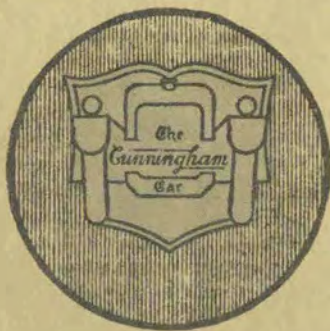


CUNNINGHAM MOTOR CARS



CUNNINGHAM MOTOR CARS



JAMES CUNNINGHAM, SON
AND COMPANY
ROCHESTER, N. Y.

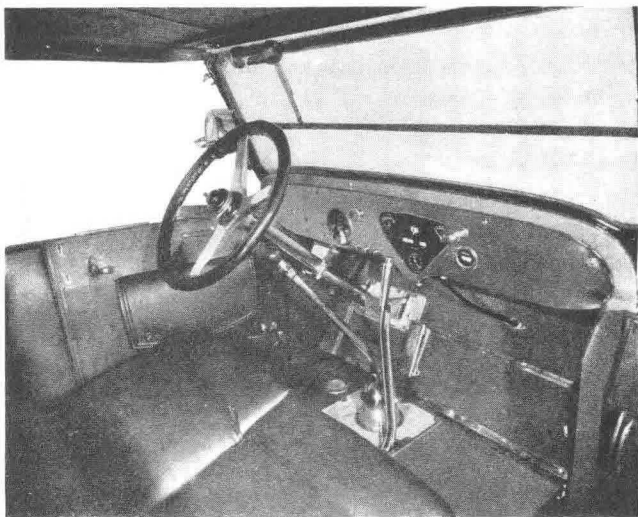
CUNNINGHAM MOTORS



THE new series of Cunningham models featured in this booklet is offered with the confidence that they embody to the greatest degree all that is distinctive and luxurious in modern motor car construction.

Individuality of design, dependability of operation, ease in riding and driving are combined in these new models in a manner to more than satisfy the requirements of the most discriminating purchaser. Contributing to the high standard of excellence that has always characterized Cunningham products, is our policy of subordinating quantity of production to quality of workmanship. Each car is manufactured as a distinct unit of production complete in our own plant, under the painstaking care of artisans who have no superiors in their respective handicrafts.

Comparing the general appearance of the new Cunninghams with earlier models, many changes are noted which add to their style and attractiveness. The radiator, the hood, and the cowl have been entirely redesigned, which, with the new long and graceful body lines, im-



Every unit of the Cunningham controls is designed and located to give utmost driving convenience.

part a sense of power and fleetness as well as that of impressive strength and distinction.

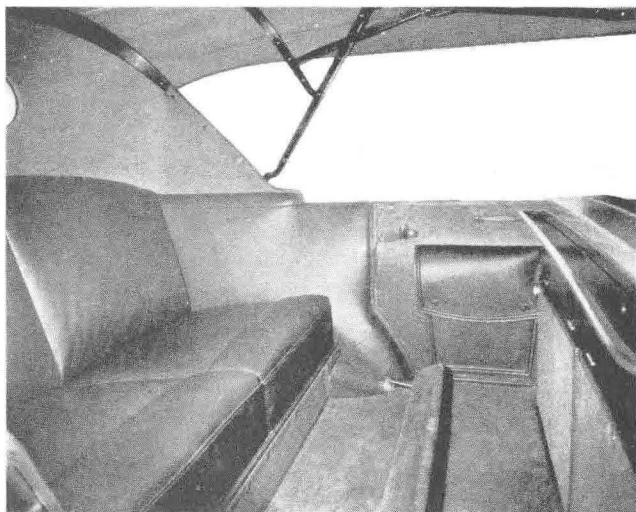
The chief improvement is the new Cunningham motor—the heart of the product. The entire design of this most important unit has been revolutionized. One has only to drive one of the new models a few minutes to sense the fact that it is something new in gasoline motor perfection. This silent, unobtrusive source of power defies the most exacting critic to detect even a trace of any periodic vibration

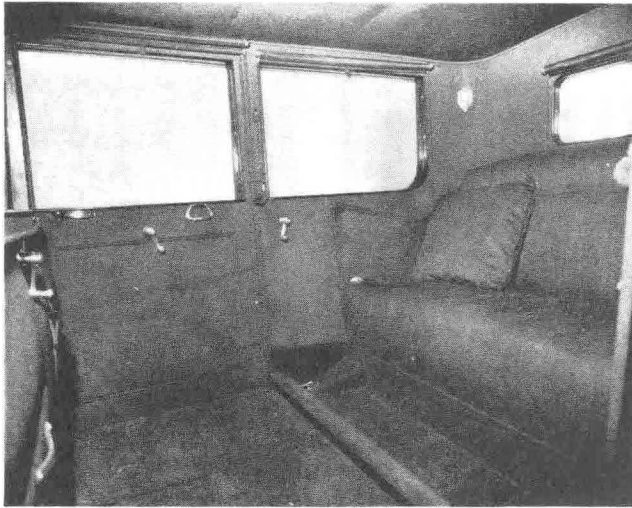
at any speed within its normal operating range.

The steering gear on the new models has been improved by a greater reduction so as to give easier steering. This action is also facilitated by changing the construction of the front axle to the latest type with inclined pivots. Both of these features are highly desirable, especially when balloon tires are employed.

The illustration on page 3 shows the new steering column and control devices. The

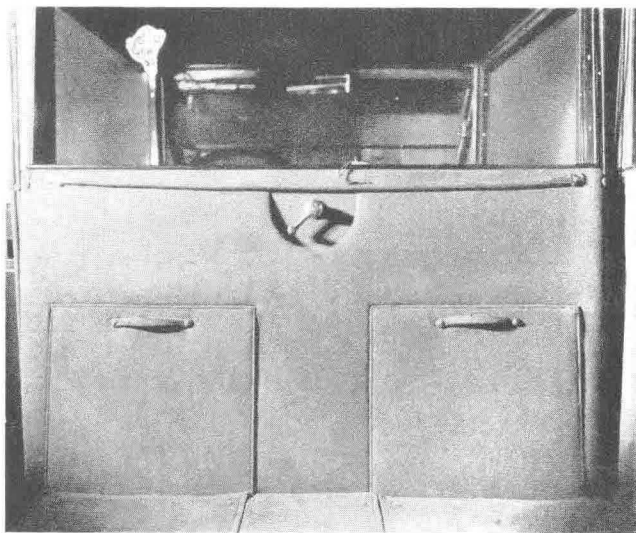
Showing interior arrangement of rear compartment of open models.





Interior of closed model, showing the luxurious character of the upholstery and fittings.

spark and throttle levers have been changed from the old and unsightly quadrant type to the latest thumb lever controls now universally used. The instrument board has been redesigned to include the speedometer, clock, ammeter and oil pressure gauge in a single triangular unit of convenient and pleasing style. Another improvement is the addition of gasoline gauge to the dash equipment so that the supply of fuel in the tank is at all times accurately indicated.

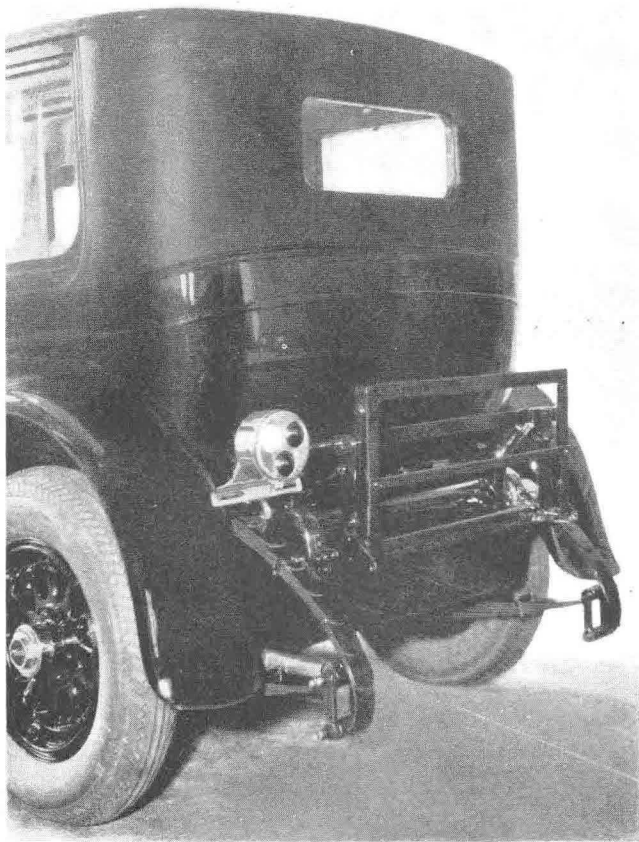


The extra seats in closed models fold back flush with the compartment wall.

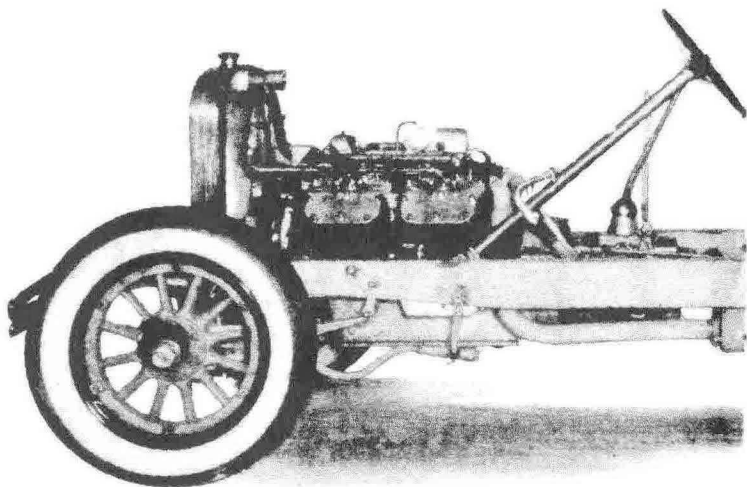
In the matter of upholstery and colors of both open and enclosed styles of the new Cunningham line, the purchaser may specify, as in the past, his choice of colors and fabrics obtainable from both foreign and domestic looms.

CHASSIS

This has been stiffened and strengthened by additional cross members to prevent excessive weaving of the frame when traveling on rough and uneven roads. There are two standard



Rear view of limousine, showing the rear spring suspension and arrangement of luggage carrier and auxiliary lamp equipment.

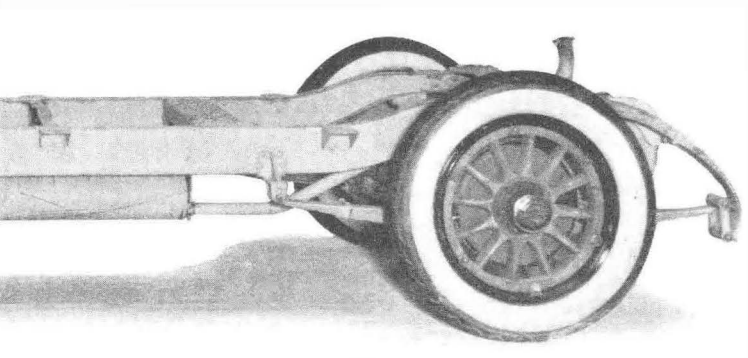


Illustrating the clean strong lines of

wheel bases; 132 inch for roadsters, four passenger open and closed models; 142 inch for six and seven passenger open and all closed models. The front springs are semi-elliptic; the rear springs are of the three-quarter elliptic type, 62 inches long and of special Cunningham design. Tread, 56 inches—slightly more with balloon tires.

FRONT AXLE

This is drop forged from special alloy steel, properly heat treated to give a full margin



f the standard Cunningham chassis.

of safety to all strains that may be encountered in hard service. It is provided with inclined knuckle pins, which add to the ease of driving and steering under all road conditions.

REAR AXLE

The rear axle is of an improved design, incorporating three roller bearings in the bevel pinion shaft, arranged in such a way as to prevent overloading. The shaft is more rigidly supported, resulting in quieter and more reliable operation.

STEERING GEAR

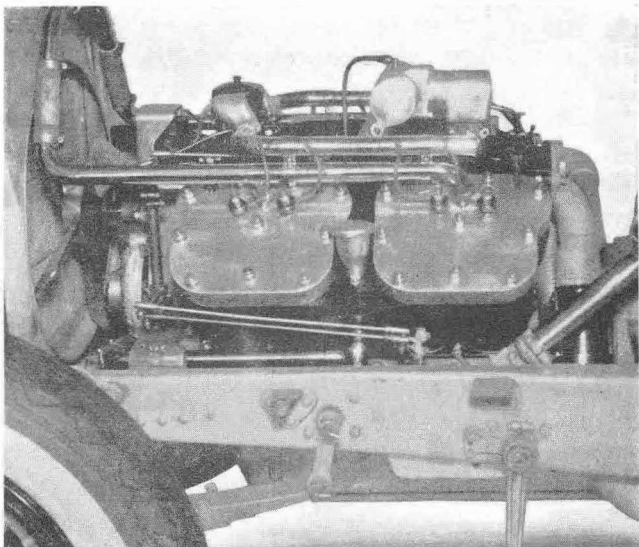
This is now made with a reduction ratio of $11\frac{1}{2}$ to 1, instead of $8\frac{1}{2}$ to 1, giving a greater leverage and easier steering. The steering wheel is of a very substantial design, with an aluminum alloy spider of increased strength, giving a massive appearance to this important part. It is equipped with new controls for spark and throttle as shown on page 3.

BRAKE EQUIPMENT

The standard equipment includes equalized foot brakes on the outside of drums, on hubs of both rear wheels, and equalized hand brakes on the inside of drums, on hubs of both rear wheels. Four-wheel brakes of the Perrot mechanical type can be furnished on all models at additional cost.

ENGINE

The engine used in all models illustrated in this booklet is our new inherently balanced eight-cylinder vibration-less V type, with the cylinders mounted in groups of four, set at an angle of ninety degrees and fitted with our new ninety degree tremorless crankshaft. With a bore of 3.75 inch, and a stroke of 5 inch, the total cylinder capacity is 442 inches. This motor develops approximately 100 H. P. The engine is perfectly balanced, both statically and



The power plant is a marvel of compactness, yet every part is readily accessible for inspection.

dynamically, and gives smooth, quiet operation at all driving speeds.

OILING

Pressure feed oiling extends to all crankshaft journals and pins, cam shaft and piston pins. Oil regulating rings are fitted in all pistons to insure thorough, even oiling, and as a safeguard against smoky exhaust. A pressure indicator on the dash indicates actual oil pressure at all times when engine is running.

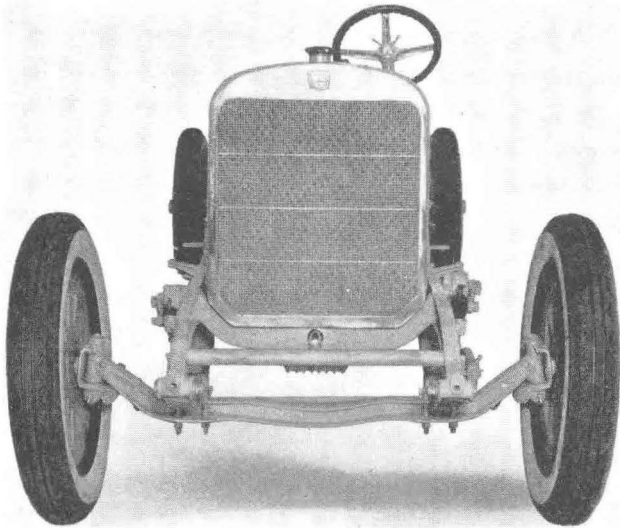
IGNITION

All models are fitted with the jump spark system, with a Willard 6 V Storage Battery. Equipped with automatic spark advance, double breaker, separate coil and separate distributor.

STARTING AND LIGHTING

The starting motor and lighting generator are separate units of the latest improved type.

Showing the massive, clean cut design of the Cunningham front axle assembly.



CARBURETOR

This important unit is a special type embodying all recent improvements to give easy starting and quick acceleration and economical fuel consumption.

CLUTCH

This is of the dry plate multiple disc type of our own design and manufacture.

TRANSMISSION

The transmission assembly of our own manufacture is bolted direct to the flywheel housing. Selective sliding gears are used, providing the following driving ratios:

<i>1st speed</i>	<i>3.29 to 1</i>
<i>2nd speed</i>	<i>1.61 to 1</i>
<i>3rd speed</i>	<i>Direct</i>
<i>4th speed</i>	<i>.853 to 1</i>
<i>Reverse</i>	<i>3.94 to 1</i>

WHEELS

Cunningham cars are furnished with Artillery wood, Rudge-Whitworth Wire or Dis-steel wheels, as preferred by the purchaser.

RIMS

On wood wheels, Firestone demountable rims, with quick detachable channels.

TIRES

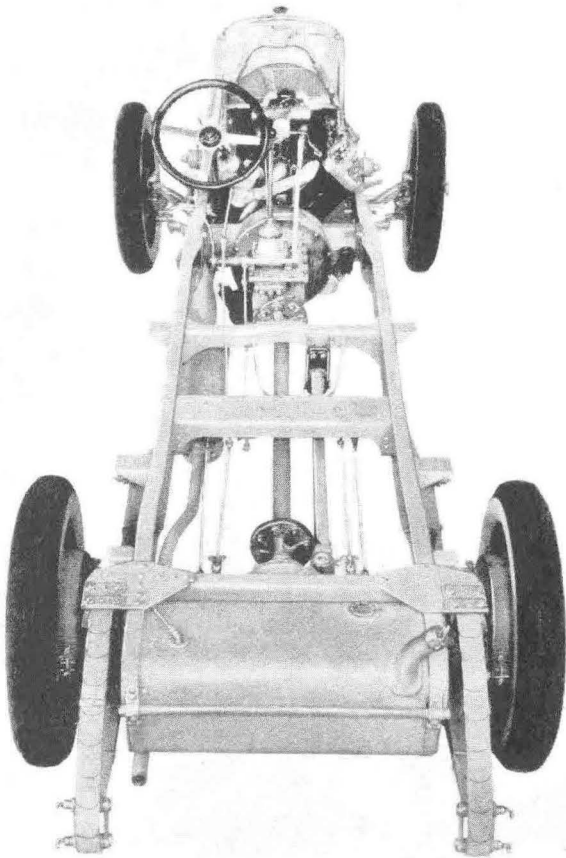
Straight side cord tires, size 33 x 5 inch (actual size, 35½ x 5¾ inch), are furnished as standard equipment unless otherwise specified.

LIGHTS

Front equipment includes two 11 inch headlamps, fitted with Bausch & Lomb Non-Glare lenses, also lamps on crown of front fenders for city use and for parking. Rear equipment consists of red tail light, number illuminator, backing light and stop light actuated by the foot brake.

STANDARD CHASSIS EQUIPMENT

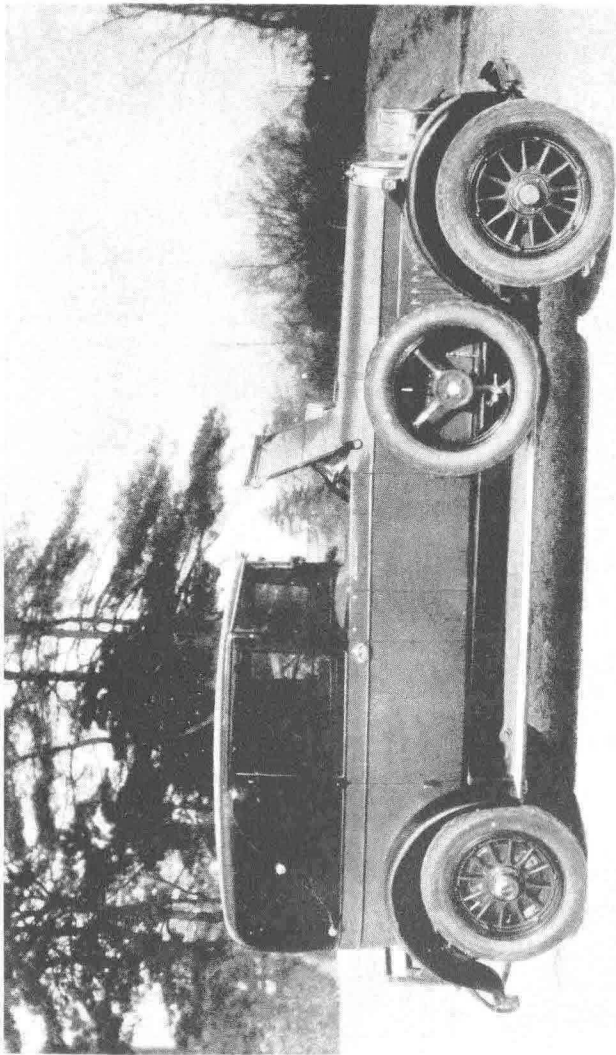
Speedometer, odometer, clock, ammeter, oil gauge, dash gasoline gauge, Houdaille shock absorbers, electric horn, hand inspection lamp with long cord on reel. Power driven air pump for tires, front collision bumper, detachable folding trunk rack on cars requiring this equipment. Complete set of tools including jack, lock for ignition and lighting switch, spare tire lock, tire carrier, alemite grease gun and connections, two spare rims or wheels as required, dustproof cover for top on open cars. Automatic windshield cleaner, rear-view mirror. Spotlight on open cars only.



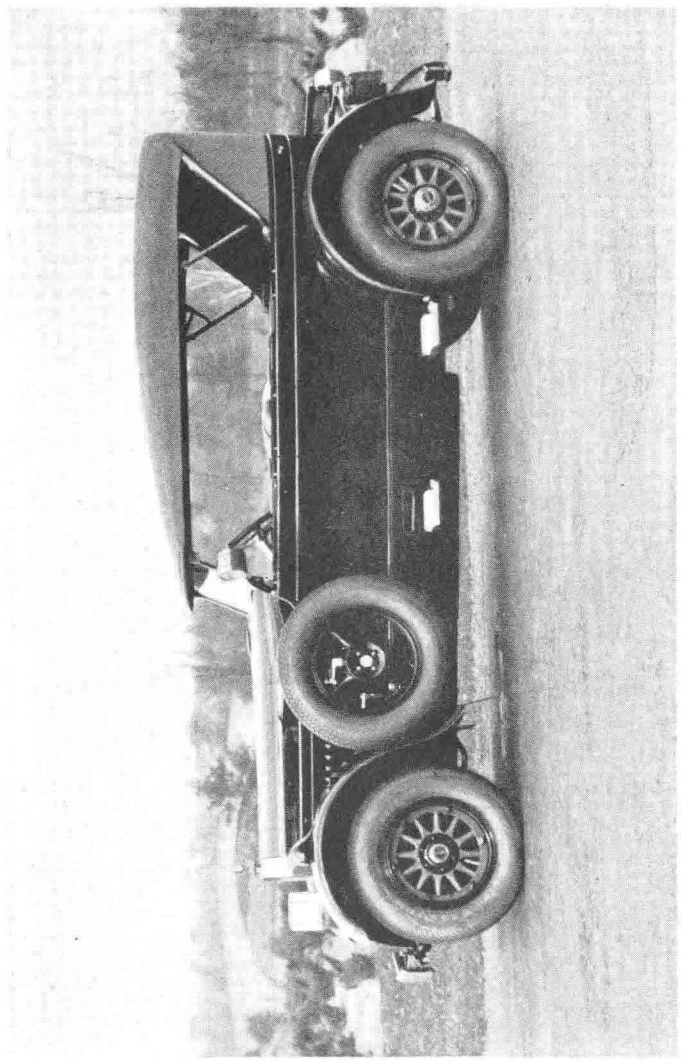
The heavy chassis frame and liberal cross-membering give maximum endurance to severe usage under difficult driving conditions.



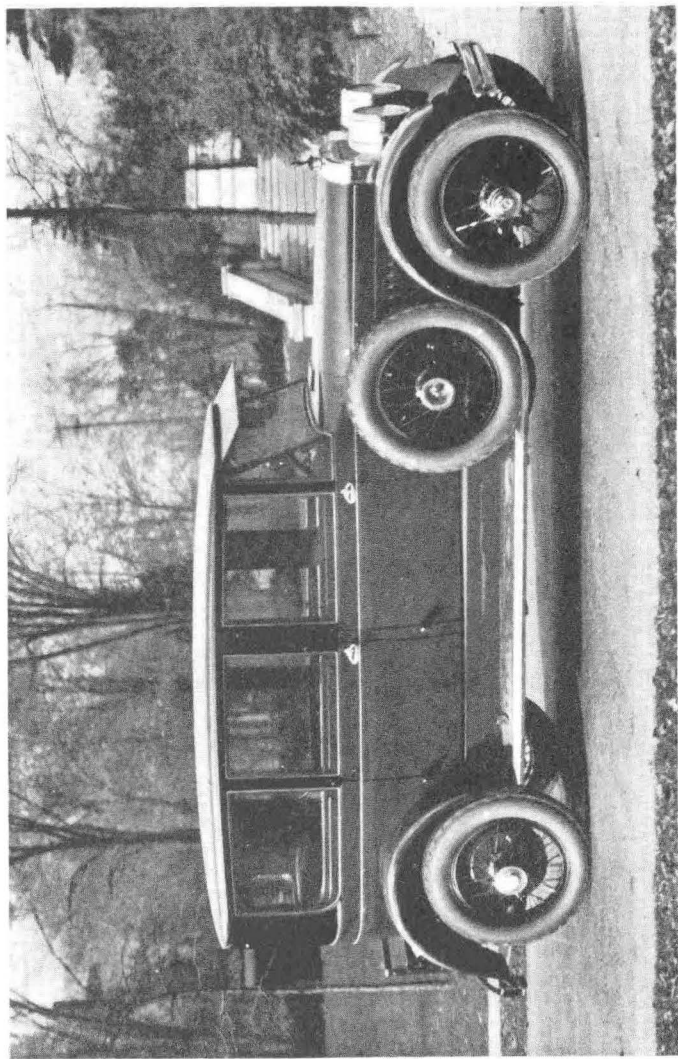
CUNNINGHAM TWO-PASSENGER COUPE



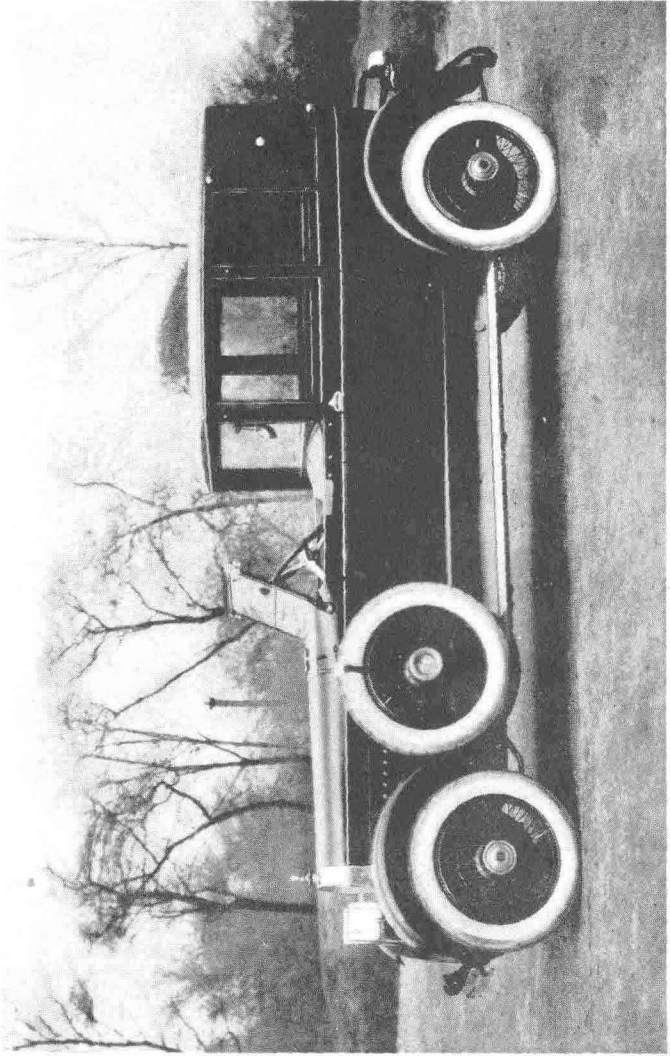
CUNNINGHAM CABRIOLET



CUNNINGHAM FOUR-PASSENGER TOURING



INSIDE-DRIVE LIMOUSINE



CUNNINGHAM FRENCH BROUGHAM

