

B. S. Cunningham

Telephone, Palm Beach, 7721

306 Pendleton Lane
Palm Beach, Fla.

Feb. 24th

Dear Stan:

just received your letter of the 20th. Feb., and how wonderful for you to be home again! I'm so sorry you can't get over for some sun and warm climate, and take in the Sebring Race as well.

I just received a long letter from Colin, enclosing the report published in "Autosport" re his new Mark II. It certainly sounds exciting, altho the h.p. so far doesn't seem up to the Italian engines. Perhaps this is again a case of bigger horses in England, compared to the Italian ponies! Anyway, with anything over 100 hp. in the light chassis he has, the car should put up a terrific performance, as in the 1100 c.c. form it seemed capable of beating the Porsche Spyders.

So far there is a wonderful entry for Sebring, containing 7 Ferraris (3 factory 3.5 litres with Fargas, etc.); 7 Dagnars (3 factory entries with team drivers, plus our D that Bennett & I plan to drive; 3 Maseratis (with factory drivers Behra, Taruffi, Perdessa; 3 Astor's with Moss, Collins, etc. plus numerous other hot machines. John Fitch is in charge of the 3 factory Corvettes, trying to get the bugs out, and improve the brakes. G.M. had

established a shop at Sebring where the preparation is progressing, and the cars are tested Sat., & Sundays out on the circuit. The cars are very similar in handling to our Cunninghams, the C-4R models, and are pleasant to drive, with no tricks. Unfortunately they are heavy, and suffer from lack of good brakes and a four-speed gearbox. The Ford T-Birds have been withdrawn, so there won't be any race between these two opponents this time. A pity, as it would have been interesting! I don't know if Corvettes will run at Le Mans, as the new rule limiting the amount of fuel to 120 litres per 34 laps is impossible for the Chevy $4\frac{1}{2}$ litre engine in its present state of tune. The engine is putting out about 250-260 hp. at 6200 rpm. now, with 24-barrel carbs., but gas consump. is only 6-8 mpg. I hear that Le Mans is not going to count toward the World Championship for Sports Cars, if they adhere to their proposed new rules. This would be a severe blow to their prestige, I should think, and I do hope the Club alters their regs. A lot will depend on how the Corvettes fare in the 12 hrs. at Sebring.

Phil Hill is down to drive a 300 SL Merc with Paul O'Shea, but this might be switched to a Ferrari, I believe. Ferrari is being very rascally to Alec regarding the starting money allowed him, having to use Amoco gas, and the refuelling requirements of 5 gallon tins only!

Just got a letter from Johnny Daus, saying

B. S. Cunningham

Telephone, Palm Beach, 7721

306 Pendleton Lane
Palm Beach, Fla.

he and Skipppy would arrive about 15th March, so we are looking forward to seeing them again soon.

I took the D jaguar to Daytona Beach last week, but it was so rough, we weren't allowed to run thru the measured mile. It is the car that Mike won the Mans with, and drove in the T.T. later. We finally took it to Sebring last Sat., just to run it for a few laps, as we never got a chance on the beach. Finally last Monday I sent it on back to N.Y., as the mechanics have to get on with preparing our old D for Sebring, and also a new car I have taken out of our stock for practice. I also plan to run these two cars in a SCCA race at Walterboro, South Carolina on 10th. March, as it is the first National Event of 1956, and Sherwood & Spear want to practice before Sebring. The factory is shipping over two more cars for Sebring, due 10th. March, and I hope we will have some new features!

About the P III; I will be happy to send you my check for three thousand dollars (\$3000.00), if you will accept it. Please advise who I make it out to, will you? I want Roney to do the engine and chassis over completely, and that means about 750 Ls.

if I remember correctly for the engine alone! I would like him to get all the possible horses out of it he could, and I should think he could raise the compression to the same as the Continental. I believe you have a close ratio gearbox, haven't you? Also the special high axle ratio? Perhaps you can suggest things to be done. I also want the coachwork gone over, and everything restored like new. Does it need new upholstery, or not? Perhaps new paint? It will cost quite a lot I guess, but I do want the car, definitely.

I haven't heard from Roney at all, and it is wonderful news about some more Continentals with proper gearboxes! Will there be any other changes? I'm glad a few customers cried loud enough for Doc to hear them.

I did laugh last Fall when the Rolls dealer in N.Y. brought up the first new 3 model Bentley for Spear & myself to try out, as only the two top gears in the Hydramatic would work!! Roney & Star Bull kept telling me one day at lunch how the new gearbox couldn't go wrong, and then to have the first demonstrator come over and not operate properly!! I forgot to tell Roney about it at the time.

Well, all the best, and let me know who I should make my check out to for the P III Best to Con,
Briggs