

CHICAGO BRANCH  
2341 MICHIGAN AVENUE

PITTSBURGH BRANCH  
5852 BAUM BOULEVARD

NEW YORK BRANCH  
21 EAST 57TH STREET

BOSTON BRANCH  
1117-1119 COMMONWEALTH AVENUE

# James Cunningham, Son & Co.

## The Cunningham Car

Rochester, N.Y.  
Dec. 4, 1926



Harry L. Day,  
P. O. Box 408,  
Wallace, Idaho.

Dear Sir:-

Your favor of the 28th ult. at hand.  
We can furnish you with a battery for your car  
on receipt of New York draft for \$36.00 As our  
records show, it is a long, narrow battery .

Pleased to hear that the car is still  
in good condition, and giving you fine service.

Awaiting your order which would receive  
our prompt attention, we are,

Very truly yours,

JAMES CUNNINGHAM, SON & CO.

JWF:MLN

A handwritten signature in cursive script, appearing to read "J. W. F. Miller".

Treasurer

" BUILT TO MAINTAIN A REPUTATION OF EIGHTY-SIX YEARS "

Nov. 29, 1926.

Jas. Cunningham, S on & Co.,

Rochester, New York.

Gentlemen:

We require a new battery for Cunningham car purchased at San Francisco in January, 1919.

Car No. V-2132  
Engine No. V-2279.

Please quote us price on this battery. We understand that they are not now carried by the battery makers.

The car is in good condition and doing good service, with the exception of the battery, which has been twice rebuilt, meantime.

Yours very truly,

HLD-H

Mar. 24, 1927.

James Cunningham, Son & Co.,

Rochester, N. Y.

Gentlemen:

Referring to your quotation of December 4, 1926:

Herewith my New York check for \$36.00, for new battery for this car.

If there has been any change in quotations, more or less, you may debit or credit me, as the case may be.

Please ship via express, collect, and mail duplicate express receipt with invoice.

Yours very truly,

HLD-H.

Enc.1

Class of Service Desired	
Fast Day Message	
Day Letter	
Night Message	X
Night Letter	

# COPY OF TELEGRAM

Chg. HLD.

Wallace, Idaho, April 4, 1927.

James Cunningham, Son & Co.,

Rochester, N. Y.

Letter twenty fourth. When will you ship battery. Wire collect.

Harry L. Day

September 8, 1927

James Cunningham, Son & Co.,  
Rochester, N. Y.

Gentlemen:-

Sometime ago I had balloon tires installed on my Cunningham sedan purchased at San Francisco in January, 1919, engine No. V-2279, Car No. V-2132.

Taking advantage of the fact that I am now having the cylinders reground and new modern pistons with suitable rings installed, I desire also to replace with your modern equipment:

1 - carburetor instead of the old Stromberg,

1 - set steering gears to replace those now in use for  
33 x 6.75 balloon tires.

Please quote me price and prompt delivery on these items as early as practicable, together with any other information or suggestions which may occur to you.

The old car is otherwise in excellent condition and has done an unknown number of miles. The family thinks so much of it that I do not care to give it up, but on the gas now obtainable, the carburation is poor and with the balloon tires it steers hard, except at advanced speeds.

Yours very truly,

HLD:R

COPY.

JAMES CUNNINGHAM, SON & CO.

Rochester, New York, April 25, 1928.

Mr. Harry L. Day,  
Wallace, Idaho.

Dear Sir:

In answer to your wire of the 25th instant, we are herewith sending you our instruction book for Model 5 Cunningham Car. Your car is our Model 3 and the instructions are the same as Model 5 with the exception of the Delco instructions and these are given in the pink folder that we are enclosing inside of the Model 5 instruction book.

We are also enclosing a sketch showing the firing order and a diagram showing how we number the cylinders.

We do not know of any reason why you should be troubled with the engine heating unless it is that the new pistons are too tight a fit.

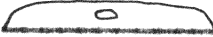
These should have .004" skirt clearance. The clearance of the top shoulder between the top ring and the top of the piston should be .014". The clearance of the second shoulder should be .012". The clearance of the third shoulder should be .010". The piston ring should have a clearance at the joint of .008".

The engine will require a little running in with new pistons and rings before you can expect to have a free running engine.

If there is any more information you wish, we will be pleased to send you same.

Very truly yours,  
JAMES CUNNINGHAM, SON & CO.,  
D. Ferguson, Chief Engineer.

DF:KFK

Firing order	Numbering
1 - 3 - 4 - 2 R. H. Block	 - Radiator
8 - 6 - 5 - 7 L. H. Block	5 - 0      0 - 1
	6 - 0      0 - 2
	7 - 0      0 - 3
	8 - 0      0 - 4