complete restoration including a new windshield and reconstruction of V bumpers without bumper guards. Willison, who stripped body down to bare metal, reports that it was originally white. The instrument faces are red.

In Willison's hands, the car won a prize at the 76 Silverado concours and was advertised for sale in Old Cars 22 Mar 77, Hemmings in 76 & 77, but was unsold. The car is pictured in Car Classics Apr 77 with Lincoln hubcaps and white paint. It was displayed at Laguna Seca in 81? and offered for sale in Hemmings that year.

5442 has the brass serial plaque.

5443 (ex-5234) WO 41. Coupe Engine 52-8-42169, still fitted. 54 registration. Cco. records do not indicate the original owner, but there is strong evidence that he was Fritz Ludington of the Bahamas and Tex: Several contacts identify Ludington as an original owner, therefore of 5442 or 5443; his widow recalls the car as red and white, close to the original red and prev: the late 50s owner, Seeman, said it was from Texas, the residence of Ludington's widow. She recalls its sale to a dealer in West Palm Beach.

The definite history of 5443 begins in 58 when it was registered by Fred Seeman* of NY who sold it circa 63 to his neighbor Charles Bow, but continued to maintain it. This is the most thoroughly worked-over C-3. It was probably modified in Texas in 56 and later by Seeman, a machinist. It has a Chrysler 300 manifold with 2 4-bbl Carters. An early air conditioner v-compressor takes the place of the generator; on the left side of the engine was a huge Leece-Neville alternator, replaced by Seeman with a Motorola identical to that fitted to 5222 (he lived near Momo). There is a special fan hub placing the fan farther forward.

Other modifications to 5443 include: custom pulleys, one scribed "E.A.T." with a Jul 56 date; insulated firewall; remote lubrication fittings for front suspension and water pump, additional shrouding around radiator and a.c. radiator; stainless steel exhaust system; electric fuel pump and fuel filter; Bendix Hydrovac behind passenger seat; retrofitted power windows and inside control side mirror; Mercury station wagon bumpers; air horn; window washers.

Apparently the car had a trunk a.c. condenser which was replaced by an under dash unit built into a console with a radio speaker. Speakers are also in the "armrests" on either side of the luggage tray. Seeman gilded the grill center and interior knobs and handles, installed Marchall headlights and running lights, built larger taillight lenses, and constructed an illuminated inset license plate frame. When the car was in Bow's hands, Seeman fitted Ansen knock-off alloy wheels.

Bow sold 5443 circa 76, and it passed through several hands including an auction to Roaring 20s cars of NJ, from which it was bought by BBB in 77. A crude hole had been cut in the dash for a

C-3 (cont.)

tape-deck; this has been restored to original with Mopar 608. The original wheels and Gandini hubcaps were retrieved from Bow, and all missing parts have been obtained.

5443 has the brass serial plaque. This is the last C-3.

CHASSIS AND BASTARDS

The original understanding between Cco. and V was that 50 C-3s would be produced. The market could not absorb that many cars, and with the shipment of four chassis to V in Feb 53, production was halted at 26 (including the chassis damaged in shipment). Many chassis remained in various stages of completion. The list below is adapted from a Cco. memo of 2 Feb 53:

<u>SER*</u>	<u>WO</u>		
5235	42	90%	complete
(5236)	43	“	“
5237	44	“	“
(5238)	45	“	“
5239	46	80%	“ ; labor cost about \$650, material cost about \$2150
5240	47	70%	“ ; approximately same
(5241)	48	22%	“
(5242)	49	22%	“
(5243)	50	22%	“ ; maximum on any of these about \$315 for labor and
(5244)	51	20%	“ ; \$370 for materials: total \$685.
(5245)	52	90%	in welding
(5246)	53	70%	“
(5247)	54	35%	“ “(R.B. estimates that welding represents 20% of
(5248)	55		total \$147 spent, our man-hours outlay on chassis).” Red Byron?

*added by BBB

Nothing in the memo implies that these 14 chassis are the total that were begun. It is possible that another 10 projects were initiated, but very little could have been achieved on WOs above 55.

When VPB was broken up in 55, unbodied chassis were removed in at least two batches. A lot of miscellaneous parts went (with 5208) to Tony Oliverto of Tex, including three or four engines and 12-14 frames, without suspensions and motor mounts. Oliveto sold these to local hot-rodders, among whom were Tiny Munoz* and Herman Kluge. These would seem to be the partially begun chassis. No attempt has been made to trace them.

A second batch went with Jack-Shakespeare* to Ind. All or some of these were advertised in R&T Jul 56 by Hilltop Trailer Sales of Evansville; the partner of the late proprietor recalls about three or four of them. Sometime in the early 60s, a pair were owned by Jake Menzie (see also 5219) a dealer of Warsaw who has not answered his telephone for three years.

Chassis & Bastards (cont.)

5235. WO 42. Chassis, bodied by Hanley. Engine number unknown. 55 registration. John Hanley* of Wisc. bought this chassis from Hilltop and had a special body built on it in the late 50s. It was designed by someone from Brooks Stevens' shop and was executed by Bob Jones of Indianapolis—a coupe with a Lowey Studebaker top, a front end rather like a Chrysler 300C, and a rear very like an Avanti. A Cadillac box was installed, probably replacing fluid-Torque.

The car was sold to a doctor in Black River Falls, Wisc. After his death, it was sold to “a young man in Pewaukee.” In 80 or 81, it was spotted in a back yard in Pewaukee in the possession of Charles G. Kinlev, who does not answer mail.

5237 WO44. Chassis, bodied by Knudsen. Engine 52-8-42336, certainly original. 55 registration. This is another Hilltop car. Ralph Knudsen of Wisc. was a friend of Hanley's, and the cars were built as a pair, but Knudsen's was never finished. He sold it to Henry Baske of Colo. Who sold it to Ed Lanning of Colo. who advertised it in Hemmings in 77 and sold it to Deane Fehrman of Colo. who advertised it in Hemmings in Oct 79 and Mar 80 and R&T Mar 80, as a roadster. It has a Cadillac transmission, retrofitted for Knudsen. In 80, it was sold to Bud Buck of Cal., who brought it to Laguna Seca in Aug. 81. At that time, it was a roadster in grey primer with quad headlights (the original configuration) but with the rear end modified to be more like a sports roadster Cunningham, with round Ford Falcon taillights.

523X (probably 5236 or – 38) serial and WO numbers unknown. Chassis. Engine 52-8-42343, probably original. This is almost certainly one of the Hilltop cars. It was bought about 57 from Sunset Speed Center of Haubstadt, near Evansville, but Harold Hamby who sold it in 58 to Larry Graulich, both of Ind. Hamby recalls that it had the brass serial plate when he owned it, but Graulich does not report it. Hamby put on gauges and enough of a cockpit to drive it, and says that Graulich fitted a hot-rod Model 1 A Ford body. It had Fluid-Torque when Hamby sold it; Graulich reports 3-speed standard box, maybe Ford. 107” wb.

5239 WO 46. Chassis. Engine number unknown, probably original. Leon Tuttle of Michigan City, Ind., advertised this in Old Cars circa 76 as a C2, but photos with the ads clearly show a C-3 with the 4-Zenith manifold. The text of the ads indicates 107” wb and Fluid-Torque. It is not possible to get consistent information from Tuttle, so the following must be taken with a grain of salt. He bought two chassis from Jake Menzie of Warsaw who got them from “a dead rich guy” who was a friend of BSC—obviously Jack Shakespeare. One chassis was sold to Cal; the other to Milwaukee, probably this one, but this may be a confused memory of the Knudsen or Hanley bastards. The WO and SER numbers were reported by Tuttle from the brass plaque.

5240 WO 47. Chassis. Engine 52-8-44975, probably original. This is a Hilltop chassis, owned in 78 by Richard Sigler of Ind. He reports it as having the 4-Zenith manifold and Fluid-Torque and a 105” (probably mis-measured) wb.

52XX serial, WO, and engine numbers unknown. Chassis. This would be the other Tuttle chassis, if it exists. Support for its reality is given by the photos in the Tuttle ads, one of which clearly shows the cowl structure, but the other seems not to show a cowl. If this is the chassis that went to Cal. it might be the one reported by the Journalist Rich Taylor to have been advertised in a San Francisco newspaper circa 75.

Chassis & Bastards (cont.)

???? Mysterious bastard. Very little about this car is known save that it is claimed to be a Cunningham. This car was in Boulder, Colo. in 80-1 in the possession of one Scott Seamans, who does not answer mail or return phone calls. This is third-hand information about the car: Seamans assembled it from pieces he bought from a racing driver who lived in Georgia. It has a fiberglass 2- seater body. Chrysler hemi probably with 2 4-bbls, and 3-speed box. Seamans made windshield frames, etc. it has alloy wheels.

???? Mysterious chassis. There exists a snapshot taken in front of WPS of an unbodied C-3 chassis ballasted front and rear and fitted with racing bucket seats and a windscreen in front of the driver. It is parked next to a V coupe painted light on the upper part and a medium shade or two medium shades on the rest of the body—this is most likely 5210. (A post-war Frazer Nash was parked at WPS at the same time.)

The photographer reports that the shot was made in Feb 53, most likely late in the month. Cco records say that the last C-3s bodied by V were shipped to V on 15 Feb 53. If the records are correct (15 Feb was a Sunday) and the photographer's memory is good (it was 29 years ago), this is a deep mystery indeed. Either development work continued on one of the unbodied chassis (most likely 5235) or there was fiddling with the dropped chassis (5221).

???? Mysterious chassis record. Cco. records show a 54 sale of a chassis for \$7100, consistent with other factory estimates of the cost of a C-3 chassis. Nothing else is known of this chassis. Of course, one cannot but speculate that it is the mysterious chassis described above.

Now turn back to p. 24 and note that six chassis were far enough along in construction to warrant being potentially used for a car, and remember that we have clear proof of five Indiana chassis and strong evidence of a sixth. By process of elimination, the mysterious record and the mysterious chassis must be the same. This is more plausible than alternative constructions of the data: the mysterious record cannot be the C4R or C5R because Moran wrote later that he paid \$15K for each; it is unlikely to be the C2R swapped in by Robbins because of reports of its destruction and also because the chassis of an entire car traded in for \$1000 would not bring \$7100; reports of a long wheelbase C-3 are mis-remembrances of a request to V to fit 4-seater bodies to the 107" wb, to which he replied that he could not accomplish. Only the damaged chassis 5221 answers all problems.

LOOSE ENDS

These data could not be identified with a car. Most of them are rumors and casual sightings.

The owner of 5228 reports the extraordinary coincidence of two other Cunninghams parked with his in Boston's Copley Square 60-63. 5209 was the only other car known to be in New England at that time. Unless someone was touring far from home, the second car could only be 5440 or 5442.

It has been suggested that a James Simpson, an OSCA driver of the 50s, was an original owner. If so, 5442.

A source in Oakland remembers an old couple “in the valley” having a Cunningham the early 70s. Perhaps 5224 with the time compressed in recollection.

A dark blue coupe was seen on the road in southern Cal in the mid-70s. Perhaps 5215, 5224, or maybe 5208.

A “german silver” coupe was reported in NJ circa 77. Perhaps a poor recollection of 5443.

The same source reports a Cunningham displayed at a NY auto show circa 71.

A Bob Young/Yung/Jung of Omaha offered a coupe for sale in 77.

In 78, there was said to be a car in Phoenix, perhaps owned by a pilot.

There exists a 55 New York registration of a coupe owned by Harold A. Smith of Lackawana (sic.) This is obviously a forgery.

SUMMARY OF MISSING CARS

<u>V coupe</u>	<u>last seen</u>	<u>wb</u>	<u>remarks</u>
5208	L.A. 56	105	early detailing, non-original engine, no rub strip, blue.
5214	Peru 53	105	early detailing, 40-gal tank, probably green
5220	Houston late 50s	107	Chevy engine, a.c., maroon & grey.

Also missing or not positively identified are chassis 5221, 5236, 5238, & all partial chassis past 5240.

5104 was broken up. No other Cunningham is known to be destroyed.

QUASI-CUNNINGHAMS

Neither of these cars are strictly speaking Cunninghams, but no account of the marquee would be complete without them:

Cadillac Special. “Le Monstre”. A 50 Cadillac with engine and suspension modified by Frick-Tappet and an aerodynamic roadster body designed by Howard Weinman of Grumman Aircraft. It is described in detail in R&T Oct 50. It ran at 50 LM (#2) BSC & Walters, 11th, and was the pace car at Watkins Glen 50. Apparently it never was raced again, has always been in BSC’s hands, and is displayed at CAM.

CAM identifies this car as “1950 Cunningham” but it bears a Frick-Tappett plaque and is identified as a Cadillac in the official LM history.

“Cunningham-Ferrari”. A Ferrari 375MM (4.5) sold to Momo and raced by Cco. at Sebring 54, Walters & Fitch, dnf. Then it was extensively modified, most notably with liquid-cooled brakes designed by the Sanford Co. of Conn. With these brakes it ran at LM 54 Waiters & Fitch (#6) dnf. At Lockbourne AFB Walters (#31) 2nd; at Watkins BSC (#20) dnf. It may have at least practiced at Elkhart 54. In the US events the special brakes were probably not fitted.

The special scoops for the brakes cooling were removed and the car was sold to Sherwood Johnson who won the 55 SCCA national championship with it. His record: Akron Oct 54 (#100) 2nd; March Field Nov 54, 3rd; Fort Worth 55, 1st; Fort Pierce 55, 1st; Cumberland (#197) 1st. Johnson sold it to Temple Buell of Colo. who entered it in several races including Dodge City 56. Dabney Collins of Colo. was one of Buell's drivers. Rumor has it that the next owner blew the engine and that the following owner fitted a Chevy V-8. The car is untraceable.

According to the Ferrari racing car register, this car is #0400, sold to Momo. Sebring 54 was 7 March and Frosdick's Farina lists a date of 25 Mar, but Farina's records are said to be notoriously inaccurate. The car is described in articles by Kurt Miska in Thoroughbred & Classic Cars 56 and in a Ferrari club magazine of about the same date. Contemporary journalism wrongly labels this car "C6R" and "C7R." The LM official history labels it a "340MM", also incorrectly.

NOTES FOR VIGNALE CUNNINGHAM RESTORERS

This scrappy information was gathered casually in the course of the compilation:

No two C-3s are identical. The plexiglass parts list describes most later cars. Page 30 reproduces a packing list of parts sent to V. Carrozzeria Vignale has long since been swallowed by the De Tomaso combine which does not answer mail-identical interior trim parts appear on contemporary V Ferraris. V bumpers are purely decorative; restorers should consider the recommended Cco. retrofit of circa 51 Plymouth station wagon rear bumpers fitted front and rear (but it may be necessary to cut and weld in a center section on at least the front bumper) or the Momo retrofit of Jaguar Mk VII bumpers. Some outside door handles are a complete loop around the hand when opened; others are a simple lever. If the bodywork exhibits plentiful bondo, do not assume the car has been wrecked—such was the workmanship in the golden age of Italian carrozzeria. The rear "Cunningham" scripts were hand-cut from brass; every one is different.

51-53 Chrysler engines are nearly identical; 54 and later have different bell housing. Cco. sold manifolds separately, some are out there; the later competition manifolds, not being Cunningham lettering, were Chrysler made; some are out there. Hellings air cleaners. Use of the Cunningham manifold requires an extension and spacer for the distributor. Major electrics are stock Chrysler. 6 volt, positive ground. The relays and such on 5443 are Delco. Wiper motor in Chrysler. Most cars have stock mechanical fuel pump. One restorer says Walker 21027 mufflers fit.

The instruments are said to be Stewart-Warner with V faces; it may be possible to match them from contemporary US cars. The tachometer is by Sun—the sender unit is ER-1 or -1A and the receiver is 2-331-17 or RC60. Sun has none and has no information on fixing them. Westach of Sonoma, Cal., has a one-piece unit identical in size and appearance to the Sun receiver, except that the cut-out for the face is round instead of the Sun quadrant. Batteries for the Sun are 1.35 volt; available from Mallory and Eveready.

The bell-housing to fit the Cadillac box is an elaborate fabrication which would be enormously expensive to duplicate. A little sturdy of Chilton's or the Chrysler shop manual will reveal the marve is of the Fluid-Torque M-6 transmission. By disconnecting the governor, the car will stay

in 2nd and 4th, with some engine braking, and 1st and 3rd, with free-wheeling, available by kick-down on the button at the end of the shift lever. The C-3s have a reputation for overheating;; it helps to use the clutch in stop-and-go traffic because the torque converter uses the engine oil and transfers heat to the engine. Making the phony air scoop functional may also help. Also try the stock Chrysler water plumbing.

On the later cars, the steering box is Gemmer. The universal joint in the steering column is a mystery—it has a tapered hole at either end. The gas tank is also strange—one ex-CCo. employee suggests it may be a stock US car top with a custom-made bottom, but p. 30 suggests that it is a stock part.

Parking lights are 51 Merc back-up lights. Tail lights are Italian, identified only by patent number, surely proprietorial. Back-up lights are circa 52 Pontiacs and current Checkers. 50 Ford headlight rims are said to fit.

Watch for rust below front bumper, under doors, and especially in front of doors at bottom of windshield posts—you must enter via front fenders to get at it. There have been reports that the rear lever shocks break in hard use.

UPDATED REGISTER

COMPILED BY:

LAWRENCE W. BERMAN

JANUARY, 2011

JULY, 2017 (updated)

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LARRY@BRIGGSCUNNINGHAM.COM