Old Cars

Vol. 53, No. 3 | February 1, 2024 | www.oldcarsweekly.com

The Full Montego

Mercury fan finally lands his '72 Montego GT



Behind the Parts Counter

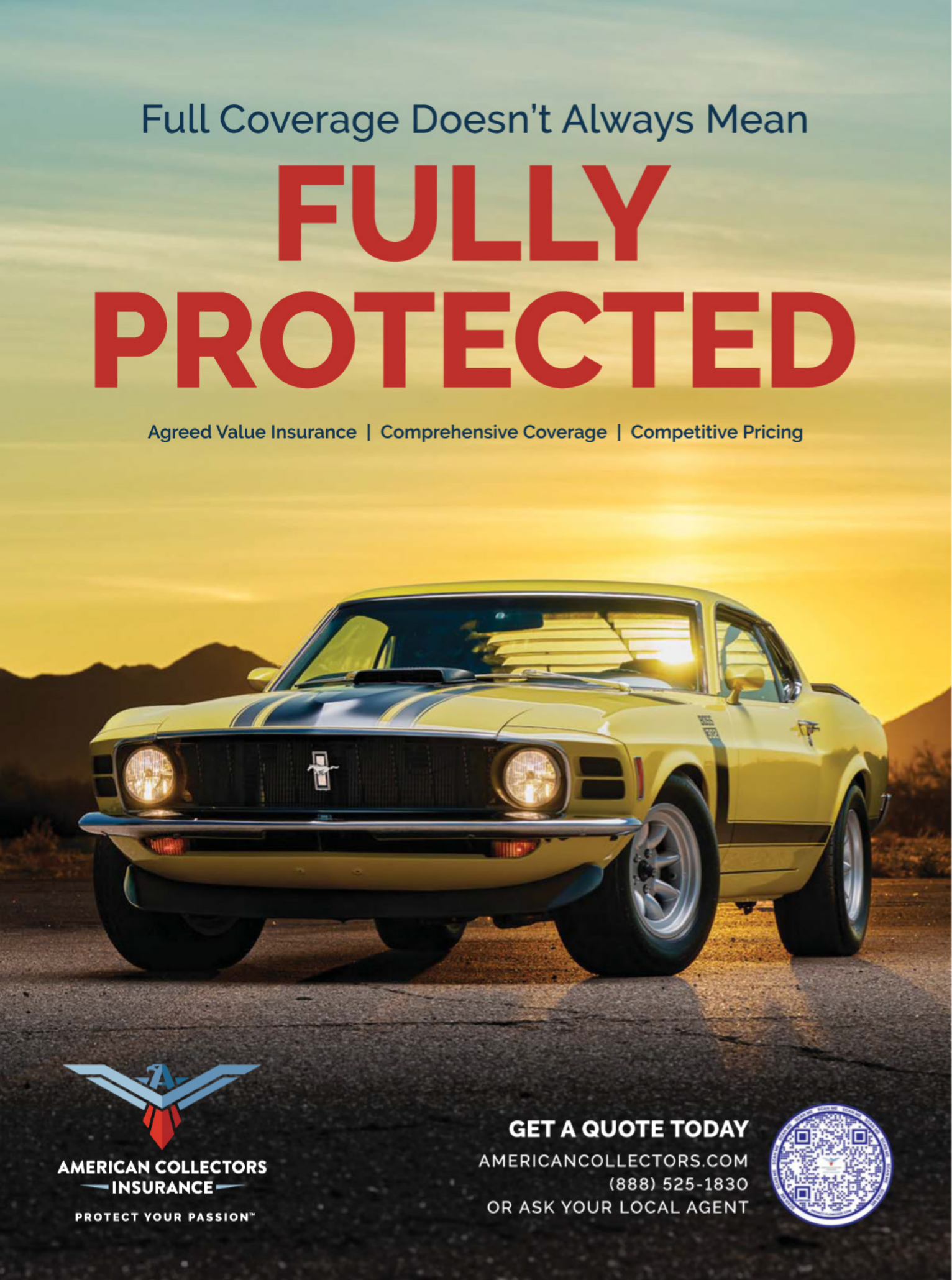
Decoding Ford's parts numbering system

AA Rare Treasure

Sympathetically revived 1928 Ford AA Express

Packard Proud

1954 convertible is too sweet to pass up


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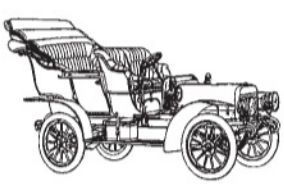
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Old Cars

Parts Appreciation

In this week's issue, "Watching the Fords Go By" Columnist Phil Skinner dives into the parts numbering system used by Ford Motor Co.'s parts division since the period of the Model A and through the 20th Century. When Phil pitched the column, I was as giddy as an editor can be at the prospect of an interesting story idea. That's pretty weird, and I understand that.

Dealership parts departments have fascinated me since the time I became acquainted with them. As an already-established collector of empty car part boxes, I am sure part of parts departments' appeal was their shelves upon shelves of packages emblazoned with "General Motors" and "Ford" and "MoPar" logos and scripts. But I was also impressed by the organization and knowledge of the professionals who work in dealership parts departments. I first saw professional parts department staffers in action shortly after high school. At that time, my high school friend, Jeremy, and his father, Don, were working together at Suburban Chrysler-Plymouth in St. Paul, Minn. Don had worked there since at least the 1970s and has since retired, but a couple decades before he left the business, he took his son under his wing, and Jeremy continues to work in a parts department, although now it's at a Chrysler-Dodge-Jeep dealership. Just a couple of years into his career, Jeremy could rattle off part numbers from the top of his head for an astounding number of Chrysler and Plymouth parts, and I was thoroughly impressed by his knowledge. To this day, I cringe when I see an internet meme mocking an auto parts employee—even if it's at a big box store—asking the customer for the year, make and model of his car before selling him an air freshener, because it degrades the professionalism of so many dealership and corner auto part store employees. That said, it can still be frustrating to order parts from any of these sources.

Recently, our "Flying Saucer" 1997 Acura CL died in the parking lot of the high school where my stepson goes to school. Upon trying to diagnose why it wouldn't start. I heard a relay clicking under the hood, so I went to an auto parts store where I learned the part had to be bought at a dealership. The nearest Honda or Acura dealer was a Honda dealership, and the parts counter employee there told me he couldn't look up an Acura part, so I explained to him what *Old Cars* reader Robert Daly told me: the Acura CL "is actually an Accord with a fancy body (think Karmann Ghia)." Slightly convinced, the counterman printed a document with the part number for the $65 1997 Accord relay, and since it would take a couple days to arrive, he sent me 10 miles farther away to the Acura dealer to confirm the part was the same and to check their inventory. When the Acura dealer's parts employee saw my document from the Honda dealer, she insisted they didn't sell Honda parts. I explained that I was actually looking for an Acura part, and asked why then every box on the parts department shelves behind her said "Honda" on it. Slightly annoyed, she looked up the Acura part number for the relay. Indeed, the Acura relay had the same part number as the Honda relay, but the part was now $110 from the Acura dealer. I explained to her that I was cross-checking part numbers in case it was the same part and, if so, where I could get it soonest. The Acura dealer also didn't have the relay in stock, so I ordered it from the Honda dealer, but for $45 less.

When the new relay arrived, it was in a small plastic bag with a "Honda" sticker—it wasn't even in a box I could later place on my shelf with my other parts boxes. Worse yet, the relay isn't the problem and I still haven't traced the source of the car's issue. I just hope that by the time the car is moving under its own power again, I don't have Acura/Honda part numbers memorized as well as professionals such as Don and Jeremy.



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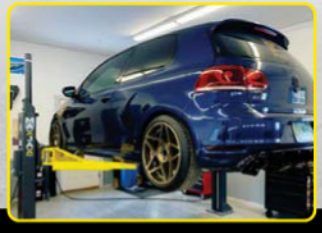
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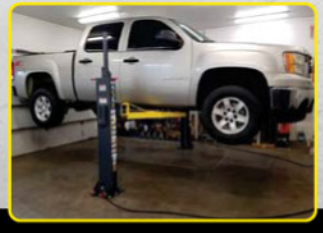
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Sound Your Horn

Eating up the profits

It was fun seeing Bob Tomaine's article about the 1936 Chevy truck with the Schaible's Bakery call-out and logos.

When I was growing up, my father, a native of Easton, Pa., occasionally told my siblings and me how he and one of his cousins got jobs at Schiable's Bakery when they were teenagers in the 1940s. They were assigned to ice sweet buns. Unfortunately, they ate up any profits the bakery might have earned from production of said pastries, and left employment after their first work day.

My understanding is the plant where they worked was built by Schiable's Bakery in 1920, acquired by Reading-based Maier's Bakery in the 1970s, and owned later by Bimbo Bakeries, which closed the operation in 2014. Demolition began in late 2014.

Kudos to Mr. Tomaine for the interesting story. I hope the owner of the truck takes it to some shows in the Lehigh Valley area in 2024, as discussed in the article.

Dan Deacon, Philadelphia, Pa.

That's the duke

I am enjoying the Jan. 1 edition of *Old Cars* and just finished the article on the development of the 1955 Chevy. The picture on page 70 does not mention who the two men are who are looking through the Plexiglas hood. I do not know the gentleman on the left, but the other is the Duke of Windsor. The duke was a long-time car enthusiast who once owned a 1933 Pierce-Arrow Silver Arrow, a custom-built late-'30s Buick and a custom-built 1941 Cadillac Sixty Special known as "The Duchess," which still exists.



Rick Mahan, via email

Editor's note: Good catch! I have since received that image from GM Media archives for a different story and GM's description mentioned the Duke of Windsor. It also identified the man on the left as Thomas Keating, who was a vice-president of General Motors.

I am currently compiling materials for a story on the duke's known American cars, and your list will make a handy checklist of some of the duke's unique cars.

Burned by a used car

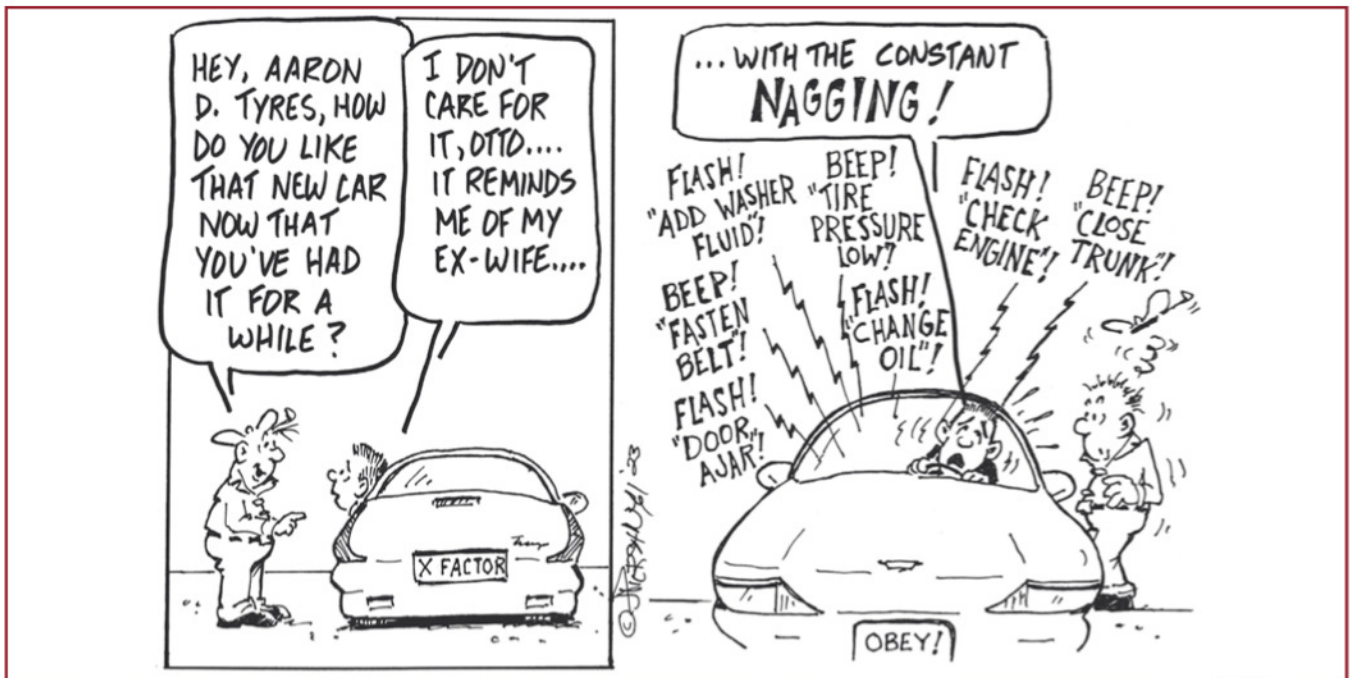
Angelo Van Bogart's editorial about used car shopping reminded me of when I was young and naive. I didn't know about unscrupulous people who would turn back an odometer, and when I was 17, I bought a great-looking 1946 Dodge. It had a nice grille, beautiful dash and good paint. I just did not know what to really look for. The odometer showed about 45,000 miles and after a couple of months, I realized that was clearly not true as the front suspension was shot, it had a broken master leaf on one spring, a failing u-joint and used oil. I also discovered it had been completely repainted. Well, I fixed all those things myself and learned a lot about suspensions and wheel alignments in the process, and learned to make more and better inspections. Fortunately, I had access to equipment at my place of employment and that made the work easier. Later, I also did an overhaul of the Dodge's engine before finally trading it in on a new car. Actually, I liked a lot about the Dodge, but it was an expensive lesson.

Pat Jacobs, Bothell, Wash.

Reader Wheels



"This is my 1929 REO Flying Cloud Mate towing my 1929 Jim Dandy camper," reports Clete van Erem, of Niagara, Wis. "The camper was a kit camper from a trailer supply company in Wausau, Wis. You bought the hardware and chassis from them and built it at home. This model was called the cabin trailer."



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The Scoop



Hobby News & Views

Tucker 48 to cross block at Mecum Kissimmee

KISSIMMEE, Fla. – The annual Mecum Kissimmee Auction, scheduled for Jan. 2-14, will feature a Tucker 48 up for bids. Tucker serial number 1021 is the 21st of only 51 examples ever built by Tucker.



Mecum Auctions photo

The car is finished in its original color combination of black over a tan interior and carries its original air-cooled, horizontally opposed and rear-mounted 335-cid six-cylinder engine.

For more information on the Mecum Kissimmee sale, visit www.mecum.com.

Audrain Museum rolls out new exhibit

NEWPORT, R.I. – The Audrain Automobile Museum's newest exhibit, "Technological Marvels: A Story of Evolution," is now open to the public. The exhibit highlights cars that showed great advances in technology and design, including the Hudson Commodore, 1962 Chevrolet Corvair Monza and 1974 BMW 2002 Turbo.

Among the highlights of the exhibition will be turbocharged, rotary, radial and hybrid-electric vehicles. The list of cars includes:

1948 Hudson Commodore Eight sedan; 1952 Pegaso Z102 series II touring coupe; 1952 Jaguar XK120M Fixed Head Coupe; 1956 Porsche 356 Emory Outlaw coupe; 1962 Corvair Monza Spyder coupe; 1964 Porsche 356C Carrera 2; 1968 Meyers Manx Dune Buggy; 1973 De Tomaso Pantera; 1974 BMW 2002 Turbo; 1974 Maserati Bora; 1976 Chevrolet Cosworth Vega; and more.

For more information visit ww.audrainautomuseum.org.

Company plans to build modern Packards

MEDINA, Ohio – Packard Motors is launching the revival of one of the Packard Motor Co.'s classic models – a 1934-style convertible.



Reader Photo

"This is a photo of my great-grandfather, Phy Taylor, who owned a ranch near Wichita Falls, Texas," says reader Bob Newland. "He was also the owner of a tourist court where I believe this photo was taken sometime during the mid-'30s (I'm not sure of the exact date). My great-grandfather was a huge fan of Pierce-Arrow automobiles and he apparently owned several. I am unable to identify the car in the photo. Could it be a Pierce-Arrow?"

Actually, it's a 1935 Chrysler Airstream coupe, as verified by our editor, Angelo Van Bogart. "Not to be confused with the streamlined Airflow," he says. "The hood's side vent treatment is the giveaway in differentiating it from a 1935 De Soto, Dodge or Plymouth, which used the same or very similarly styled body."

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1973 Citroen SM, Charcoal Metallic/Blk Leather, 5-Speed, Recent Service $49,500



1986 Alfa Romeo GTV6 Light Champaigne/Beige Interior, Sunroof,Ground Effects Package, Phone Dial Wheels, Outstanding 48,000 Mile Example



1960 Cadillac Eldorado Convertible, Red with Red Leather,recent road service with rebuilt triple cars, brakes, and new Radial WW Tires $190,000



2005 Porsche Turbo Cabriolet, Only 19,500 Miles, Triple Black, Outstanding Example, New Tires.....$85,500



1957 FORD Thunderbird, Bronze (Rose Highlights), Bronze Interior, Auto, Power, Seat, Window, Steering, Brakes, A/C, Wire Wheels T-Tops.....$55,500



1965 Rolls-Royce Silver Cloud III. US Model, Arizona Car with Lovely Finish and Replaced Leather Interior. Recently Serviced Factory A/C, Midnight Blue/Light Grey Leather $89,500



1974 Jaguar Series III E-Type roadster. White/New Read Leather, New Wire Wheels, A/C, Auto.....$92,500



1940 Buick Series 50 Super Estate Wagon, Maroon.....$169,500



1929 FORD Cabriolet, Bronson Yellow-Blk/Cloth Interior, Rear Spare $34,700



1988 Porsche 930 Turbo Cabriolet, Pale-Yellow/Blk/Blk, 28 Year Fla Owner, 53 K Miles, Heated Sport Seats, Power Top $149,000



1960 Edsel Hardtop Coupe, One of 176 Built, Older Restoration, Original A/C, V-8.....$55,500



1988 Porsche 911 Carrera Cabriolet 3.2,Guards Red, Sand Leather, G-50 Gearbox, Power Seats $55,900



1969 Mercedes-Benz 280SL 4-Speed,Two Tops, New High Quality Ivory Finish, New Tan Leather Interior, suspension Rebuilt, Detailed Motor Compartment.....$185,000





1959 Cadillac Eldorado Convertible, White/Red Leather, Factory A/C, A lovely example..... $325,000

Contact Martin or Blake Godbey (941) 355-6500 Showroom

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Scott Andrews, a watchmaker by trade, recently revived the Packard name and opened a showroom in November with his Packard Victoria prototype on display. He says the company plans to build a small number of modern Packards on a special-order basis. Details remain hazy, but the cars will apparently have the look of their 1930s predecessors, but with modern running gear and driveability.

Andrews owns the legal rights to the Packard brands, patents and trademarks and launched the Packard Motors company in 2019. "This is a sleeping giant waiting to be awakened," Andrews told WJW in Cleveland.

For information on the company, visit www. www.packardmotors.us.

1989 Countach leads Hagerty's 2024 'Bull Market List'

Hagerty Insurance recently unveiled its annual Bull Market List of cars that are likely to appreciate over the next 12 months.

"The Bull Market List has never been to celebrate cars becoming more expensive or to position cars as investments," the company reported. "Rather, our goal is to make collector car ownership a bit more attainable and maybe a bit less intimidating by pointing out that, with due diligence and a smidge of luck, you can get your money back and then some."

Heading this year's list is the 1989 Lamborghini Countach 25th Anniversary edition. "Not long ago, 'serious' collectors considered the later Countach, with its scoops and cladding, to be a bastardization of an iconic design. But the children of the 1980s and '90s think otherwise. Although 1970s examples are still worth the most, the final-year Silver Anniversary edition is gaining ground," Hagerty opined on its website.

The rest of the list includes:

— 1946–1950 Chrysler Town & Country
— 2008–2013 BMW M3
— 1997–1999 Mitsubishi Pajero Evolution
— 2011–2016 Ferrari FF





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Rusty Herlocher collection

Following a front-end collision somewhere in Pennsylvania, this 1961 Chevrolet Bel Air four-door was towed to the back of the garage with the rest of the junk —a sad ending to for such a fine automobile.

Wreck of the Week

– 2000–2005 Jaguar XKR
– 1965–1970 Chevrolet Impala SS (*Note: No Impala SSes built in 1970*)
– 1981–1986 Jeep CJ-8 Scrambler
– 1964–1966 Ford Thunderbird
– 1997–2002 Plymouth Prowler

To read more, visit www.hagerty.com.

Savoy Museum exhibit shows off Art Deco masterpieces

CARTERSVILLE, Ga. – The Savoy Automobile Museum has launched a dazzling new exhibit called "Rolling Sculptures: European Art Deco" that includes a rare 1934 Bugatti Type 57 Atalante Coupe on loan from the Stahls Auto Collection.

The Art Deco period from the 1930s influenced the aerodynamic structure of automobiles, typically resulting in two-door coupes and roadsters with sweeping fender lines plus long, exaggerated hoods, intricate chrome detailing, prominent headlamps and tapered trunks that reflect glamour and luxury. The Savoy exhibit showcases all 1930s European Art Deco vehicles.

Also on display:

– 1935 Swallow Coachbuilding Co. SS1
–1935 Amilcar Pegase G36 Grand Sport Roadster/Racer
–1937 BMW 328 Roadster
– 1937 Mercedes-Benz 170H two-door cabriolet
–1938 Panhard Dynamic Sedan
–1938 Mercedes-Benz 540K Sport Cabriolet
–1939 Delahaye 135 convertible
–1939 Delage D8-120 Deltasport Three Position Cabriolet
–1939 Alfa Romeo 6C 2500 "Sport Berlinetta"

The exhibit is scheduled to run through March 31, 2024. OC

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Weathered Wheels





"I spotted this 1964 Ford Galaxie 500 in northern Minnesota," says Stu Mattonen. "I spoke with the owner for more information. He said a few years ago, he saw it on a towing company's rollback, so he flagged down the driver to ask where he was bringing the car. The driver said he picked it up and was bringing it to the crusher. They made arrangements with the owner of the towing company and he had it delivered to his property instead of going to the crusher. Another classic saved. The new owner plans on getting it back on the road sometime in the near future."

BY GERALD PERSCHBACHER



Kudos to VMCCA and Porsche club magazines

Keeping up with members can be hearty task for car clubs and their editors. Following are two examples.

The Bulb Horn (Vintage Motor Car Club of America; Dennis Holland, editor, holland@frii.com, publications vice president is Randy Pullen, vpublications@vmcca.org) has been active since 1939 and covers a wide range of collector interests. A recent issue covered tours past that provided members the opportunities to get their favorite driver on the road and visiting interesting sites, such as the Lewis and Clark Trail of Discovery that began in Dillion, Mont. The publication had great photo coverage showing members enjoying the moments that tour offered. Thanks to lead authors Jim Johnson and Holly Crawley for coverage.

On a more singular note, Holland covered the 1929 Chrysler Model 65 (a sixer) in rumbleseat-coupe style, owned by Bob Troendle. Of special note is a tip of the hat to young people in a four-page feature on eight Foundation Scholarship winners. Future growth? Possibly!

A recent edition of *Porsche Panorama* brought 192 pages of reading to each member (Rob Sass, editor; panorama@pca.org). Membership seems a bargain at $46 when you tally all the fun, tips



and leads, plus informative pages a member gets for an entire year. Of special note is the list of about 80 club experts and specialists who will answer questions about collecting and servicing Porsches. Pretty impressive, and a good example of a club serving its friends–which is what each member should be, regardless of the club. OC

Vintage ad of the week

BY *OLD CARS* STAFF

We have to be honest—this is one of the stranger old car advertisements we've come across, and maybe it's fitting that the ad was for the Chevrolet Corvair, which was a relatively quirky car for its time. For sure, leggy blondes and red convertibles are always a good combination, but we're just not sure what's supposed to be going on here or what the message is … Why is the older fella in the driver's seat looking so glum? He's got a cool new 1966 Corvair Monza convertible to drive and a pretty girl with him. Why is the girl uncomfortably leaning on the rear engine cover? What is she reading? Why is she barefoot and staring over the top of her magazine toward the reader? Nothing is making sense, and the text of the ad doesn't help much.

"A most unusual car for people who enjoy the unusual," the ad stated. Alrighty, then—I guess we'll just roll with that.



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Q. Like you, I am a big fan of the movie "American Graffiti." When it first came out in 1973, I was so captivated that I stayed in the theater and watched it a second time. I have been fortunate over the years to have met several of the stars of the movie, including Cindy Williams, Bo Hopkins, Candy Clark, Paul LeMat, and Mackenzie Phillips at several car-related events in our area. Sadly, several of them are no longer with us. I just wanted to let you know that Suzanne Somers was actually driving a 1956 Thunderbird, not a 1957.

— Pete Robinson, Reisterstown, Md.

A. *Editor's Note: We'll take the blame for that typo — not Kit's fault; 15-yard penalty on the editors, who've seen the movie several times.*

Q. Here is a photo for *Old Cars*. On the back is written "Dad Loehr's first car in St. John." This would have been my Grandpa Tony Loehr's car, taken in St. John, Wis., where he and my grandma purchased a cheese factory and general store in 1902, immediately after they got married. They ran them until 1946 when my grandma died. The picture was taken on July 25, 1911. My grandpa is driving, and the others are members of an unknown wedding party. In more recent years, after searching church records, we learned that this was the wedding of Nicolas Kees and Matilda Escher which took place in nearby Hilbert, Wis., on that date. We think this car was a 1910 Johnson Four, which would have been made in Milwaukee. Do you agree, or do you have a different name for it?

— Herb Buhl, via e-mail



A. I do agree! That said, I had to look it up, since I don't remember coming across the Johnson automobile before. Thankfully, the late Beverly Rae Kimes explained it all in the "Standard Catalog of American Cars 1805-1942." The car is the very image of the 1910 Johnson Empress touring car shown in the Catalog. The Empress was a four-cylinder, 50-hp car, built on a 124-inch wheelbase. Your grandpa had excellent taste: the car carried a price tag of $3,000; at the time a Model T touring sold for $950.

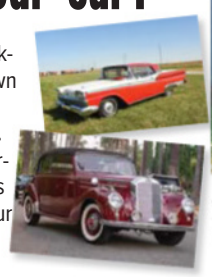
Warren S. Johnson invented an electric thermostat in the 1880s and formed the Johnson Service Co. in Milwaukee to manufacture it. In 1901, his company built a one-ton steam-powered truck. In conjunction with the Milwaukee postmaster, he built eight steam-powered mail trucks, and built another for the Pabst Brewing Co. Ten steam limousines followed by 1907, equipped with a device that allowed cooking meals on the boiler.

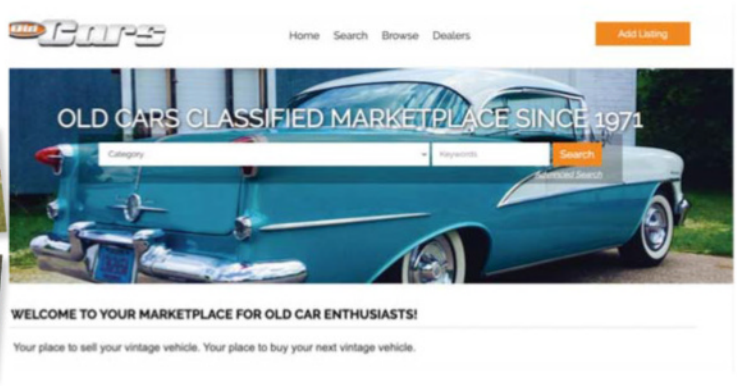
In 1908, Johnson built his first cars with gasoline propulsion. In 1911 the cars were called "Silent Johnson" and offered in 30-, 40- and 50-hp versions. A number of other vehicles were built: a fire engine, sightseeing bus and ambulances and hearses among them. That December, Warren Johnson died and the Johnson car died with him. His company, however, continued to thrive, producing thermostats. Now called "Johnson Controls," the firm survives in Milwaukee and continues to produce energy-control equipment for commercial applications. OC

To submit questions to Kit Foster, e-mail oldcars@aimmedia.com

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The Rugged Road to Bodie

Road testing a family-traditional roadster

STORY BY ROTTEN RODNEY BAUMAN; PHOTOS BY JIM GRADY & JIM MILLER



A little worn from weather, Willie Martin, Mike Ferguson and, of course, the John Martin Special, are filling in for the older photo's characters.

Not so long ago, back in the Nov. 1 issue of *Old Cars*, to be precise, there ran a feature story on the close clone of a pre-war 1928 Model A hot rod roadster originally built by second-generation mechanic John Martin. The clone car's story has been told, but since its telling, there's been an accomplishment made by the clone's owner/builder, Willie Martin, who's John Martin's son and a third-generation mechanic. That said, we believe the same old story might deserve a brief update.

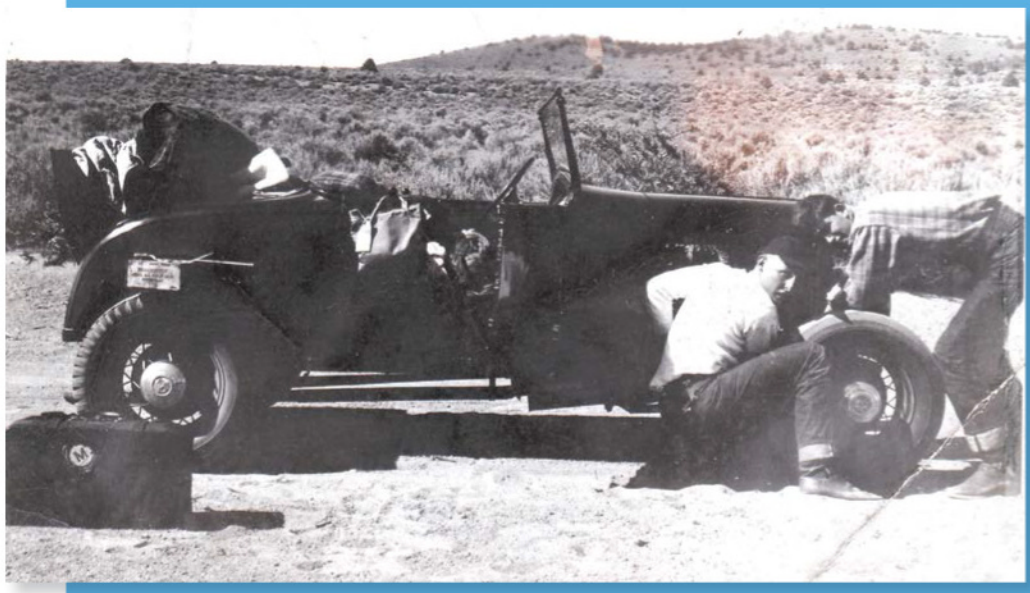
Back in the aforementioned issue, among recent photos of the finished clone appeared a dog-eared black-'n'-white photo by Jim Miller, taken in the summer of 1942. In that 1942 photo with the tired roadster is John Martin and friend John Riordan, tightening things up along the rugged road to Bodie, Calif.

As the prewar story goes, the adventurous youngsters made the wise decision to conserve remaining nuts-'n'-bolts, abort the mission and return to better roads home. At that time, John Martin would've been 18 years of age.

More recently, at age 65, Willie Martin decided to use his freshly completed clone of his father's 1928 Model A hot rod (The John Martin Special) "to even the score" by conquering the rugged road to Bodie. Willie and friend Mike Ferguson would attempt to drive the topless roadster all the way to Bodie—and, of course, hopefully back again as another fitting tribute this would be for John Martin.

Smelling a photo opportunity, Martin and Ferguson's friend, Jim Grady, made the trek ahead of them (in a modern four-wheel-drive vehicle) and met with Bodie-area park rangers. Grady showed them the dog-eared black-'n'-white photo. Being familiar with the topography, the rangers gave suggestions as to what stretch of road the old photo may be from.

For this semi-symbolic reenactment, we believe the backdrop is very close to correct. If we squint just a little, comparison of the new-'n'-old photos will support our belief. This time, rather than a couple of teens, we'll see a couple of sunburned senior citizens, but we can squint a little more, right? OC



And here's a 1942 photo of the inspiration for the journey: John Martin, John Riordan and, of course, the roadster that inspired the creation of the clone (left and below).



For some, the rugged road to Bodie is also very long. Here at long last, finally approaching the finish line, can we tell this feels good?



It's taken 81 years to complete this journey. For all the right reasons, this one's for John Martin. "Is this trip really necessary?" Yes!



Packard Proud

1954 convertible is too sweet to pass up

STORY AND PHOTOS BY BRIAN EARNEST

Packard brass tried a little bit of everything to save the tail-spinning company back in the 1950s. New models, new names, a different marketing approach ... the company even merged with Studebaker to try to turn things around.

Of course, in the end, the fabled Packard marque joined a very long list of car makers on the orphan list. When you look at Packards from the era, such as Rich Janis' wonderful 1954 convertible, you wonder how things could have gone so wrong.

Janis is a resident of Stevens Point, Wis., and he's well known in local car circles for the Cadillacs that he's had forever. A few years ago, Janis couldn't pass up the chance to add another luxury car to his garage. The Chariot Red Packard convertible tripped his trigger in a big way.

"My neighbor had a collection that they were going to sell," says Janis. "At one time, I think he had 52 cars! So I went and looked at the cars and saw this one. I always kind of wanted a Packard. He lived three doors down from me and I had actually driven this one and I really liked it. It had sat for almost 20 years, so I bought it and had it resurrected."

The convertible had a few cosmetic issues and the engine didn't run great, but overall, it was in really nice shape. Janis figured it would be worth some time and effort to make it look new again. It had been partially restored once in the past, but needed some TLC after two lengthy slumbers.

"It had been restored by the original owner around 1995," Janis noted. "So he had it a long time. Then a few years later, he sold it to and couple in Massachusetts, and he was 96

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For some reason, Packard decided to call its 5431 line of the cars simply "Packards" for 1954. It may have given the line a bit of an identity crisis, but it didn't take away any of their appeal. Rich Janis' convertible is looking fabulous at its 70th birthday, and it's rare, too — 1 of only 863 built for '54.

years old at the time when he sold it. They had it for about 10 years and then he died and she sold it. I believe she was in her 80s. So that's when my neighbor got it, and he had it sitting around for about 20 years."

DARK DAYS AND DESPERATE TIMES

One of Packard President James Nance's plans to help save the company was to launch a new separate line of lower-priced cars to go along with the long-running Senior series. That meant bringing back the Clipper name, which was given to the least expensive offerings. One step above the Clipper was the 5431 line, which was referred to simply — and probably to the confusion of many — as the Packard line. This included the Pacific two-door hardtop, standard convertible (such as Janis' car), and the flashier Caribbean, which was given a styling makeover by the Mitchell-Bentley Corp.

The "Packard Line" cars were provided with the nine-main-bearing straight-eight engine this year. Nance felt that if all models had their own names, they would not be forgotten or confused. The conventional convertible had the same type of side trim featured on the Cavalier, except the Packard script was moved from the rear fenders to the deck lid. Standard equipment also included Packard's pelican-style hood mascot and rear fender shields. The interior was trimmed in a combination of leather and leather-grained plastic. The Pacific looked much like the ragtop, except that the roof did not fold away. However, it did have rear fender scripts, as well as medallions near the base of the rear roof pillar.

Factory introduction of 1954 models was held Jan. 15, 1954. Model-year sales were 30,965 cars; calendar year sales reached 27,593 cars, making Packard America's 16th ranked maker again.

On June 22, 1954, after months of preliminary discussions, an agreement to merge Packard with Studebaker was signed by the presidents of the two companies. On Oct. 1, 1954, The Studebaker-Packard Corp. came into official existence, with its headquarters in Detroit.

The problem with the deal, at least for Packard, is that it grossly misjudged the profitability and financial health of Studebaker. Packard estimated that it would need to build around 120,000 Studebakers a year to break even. But outdated facilities and internal problems made Studebaker production inefficient and the figure turned out to be far greater than that. Packard wasn't in great shape before the merger, and the ill-fated business deal just accelerated the company's decline.

So, too, did other factors. Packard brass planned for a big splash in 1955, with a complete redesign and re-engineering of key models. The big move never really materialized, however, again due to shaky finances. Part of the company's financial woes came from the fact that it was too late to offer a competitive V-8. Cadillac, one of Packard's biggest competitors, had rolled out a V-8 in 1949, and so did Oldsmobile.

In 1952, Briggs Body Co. was sold to Chrysler, which meant that Packard had to start building its own bodies in-house after 1954. Packard did a lightning-like conversion of its Conner



1954 marked the end of Packard's straight-eight era. At the time, only Packard and Pontiac were still using the inline eight-cylinder design, and both were gone by 1955. Packard's "Thunderbolt" eight used nine main bearings and a displacement of 359 cubic inches. With a Carter four-barrel carburetor, hydraulic valve lifters and a compression ratio of 8.7:1, it produced a reported 212 hp.

Avenue plant in the fall of 1954. In just 62 days, this factory was turned into a modern body assembly facility, so that the company could build bodies for the first time in many years. It was another big financial burden the company couldn't afford at the time.

Lastly, the company's dealership network began falling apart when "The Big Three" auto makers started stealing dealer locations. Dealership owners figured going with Ford, Chrysler or GM was probably a safer and more profitable move as Packard's financial woes mounted, and they were probably right.



CRUISING IN STYLE

Janis' beautiful red convertible was one of only 863 such examples built for the 1954



Packard offered six different leather interior combinations in 1954, along with a stylish new instrument cluster, radio with dial and push-button tuning, new dual heating system and available air conditioning. Options included a new electric four-way seat and push-button power windows.





Tailfins were just starting to come into vogue in 1954, and Packard did its part with a ribbed chrome blade that bisected the taillamp lenses. On the nose was the classic cormorant hood ornament used from 1952-'54.

model year. They carried a base price of $3,935, which was about $110 more than the Pacific hardtop.

Janis enlisted the help of two shops in his area when he decided to revive his '54 droptop. There were a few bumps along the way, but the end result was spectacular.

"I had JR'z Autobody [in Stevens Point] paint it. It didn't need a total repaint, and I didn't know if I could find anybody who could blend it and make it look good," Janis said. "But he blended it and it's just perfect! It really turned out great.

"Pro Street Auto [in Wisconsin Rapids, Wis.] took the engine out. He said, 'I've got good news and bad news.' The bad news is, it needed what is basically the fly wheel — they have another name for it — but they told me, 'You need a new one, and it's up to you to find it.' They took the engine out and it turned out the engine was fine. It just needed this flywheel. It sounded like a rod was making a racket on it, so I was ready to have it all rebuilt."

While he had the chance, Janis replaced every engine accessory he could on the car's original 359 power plant — fuel pump, water pump, transmission cooler, thermostat housing and voltage regulator among them. He also replaced all the hoses and had the radiator refurbished.

He also installed new window regulators, which was no small feat. "They are run by a pump that is powered by the starter motor and they use brake fluid. ... When one of those window regulators goes out it drips and ruins the paint, so I replaced all of those, and that was an undertaking," he noted.

As good as the car looks these days, Janis says it runs even better. Indeed, you have to stand close to the car and lean over the hood to even tell if it's idling.

"It's just great to drive. It weighs almost 5,000 pounds! I love it," he says.

"It has the 359 in it with a four-barrel that is original to the car and the Ultramatic transmission. It's got power brakes, power seat, power windows ... It does not have power steering. But the radio and everything works on the car. You can't even hear that motor. It's nine main bearings and it's balanced so well, you pull up to a corner and if you didn't hear a little of the exhaust you'd think it quit!" OC



"You can't even hear that motor. It's nine main bearings and it's balanced so well, you pull up to a corner and if you didn't hear a little of the exhaust you'd think it quit!"

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BY GERALD PERSCHBACHER LL.D.

1954: A Watershed Year



New Packards for the pivotal year of 1954 graced auto shows from coast to coast. This show photo was taken at a show in San Francisco.

Between the time merger talks between Packard and Studebaker began in 1953 and when the actual merger was realized in October 1954, the Detroit-based Packard Motor Car Co. cleaned up its act. The intent was to strengthen the luxury-car company that had a long history of wise moves in the auto industry, *à la* the pre-World War II launch of the Packard Twin Six and the 1920s introduction of the then-dashing (plus more easily affordable) Single Six.

Beyond a decade later, Packard proved it was wildly wise and profitable when it introduced the Packard One-Twenty in the mid 1930s, then became more daring with its bow of the greater-bargain Packard Six in 1937. With those giant steps, Packard repositioned its sales targets in price ranges competitive with Chrysler, Buick—even Oldsmobile and Mercury—plus a tad of upper-range Pontiac. Granted, the top Packard models were still aimed at the wallets of the ultra-rich and those wealthy hopefuls who wished to enter their social rank. That aura was worth emulating even in slight degrees with the new ranges.

Where was Packard's Postwar Share?

The car sales market had weathered and waned through want and war, and by 1950, the entire Packard sales force again sensed there was significant slippage in sales. The rakishly innovative 1941 Clipper body design, with its fading front fenders and aerodynamic eye appeal, had reached its limit in updates. Those updates were mild for 1946 and 1947 as car makers rushed prewar designs into production in order to meet pent-up postwar demand. But as the need lightened, the redesigned Clipper lines were smoothed out and rounded for 1948 through 1950 (even though Packard avoided use of the word Clipper for those latter models). It was during that final year of the reformed base design that sales wars were brewing in the entire car industry.

Annual sales for Packard were hard pressed to surpass the 100,000-car mark, albeit Packard "number crunchers" in the Detroit head office seemingly sidestepped that reality by tabulating sales for as much as an 18-month run for the 22nd Series, ending midyear of 1949, and then the 23rd Series that picked up from there and ran well into 1950. "SERIES" production numbers looked good at nearly 146,500 for the 22nd run and a slight dash above 106,000 for the 23rd. Yet in reality, the difference was almost a 28 percent drop. Packard's elderly leadership had little anticipation of that decline. They felt loyal Packard owners would almost always buy a new model. But owners aged, some stopped driving and younger car buyers with wandering eyes were tempted by other brands as the sales war of the 1950s engaged in earnest.

This is not your father's... Packard?

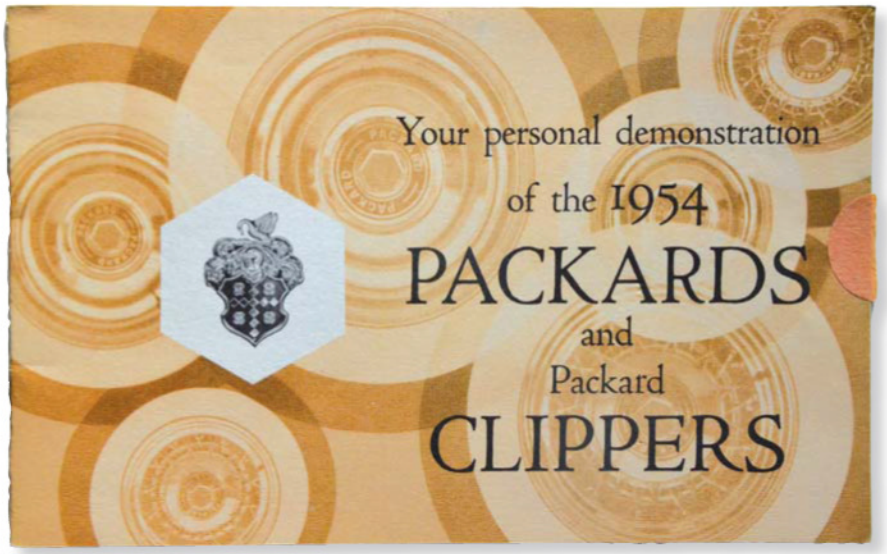
Well before Oldsmobile came up with its 1980s slogan that the brand "is not your father's Oldsmobile, " Packard made a bold move to re-think its model appearances with high fenders that set the design apart from other brands and gave a bold posture with headlamps being raised and visibility being increased. When the 1951 Series 24 model run tabulated 100,312 cars, Packard still had hope. But as the "car wars" of that decade became very strenuous, Packard and other brands such as Studebaker, Nash and Hudson—even newcomer Kaiser—saw sales substantially slip. Merger seemed a plausible option.

Reality hit hard. Packard—under younger leadership—explored, brainstormed, hired fresh blood, dreamed dreams and saw visions of "what could be." For a time, there was a brightening hope.

That glimmer beamed from a national conference of the service and parts segment of Packard prior to its merger with Studebaker. The dates of Packard's national conference were April 26-28, 1954. The place: St. Clair Inn in St. Clair, Mich. The need was to bring higher income into Packard coffers through new-car sales, servicing, repairs and accessory sales. While the motive was good, it was not the only fix to be made. But it made Packard a more attractive candidate in the eyes of Studebaker's band of leaders, who were even in greater need by a haunting debt that Packard had not yet investigated.

The conference song was the then-known tune of "Just One More Line:" "Just one more line/Is all we need to build absorption/Is all we need to make our Fortune/Just one more line/Just one more wash/Or just a Packard lubrication/ We'll go to Florida for vacation/Just one more line/Just one more sale/Backed up by Packard's great tradition/Has put the hex on competition/Just one more sale."

The need was growing dire. Company statistics showed that 70 percent of reporting dealers in February 1954 were below industry average... "two of these three zones are the only zones whose operating profit is in the black insofar as their dealer operations are concerned. An official added, "Within our power lies the ability to improve Packard's dealer profit picture to a point of prosperity and growth, the likes of which this industry has never experienced, and as easily as adding one and one...by writing JUST ONE MORE LINE per repair order, we could increase our profit per repair order by 50 percent."



Potential customers often received a small and tastefully designed catalog such as this.



The 1954 Packard Pacific hardtop had various exterior color options, plus interior trim using quality leather color-keyed with nylon fabrics.

Packard Vice President C. E. Briggs also addressed the assembly via a tape recording: "We have been able to demonstrate how the plans of your management are being keyed to today's and tomorrow's competitive market and, frankly, the reception has been excellent. Old man competition has brought us the greatest challenge, and along with it, the greatest opportunity of our business lives. We mean to capitalize on every one of Packard's treasury assets in securing growth and prosperity...."

1954 was a watershed year of high hopes. 1955 built on those hopes. But 1956 would bring added challenges and a debt whose wall seemed too high to climb. Packard is long gone as a manufacturing force. But its greatness, its will to survive, and its grand accomplishments still stir the heart of "...the Man Who Owns One." OC

FEBRUARY 1, 2024, EDITION

Bonus Pricing Section

Old Cars

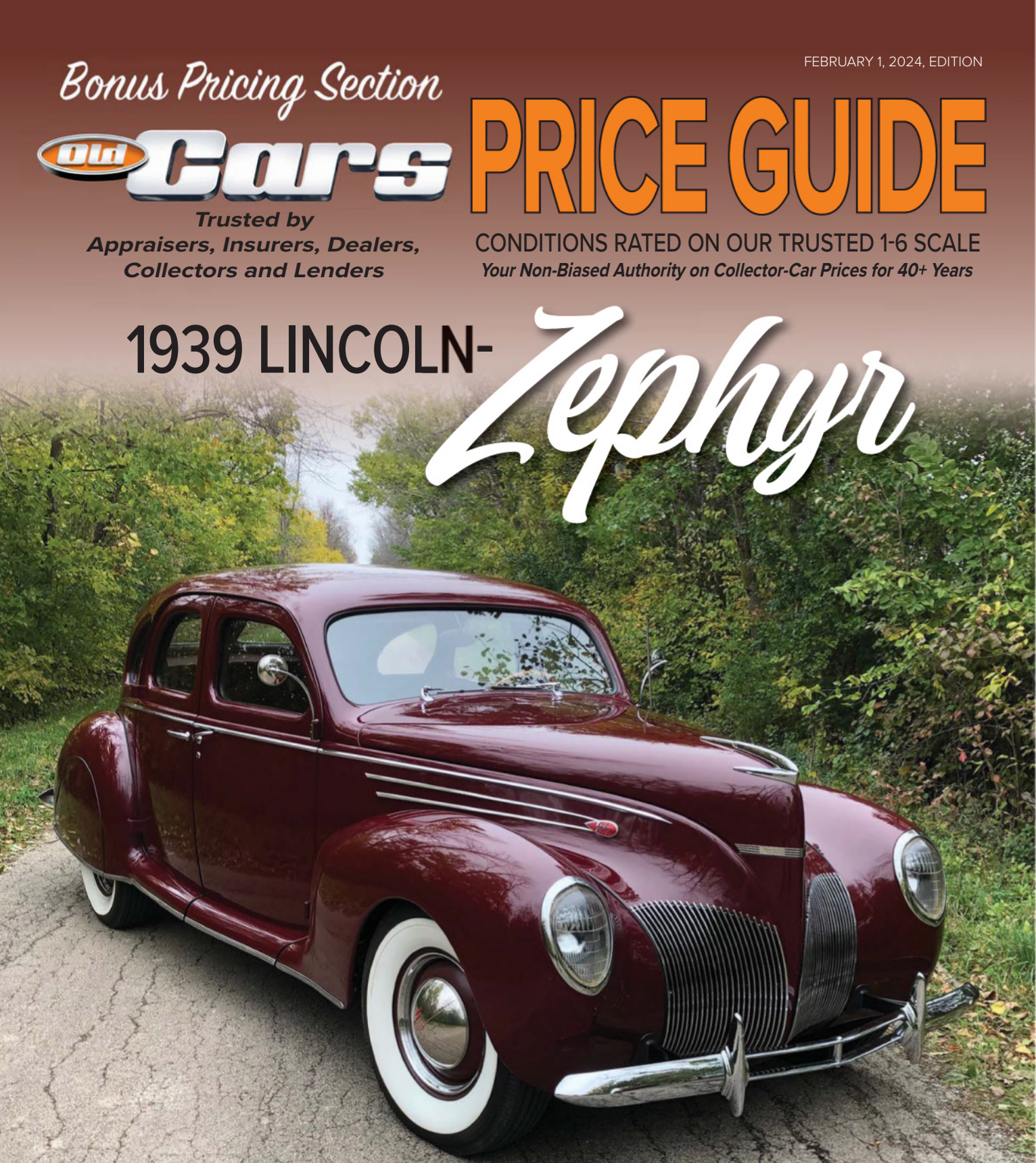
PRICE GUIDE

Trusted by
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Collectors and Lenders

CONDITIONS RATED ON OUR TRUSTED 1-6 SCALE

Your Non-Biased Authority on Collector-Car Prices for 40+ Years

1939 LINCOLN-Zephyr



This Edition

1901-1966 Domestic Cars

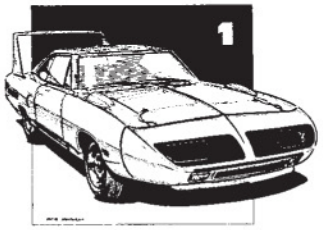
How To Use Price Guide

The worth of an old car is a "ballpark" estimate at best. Our prices come from compilations of national/regional data by the editors of our weekly publication, Old Cars Weekly News & Marketplace.

These data include prices from collector-car auctions, verified reports of private sales and input from experts.

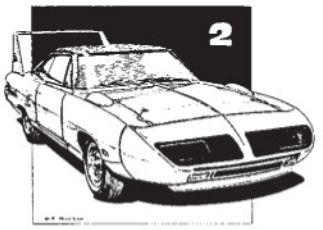
We list values for vehicles in six different states of condition as explained on this page. Values are for complete vehicles, not parts cars, except as noted. Modified-vehicle values are not included, but can be estimated by figuring the cost of restoring to original and deducting from the figures shown within this publication.

Old Cars Report Price Guide condition codes fit the following descriptions:



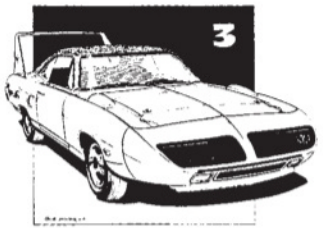
1) EXCELLENT: Restored to current maximum professional standards of quality in every area, or perfect original with components operating and appearing as new. A 95-plus point show car that is not driven.

In national show judging, a vehicle in number 1 condition is likely to win top honors in its class. In a sense, it has ceased to be an automobile and has become an object of art. It is transported to shows in an enclosed trailer, and, when not being shown, is stored in a climate-controlled facility. It is not driven. There are few number 1 vehicles. While not restored, exceptionally well-preserved unrestored-original vehicles, usually with very low mileage, may also fetch a number 1 price.



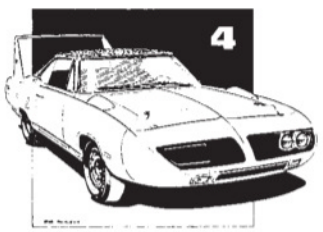
2) FINE: Well-restored, or a combination of superior restoration and excellent original. Also, an extremely well-maintained original showing minimal wear.

Except for the closest inspection, a number 2 vehicle may appear as a number 1. The number 2 vehicle will take the top award in many judged shows, except when competing against a number 1 example in its own class. It may also be driven 800-1,000 miles each year to shows, on tours or simply for pleasure.



3) VERY GOOD: Completely operable original or "older restoration" showing wear. Also, a good amateur restoration, all presentable and serviceable inside and out. Plus, combinations of well-done restoration and good operable components; or a partially restored car with all parts necessary to complete it and/or valuable new old stock (NOS) parts.

This is a "20 footer." That is, from 20 feet away it may appear perfect. But as we approach it, we begin to notice that the paint may be getting thin in spots from frequent washing and polishing. Looking inside, we might detect wear on the driver's seat, foot pedals and carpeting. The chrome trim, while still quite presentable, may have lost its sharp, mirror-like reflective quality it had when new. All systems and equipment on the car are in good operating order. In general, most of the vehicles seen at car shows are in number 3 condition.

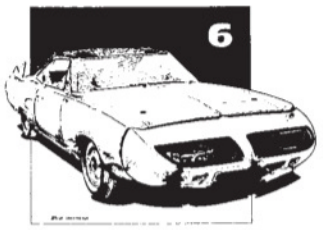


4) GOOD: A drivable vehicle needing no, or only minor work to be functional. Also, a deteriorated restoration or a poor amateur restoration. All components may need restoration to be "excellent," but the vehicle is mostly usable "as is."

This is a driver. It may be in the process of restoration or its owner may have big plans, but even from 20 feet away, there is no doubt that it needs a lot of help.



5) RESTORABLE: Needs complete restoration of body, chassis and interior. May or may not be running, but isn't weathered, wrecked and/or stripped to the point of being useful only for parts. This car needs everything. It may not be operable, but it is essentially all there with repairable rust, or no rust at all. While presenting a real challenge to the restorer, it won't have him doing a lot of chasing for missing parts.



6) PARTS CAR: May or may not be running, but is weathered, wrecked and/or stripped to the point of being useful primarily for parts.

This is an incomplete or greatly deteriorated, perhaps rusty vehicle that has value only as a parts donor for other restoration projects.

KEY TO ABBREVIATIONS

GENERAL

AWD - All Wheel Drive

Brgm - Brougham

Brtz - Biarritz

BT - Boattail

Bus - Business (e.g., Bus Cpe)

Cabr - Cabriolet

CC - Crew Cab Pickup

Cpe - Coupe

COE - Cab-Over-Engine Trk

Cont - Continental

Conv - Convertible

CS - Calif. Special (Mustang)

Cst/10 - Custom 10 (pickup)

Ctry - Country

Cus - Custom

DC - Dual-Cowl

Del - Deluxe

Dly - Delivery

Edn - Edition

Encl - Enclosed

Est - Estate

Exec - Executive

FBk - Fastback

FHC - Fixed Head Coupe

FI - Fuel-Injected

Fml - Formal

FWD - Front-wheel Drive

HBk - Hatchback

HD - Heavy Duty

HT - Hard Top

Imp - Imperial

Int - Interior

IPC - Indy Pace Car

Lan - Landau

Lan'let - Landaulet

LBx - Long Box (pickup bed)

LE - Limited Edition

Leb - Lebaron

Limo - Limousine

Ltd - Limited

Lthr - Leather

LWB - Long Wheelbase

Phae - Phaeton

PU - Pickup Truck

Rbt - Runabout

Rds - Roadster

R/S - Rumbleseat

Saloon - British for sedan

SBx - Short Box (bed)

S/C - Super-Charged

SE - Special Edition

Sed - Sedan

Sednt - Sedanette

Spds - Speedster

Spec or Spl - Special

Spt - Sport

Sq - Squire

S/R - Sunroof

Sta Wag - Station Wagon

Std - Standard

Sub - Suburban

SUV - Sport Utility Vehicle

S/W - Spit Window

SWB - Short Wheelbase

T-top - T-Top Roof

Tr or Trg - Touring

Turbo - Turbocharger(s)

Twn - Town (as in Twn Sed)

Utl - Utility

VIC- Victoria

W - Window (e.g., Ford 3W Cpe)

WW - Wire Wheels

Woodie - Wood-body car

NUMERIC

1/2T - One-Half Ton Pickup

1T - One Ton Pickup

2d - Two-door

2P - Two Passenger

2S - Two-Seat

2V - Two-Barrel Carburetor

2x4V - Two Four-Barrel Carbs

3x2V - Three Two-Barrel Carbs/Tri Power

3W - Three Windows

4d - Four-door

4-Spd - Four Speed

4WD - 4-wheel drive (not FWD)

6-cyl. - Six cylinder

6-Pak - Chrysler 3x2V Carbs

6V - Six Volt

8-cyl - Eight cylinder

8/9P - Eight or Nine Passenger

12V - 12 Volt

TOPS

w/both tops - Hard & Soft Tops

w/soft top only - Soft Top Only

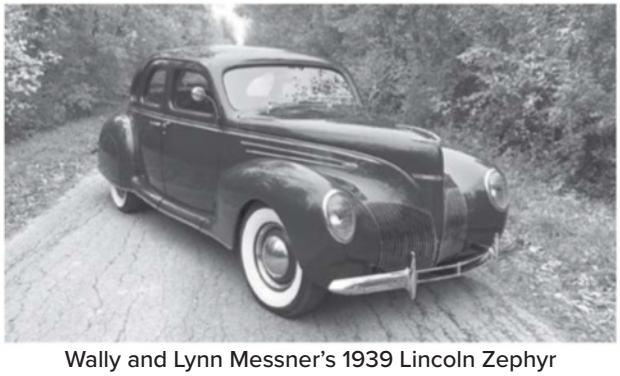
w/HT only - Hard Top Only

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Wally and Lynn Messner's 1939 Lincoln Zephyr



Adobe Stock Image

DOMESTIC CAR

AMC

NOTE: AMC listings follow NASH listings.

AMERICAN AUSTIN

	6	5	4	3	2	1
1930 Series A, 4-cyl., 14 hp, 75" wb						
2d Cpe	840	2,520	4,200	9,450	14,700	21,000
2d Rds	1,200	3,600	6,000	13,500	21,000	30,000
1931 Series A, 4-cyl., 14 hp, 75" wb						
2d Rds	120	360	600	1,350	2,100	3,000
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d 3-Win Bus Cpe	840	2,520	4,200	9,450	14,700	21,000
1932 Series A, 4-cyl., 14 hp, 75" wb						
2d Rds	1,200	3,600	6,000	13,500	21,000	30,000
2d 3-Win Bus Cpe	840	2,520	4,200	9,450	14,700	21,000
2d Cabr	1,360	4,080	6,800	15,300	23,800	34,000
2d Std Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Del Cpe	920	2,760	4,600	10,350	16,100	23,000
1933 Series 275, 4-cyl., 14 hp, 75" wb						
2d Rds	1,200	3,600	6,000	13,500	21,000	30,000
2d Custom Rds	1,360	4,080	6,800	15,300	23,800	34,000
2d 5-Win Bus Cpe	840	2,520	4,200	9,450	14,700	21,000
2d Custom Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Std Cpe	880	2,640	4,400	11,000	15,400	22,000
2d Del Cpe	920	2,760	4,600	10,350	16,100	23,000
2d 4-Pass Cpe Suburban	1,080	3,240	5,400	13,500	18,900	27,000
1934 Series 375, 4-cyl., 14 hp, 75" wb						
2d Rds	1,200	3,600	6,000	13,500	21,000	30,000
2d 5-Win Bus Cpe	840	2,520	4,200	9,450	14,700	21,000
2d Std Cpe	880	2,640	4,400	9,900	15,400	22,000
2d DeL Cpe	920	2,760	4,600	10,350	16,100	23,000
1935 Series 475, 4-cyl., 14 hp, 75" wb						
2d Rds	1,200	3,600	6,000	13,500	21,000	30,000
2d 5-Win Bus Cpe	840	2,520	4,200	9,450	14,700	21,000
2d Std Cpe	880	2,640	4,400	9,900	15,400	22,000
1935 Series 475, 4 cyl., 14 hp, 75" wb						
2d Del Cpe	920	2,760	4,600	10,350	16,100	23,000

AMERICAN BANTAM

	6	5	4	3	2	1
1938 Model 60, 4-cyl., 20 hp, 75" wb						
2d Master Rds	1,280	3,840	6,400	14,400	22,400	32,000
2d Spl Rds	1,200	3,600	6,000	13,500	21,000	30,000
2d Master Cpe	840	2,520	4,200	9,450	14,700	21,000
2d 5-Win Bus Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Spd	1,520	4,560	7,600	17,100	26,600	38,000
2d Sta Wag	2,000	6,000	10,000	22,500	35,000	50,000
1939 Model 60, 4-cyl., 20 hp, 75" wb						
2d Master Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Master Rds	1,280	3,840	6,400	14,400	22,400	32,000
2d Spl Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Spl Rds	1,320	3,960	6,600	14,850	23,100	33,000
2d Master Spds	1,440	4,320	7,200	16,200	25,200	36,000
2d Del Cpe	960	2,880	4,800	10,800	16,800	24,000
2d Del Rds	1,420	4,260	7,100	15,980	24,850	35,500
2d Del Spds	1,460	4,380	7,300	16,430	25,550	36,500
2d 5-Win Bus Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Club Rds	1,440	4,320	7,200	16,200	25,200	36,000
2d Sta Wag	2,000	6,000	10,000	22,500	35,000	50,000
1940 Model 65 Super 4, 4-cyl., 22 hp, 75" wb						
2d Master Cpe	840	2,520	4,200	9,450	14,700	21,000
2d Master Rds	1,280	3,840	6,400	14,400	22,400	32,000
2d Master Spds	1,440	4,320	7,200	16,200	25,200	36,000
2d Spl Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Spl Rds	1,320	3,960	6,600	14,850	23,100	33,000
2d Del Cpe	960	2,880	4,800	10,800	16,800	24,000
2d Del Rds	1,420	4,260	7,100	15,980	24,850	35,500
2d Conv Cpe	1,360	4,080	6,800	15,300	23,800	34,000
2d Conv Cpe Hollywood	1,520	4,560	7,600	17,100	26,600	38,000
2d Conv Sed	1,480	4,440	7,400	16,650	25,900	37,000
2d Conv Sed Riviera	1,600	4,800	8,000	18,000	28,000	40,000
2d Sta Wag	2,000	6,000	10,000	22,500	35,000	50,000

AUBURN

	6	5	4	3	2	1
1904 Model A						
Tr	2,600	7,800	13,000	29,250	45,500	65,000
1905 Model B, 2-cyl.						
Tr	2,210	6,640	11,060	24,890	38,710	55,300
1906 Model C, 2-cyl.						
Tr	2,090	6,280	10,460	23,540	36,610	52,300
1907 Model D, 2-cyl.						
Tr	2,210	6,640	11,060	24,890	38,710	55,300
1908 Model G, 2-cyl., 24 hp						
Tr	2,210	6,640	11,060	24,890	38,710	55,300
1908 Model H, 2-cyl.						
Tr	2,210	6,640	11,060	24,890	38,710	55,300
1908 Model K, 2-cyl.						
Rbt	2,160	6,480	10,800	24,300	37,800	54,000
1909 Model G, 2-cyl., 24 hp						
Tr	2,210	6,640	11,060	24,890	38,710	55,300
1909 Model H, 2-cyl.						
Tr	2,210	6,640	11,060	24,890	38,710	55,300
1909 Model K						
Rbt	2,160	6,480	10,800	24,300	37,800	54,000
1909 Model B, 4-cyl., 25-30 hp						
Tr	2,000	6,000	10,000	22,500	35,000	50,000
1909 Model C, 4-cyl.						
Tr	2,400	7,200	12,000	27,000	42,000	60,000
1909 Model D, 4-cyl.						
Rbt	2,210	6,640	11,060	24,890	38,710	55,300
1910 Model G, 2-cyl., 24 hp						
Tr	2,160	6,480	10,800	24,300	37,800	54,000
1910 Model H, 2-cyl.						
Tr	2,200	6,600	11,000	24,750	38,500	55,000
1910 Model K, 2-cyl.						
Rbt	2,120	6,360	10,600	23,850	37,100	53,000
1910 Model B, 4-cyl., 25-30 hp						
Tr	2,000	6,000	10,000	22,500	35,000	50,000
1910 Model C, 4-cyl.						
Tr	2,400	7,200	12,000	27,000	42,000	60,000
1910 Model D, 4-cyl.						
Rbt	2,260	6,780	11,300	25,430	39,550	56,500
1910 Model X, 4-cyl., 35-40 hp						
Tr	2,440	7,320	12,200	27,450	42,700	61,000
1910 Model R, 4-cyl.						
Tr	2,480	7,440	12,400	27,900	43,400	62,000
1910 Model S, 4-cyl.						
Rds	2,520	7,560	12,600	28,350	44,100	63,000
1911 Model G, 2-cyl., 24 hp						
Tr	2,210	6,640	11,060	24,890	38,710	55,300
1911 Model K, 2-cyl.						
Rbt	2,120	6,360	10,600	23,850	37,100	53,000
1911 Model L, 4-cyl., 25-30 hp						
Tr	2,400	7,200	12,000	27,000	42,000	60,000
1911 Model F, 4-cyl.						
Tr	2,400	7,200	12,000	27,000	42,000	60,000
1911 Model N, 4-cyl., 40 hp						
Tr	2,080	6,240	10,400	23,400	36,400	52,000
1911 Model Y, 4-cyl.						
Tr	2,520	7,560	12,600	28,350	44,100	63,000
1911 Model T, 4-cyl.						
Tr	2,560	7,680	12,800	28,800	44,800	64,000
1911 Model M, 4-cyl.						
Rds	2,120	6,360	10,600	23,850	37,100	53,000
1912 Model 6-50, 6-cyl.						
Tr	2,560	7,680	12,800	28,800	44,800	64,000
1912 Model 40H, 4-cyl., 35-40 hp						
Tr	2,400	7,200	12,000	27,000	42,000	60,000
1912 Model 40M, 4-cyl., 35-40 hp						
Rds	2,440	7,320	12,200	27,450	42,700	61,000
1912 Model 40N, 4-cyl., 35-40 hp						
Tr	2,480	7,440	12,400	27,900	43,400	62,000
1912 Model 35L, 4-cyl., 30 hp						
Tr	2,400	7,200	12,000	27,000	42,000	60,000
1912 Model 30L, 4-cyl., 30 hp						
Rds	2,360	7,080	11,800	26,550	41,300	59,000
Tr	2,400	7,200	12,000	27,000	42,000	60,000
1913 Model 33M, 4-cyl., 33 hp						
Rds	2,400	7,200	12,000	27,000	42,000	60,000
1913 Model 33L, 4-cyl., 33 hp						
Tr	2,440	7,320	12,200	27,450	42,700	61,000
1913 Model 40A, 4-cyl., 40 hp						
Rds	2,440	7,320	12,200	27,450	42,700	61,000
1913 Model 40L, 4-cyl.						
Tr	2,460	7,380	12,300	27,680	43,050	61,500
1913 Model 45, 6-cyl., 45 hp						
Tr	2,540	7,620	12,700	28,580	44,450	63,500
1913 Model 45B, 6-cyl., 45 hp						
Rds	2,540	7,620	12,700	28,580	44,450	63,500
T&C	2,140	6,420	10,700	24,080	37,450	53,500
Cpe	2,100	6,300	10,500	23,630	36,750	52,500
1913 Model 50, 6-cyl., 50 hp						
Tr	2,640	7,920	13,200	29,700	46,200	66,000
1914 Model 4-40, 4-cyl., 40 hp						
Rds	2,200	6,600	11,000	24,750	38,500	55,000
Tr	2,400	7,200	12,000	27,000	42,000	60,000
Cpe	1,800	5,400	9,000	20,250	31,500	45,000
1914 Model 4-41, 4-cyl., 40 hp						
Tr	2,400	7,200	12,000	27,000	42,000	60,000
1914 Model 6-45, 6-cyl., 45 hp						
Rds	2,640	7,920	13,200	29,700	46,200	66,000
Tr	2,620	7,860	13,100	29,480	45,850	65,500
1914 Model 6-46, 6-cyl., 45 hp						
Tr	2,660	7,980	13,300	29,930	46,550	66,500
1915 Model 4-36, 4-cyl., 36 hp						
Rds	2,140	6,420	10,700	24,080	37,450	53,500
Tr	1,900	5,700	9,500	21,380	33,250	47,500
1915 Model 4-43, 4-cyl., 43 hp						
Rds	2,220	6,660	11,100	24,980	38,850	55,500
Tr	1,900	5,700	9,500	21,380	33,250	47,500
1915 Model 6-40, 6-cyl., 50 hp						
Rds	2,700	8,100	13,500	30,380	47,250	67,500
Tr	2,620	7,860	13,100	29,480	45,850	65,500
Cpe	2,540	7,620	12,700	28,580	44,450	63,500
1915 Model 6-47, 6-cyl., 47 hp						
Rds	2,100	6,300	10,500	23,630	36,750	52,500
Tr	2,060	6,180	10,300	23,180	36,050	51,500
1916 Model 4-38, 4-cyl., 38 hp						
Rds	2,040	6,120	10,200	22,950	35,700	51,000
Tr	1,800	5,400	9,000	20,250	31,500	45,000
1916 Model 6-38						
Rds	2,200	6,600	11,000	24,750	38,500	55,000
Tr	2,160	6,480	10,800	24,300	37,800	54,000
1916 Model 6-40, 6-cyl., 40 hp						
Rds	2,240	6,720	11,200	25,200	39,200	56,000
Tr	2,200	6,600	11,000	24,750	38,500	55,000
1916 Model Union 4-36, 6-cyl., 36 hp						
Tr	2,000	6,000	10,000	22,500	35,000	50,000
1917 Model 6-39, 6-cyl., 39 hp						
Rds	2,240	6,720	11,200	25,200	39,200	56,000
Tr	2,200	6,600	11,000	24,750	38,500	55,000
1917 Model 6-44, 6-cyl., 44 hp						
Rds	2,240	6,720	11,200	25,200	39,200	56,000
Tr	2,200	6,600	11,000	24,750	38,500	55,000
1917 Model 4-36, 4-cyl., 36 hp						
Rds	1,680	5,040	8,400	18,900	29,400	42,000
Tr	1,660	4,970	8,280	18,630	28,980	41,400
1918 Model 6-39, 6-cyl.						
Tr	1,960	5,880	9,800	22,050	34,300	49,000
Rds	2,040	6,120	10,200	22,950	35,700	51,000
Spt Tr	2,080	6,240	10,400	23,400	36,400	52,000
1918 Model 6-44, 6-cyl.						
Tr	1,960	5,880	9,800	22,050	34,300	49,000
Rds	2,000	6,000	10,000	22,500	35,000	50,000
Spt Tr	2,040	6,120	10,200	22,950	35,700	51,000
Sed	1,520	4,570	7,620	17,150	26,670	38,100
1919 Model 6-39						
Tr	2,030	6,100	10,160	22,860	35,560	50,800
Rds	1,990	5,980	9,960	22,410	34,860	49,800
Cpe	1,420	4,260	7,100	15,980	24,850	35,500
Sed	1,470	4,400	7,340	16,520	25,690	36,700
1920 Model 6-39, 6-cyl.						
Tr	2,030	6,100	10,160	22,860	35,560	50,800
Spt Tr	2,030	6,100	10,160	22,860	35,560	50,800
Rds	1,980	5,940	9,900	22,280	34,650	49,500
Sed	1,560	4,690	7,820	17,600	27,370	39,100
Cpe	1,610	4,840	8,060	18,140	28,210	40,300
1921 Model 6-39						
Tr	1,610	4,840	8,060	18,140	28,210	40,300
Spt Tr	1,730	5,200	8,660	19,490	30,310	43,300
Rds	1,740	5,220	8,700	19,580	30,450	43,500
Cabr	1,740	5,220	8,700	19,580	30,450	43,500
Sed	1,240	3,730	6,220	14,000	21,770	31,100
Cpe	1,290	3,880	6,460	14,540	22,610	32,300
1922 Model 6-51, 6-cyl.						
Tr	1,660	4,980	8,300	18,680	29,050	41,500
Rds	1,730	5,200	8,660	19,490	30,310	43,300
Spt Tr	1,690	5,080	8,460	19,040	29,610	42,300
Sed	1,240	3,730	6,220	14,000	21,770	31,100
Cpe	1,290	3,880	6,460	14,540	22,610	32,300
1923 Model 6-43, 6-cyl.						
Tr	1,710	5,120	8,540	19,220	29,890	42,700
Sed	1,200	3,590	5,980	13,460	20,930	29,900
1923 Model 6-63, 6-cyl.						
Tr	1,760	5,270	8,780	19,760	30,730	43,900
Spt Tr	1,800	5,410	9,020	20,300	31,570	45,100
Brgm	1,240	3,730	6,220	14,000	21,770	31,100
Sed	1,200	3,590	5,980	13,460	20,930	29,900
1923 Model 6-51, 6-cyl.						
Phae	1,800	5,410	9,020	20,300	31,570	45,100
Tr	1,760	5,270	8,780	19,760	30,730	43,900
Spt Tr	1,850	5,540	9,240	20,790	32,340	46,200
Brgm	1,290	3,880	6,460	14,540	22,610	32,300
Sed	1,240	3,730	6,220	14,000	21,770	31,100
1924 Model 6-43, 6-cyl.						
Tr	1,710	5,120	8,540	19,220	29,890	42,700
Spt Tr	1,760	5,270	8,780	19,760	30,730	43,900
Sed	1,200	3,590	5,980	13,460	20,930	29,900
Cpe	1,240	3,730	6,220	14,000	21,770	31,100
2d	1,200	3,590	5,980	13,460	20,930	29,900
1924 Model 6-63, 6-cyl.						
Tr	1,760	5,270	8,780	19,760	30,730	43,900
Spt Tr	1,850	5,540	9,240	20,790	32,340	46,200



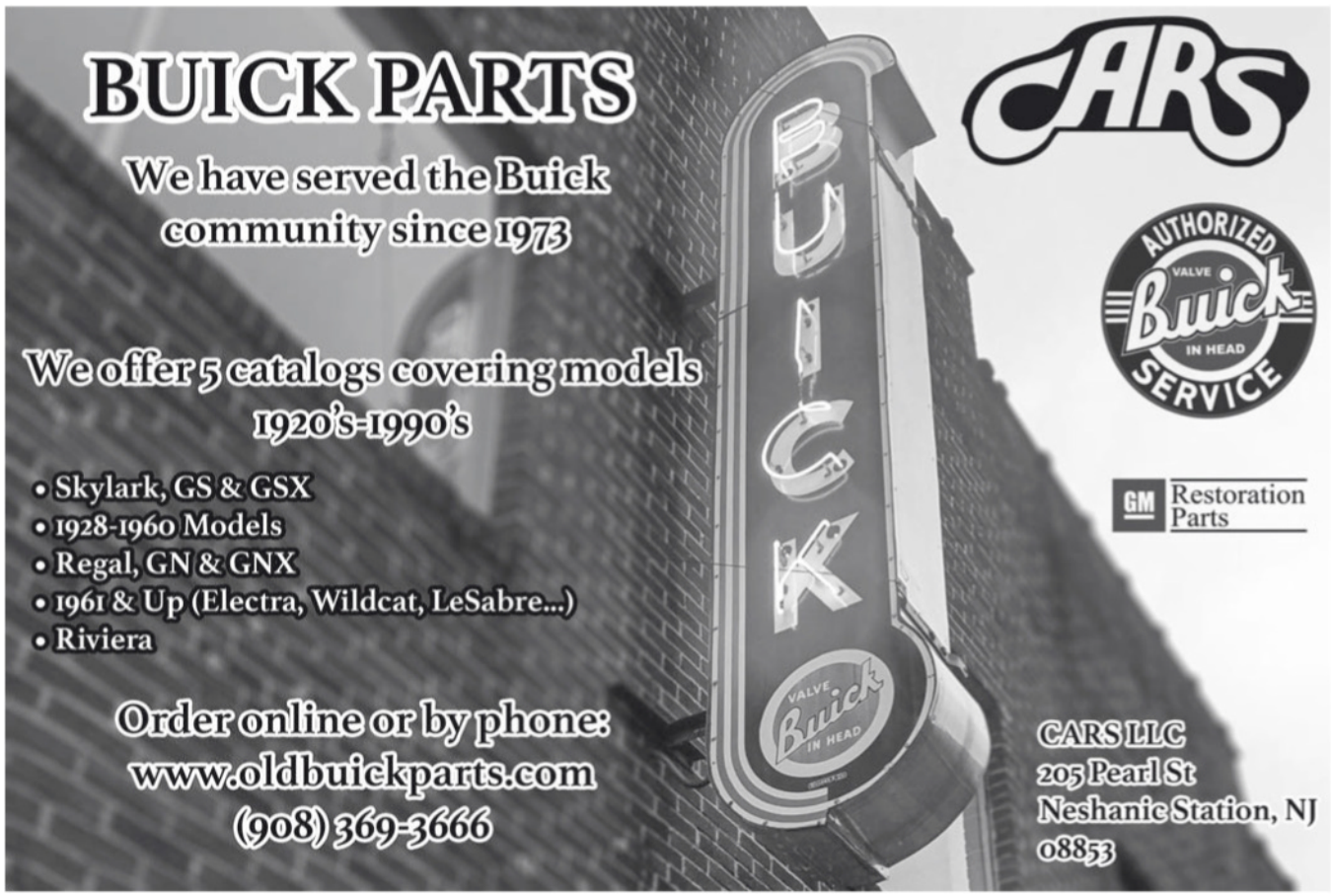
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Sed	1,240	3,730	6,220	14,000	21,770	31,100
Brgm	1,290	3,880	6,460	14,540	22,610	32,300
1925 Model 8-36, 8-cyl.						
Tr	2,080	6,240	10,400	23,400	36,400	52,000
2d Brgm	1,680	5,040	8,400	18,900	29,400	42,000
4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
1925 Model 6-43, 6-cyl.						
Phae	2,040	6,120	10,200	22,950	35,700	51,000
Spt Phae	1,900	5,700	9,500	21,380	33,250	47,500
Cpe	1,220	3,660	6,100	13,730	21,350	30,500
4d Sed	1,170	3,520	5,860	13,190	20,510	29,300
2d Sed	1,120	3,370	5,620	12,650	19,670	28,100
1925 Model 6-66, 6-cyl.						
Rds	1,780	5,350	8,920	20,070	31,220	44,600
Brgm	1,080	3,230	5,380	12,110	18,830	26,900
4d	1,120	3,370	5,620	12,650	19,670	28,100
Tr	1,830	5,500	9,160	20,610	32,060	45,800
1925 Model 8-88, 8-cyl.						
Rds	2,180	6,540	10,900	24,530	38,150	54,500
4d Sed 5P	1,710	5,140	8,560	19,260	29,960	42,800
4d Sed 7P	1,710	5,140	8,560	19,260	29,960	42,800
Brgm	1,660	4,990	8,320	18,720	29,120	41,600
Tr	2,100	6,300	10,500	23,630	36,750	52,500
1926 Model 4-44, 4-cyl., 42 hp						
Tr	1,720	5,150	8,580	19,310	30,030	42,900
Rds	1,760	5,290	8,820	19,850	30,870	44,100
Cpe	1,390	4,160	6,940	15,620	24,290	34,700
4d Sed	1,340	4,020	6,700	15,080	23,450	33,500
1926 Model 6-66, 6-cyl., 48 hp						
Rds	2,040	6,120	10,200	22,950	35,700	51,000
Tr	2,000	6,000	10,000	22,500	35,000	50,000
Brgm	1,460	4,380	7,300	16,430	25,550	36,500
4d Sed	1,510	4,520	7,540	16,970	26,390	37,700
Cpe	1,560	4,670	7,780	17,510	27,230	38,900
1926 Model 8-88, 8-cyl., 88 hp, 129" wb						
Rds	2,240	6,720	11,200	25,200	39,200	56,000
Tr	2,180	6,540	10,900	24,530	38,150	54,500
Cpe	1,700	5,100	8,500	19,130	29,750	42,500
Brgm	1,610	4,820	8,040	18,090	28,140	40,200
5P Sed	1,610	4,820	8,040	18,090	28,140	40,200
7P Sed	1,660	4,980	8,300	18,680	29,050	41,500
1926 Model 8-88, 8-cyl., 88 hp, 146" wb						
7P Sed	2,060	6,180	10,300	23,180	36,050	51,500
1927 Model 6-66, 6-cyl., 66 hp						
Rds	1,920	5,760	9,600	21,600	33,600	48,000
Tr	1,880	5,640	9,400	21,150	32,900	47,000
Brgm	1,440	4,320	7,200	16,200	25,200	36,000
Sed	1,420	4,260	7,100	15,980	24,850	35,500
1927 Model 8-77, 8-cyl., 77 hp						
Rds	2,060	6,180	10,300	23,180	36,050	51,500
Tr	2,000	6,000	10,000	22,500	35,000	50,000
Brgm	1,520	4,560	7,600	17,100	26,600	38,000
Sed	1,500	4,500	7,500	16,880	26,250	37,500
1927 Model 8-88, 8-cyl., 88 hp, 129" wb						
Tr	2,270	6,800	11,340	25,520	39,690	56,700
Rds	2,320	6,950	11,580	26,060	40,530	57,900
Cpe	1,750	5,240	8,740	19,670	30,590	43,700
Brgm	1,640	4,920	8,200	18,450	28,700	41,000
Sed	1,620	4,860	8,100	18,230	28,350	40,500
Spt Sed	1,780	5,340	8,900	20,030	31,150	44,500
1927 Model 8-88, 8-cyl., 88 hp, 146" wb						
7P Sed	2,100	6,300	10,500	23,630	36,750	52,500
Tr	2,330	7,000	11,660	26,240	40,810	58,300
1928 Model 6-66, 6-cyl., 66 hp						
Rds	2,500	7,500	12,500	28,130	43,750	62,500
Cabr	2,480	7,440	12,400	27,900	43,400	62,000
Sed	1,800	5,400	9,000	20,250	31,500	45,000
Spt Sed	1,880	5,640	9,400	21,150	32,900	47,000
1928 Model 8-77, 8-cyl., 77 hp						
Rds	2,700	8,100	13,500	30,380	47,250	67,500
Cabr	2,660	7,980	13,300	29,930	46,550	66,500
Sed	2,010	6,020	10,040	22,590	35,140	50,200
Spt Sed	2,060	6,180	10,300	23,180	36,050	51,500
1928 Model 8-88, 8-cyl., 88 hp						
Rds	2,760	8,280	13,800	31,050	48,300	69,000
Tr	2,720	8,160	13,600	30,600	47,600	68,000
Cabr	2,720	8,160	13,600	30,600	47,600	68,000
Sed	2,030	6,080	10,140	22,820	35,490	50,700
Spt Sed	2,080	6,240	10,400	23,400	36,400	52,000
1928 Model 8-88, 8-cyl., 88 hp, 136" wb						
7P Sed	2,360	7,080	11,800	26,550	41,300	59,000
1928 SECOND SERIES Model 76, 6-cyl.						
Rds	2,720	8,160	13,600	30,600	47,600	68,000
Cabr	2,640	7,920	13,200	29,700	46,200	66,000
Sed	1,820	5,460	9,100	20,480	31,850	45,500
Spt Sed	1,880	5,640	9,400	21,150	32,900	47,000
1928 Model 88, 8-cyl.						
Spds	9,680	29,040	48,400	108,900	169,400	242,000
Rds	5,280	15,840	26,400	59,400	92,400	132,000
Cabr	2,900	8,700	14,500	32,630	50,750	72,500
Sed	2,180	6,540	10,900	24,530	38,150	54,500
Spt Sed	2,220	6,660	11,100	24,980	38,850	55,500
Phae	3,340	10,020	16,700	37,580	58,450	83,500
1928 Model 115, 8-cyl.						
Spds	10,040	30,120	50,200	112,950	175,700	251,000
Rds	5,400	16,200	27,000	60,750	94,500	135,000
Cabr	3,520	10,560	17,600	39,600	61,600	88,000
Sed	2,240	6,720	11,200	25,200	39,200	56,000
Spt Sed	2,320	6,960	11,600	26,100	40,600	58,000
Phae	3,680	11,040	18,400	41,400	64,400	92,000
1929 Model 76, 6-cyl.						
Rds	2,800	8,400	14,000	31,500	49,000	70,000
Tr	2,680	8,040	13,400	30,150	46,900	67,000
Cabr	2,600	7,800	13,000	29,250	45,500	65,000
Vic	2,120	6,360	10,600	23,850	37,100	53,000
Sed	1,680	5,040	8,400	18,900	29,400	42,000
Spt Sed	1,720	5,160	8,600	19,350	30,100	43,000
1929 Model 88, 8-cyl.						
Spds	9,680	29,040	48,400	108,900	169,400	242,000
Rds	6,080	18,240	30,400	68,400	106,400	152,000
Tr	3,840	11,520	19,200	43,200	67,200	96,000
Cabr	4,000	12,000	20,000	45,000	70,000	100,000
Vic	2,430	7,300	12,160	27,360	42,560	60,800
Sed	2,280	6,840	11,400	25,650	39,900	57,000
Spt Sed	2,360	7,080	11,800	26,550	41,300	59,000
Phae	4,320	12,960	21,600	48,600	75,600	108,000
1929 Model 115, 8-cyl.						
Spds	10,040	30,120	50,200	112,950	175,700	251,000
Rds	6,200	18,600	31,000	69,750	108,500	155,000
Cabr	4,080	12,240	20,400	45,900	71,400	102,000
Vic	2,480	7,440	12,400	27,900	43,400	62,000
Sed	2,400	7,200	12,000	27,000	42,000	60,000
Spt Sed	2,440	7,320	12,200	27,450	42,700	61,000
Phae	4,560	13,680	22,800	51,300	79,800	114,000
1929 Model 6-80, 6-cyl.						
Tr	3,320	9,960	16,600	37,350	58,100	83,000
Cabr	3,360	10,080	16,800	37,800	58,800	84,000
Vic	1,820	5,460	9,100	20,480	31,850	45,500
Sed	1,700	5,100	8,500	19,130	29,750	42,500
Spt Sed	1,740	5,220	8,700	19,580	30,450	43,500
1929 Model 8-90, 8-cyl.						
Spds	9,680	29,040	48,400	108,900	169,400	242,000
Tr	6,080	18,240	30,400	68,400	106,400	152,000
Cabr	4,000	12,000	20,000	45,000	70,000	100,000
Phae	4,400	13,200	22,000	49,500	77,000	110,000
Vic	2,440	7,320	12,200	27,450	42,700	61,000
Sed	2,320	6,960	11,600	26,100	40,600	58,000
Spt Sed	2,400	7,200	12,000	27,000	42,000	60,000
1929 Model 120, 8-cyl.						
Spds	10,080	30,240	50,400	113,400	176,400	252,000
Cabr	4,480	13,440	22,400	50,400	78,400	112,000
Phae	4,880	14,640	24,400	54,900	85,400	122,000
Vic	2,480	7,440	12,400	27,900	43,400	62,000
Sed	2,360	7,080	11,800	26,550	41,300	59,000
7P Sed	2,360	7,080	11,800	26,550	41,300	59,000
Spt Sed	2,400	7,200	12,000	27,000	42,000	60,000
1930 Model 6-85, 6-cyl.						
Cabr	4,200	12,600	21,000	47,250	73,500	105,000
Sed	1,240	3,720	6,200	13,950	21,700	31,000
Spt Sed	1,440	4,320	7,200	16,200	25,200	36,000
1930 Model 8-95, 8-cyl.						
Cabr	4,400	13,200	22,000	49,500	77,000	110,000
Phae	5,000	15,000	25,000	56,250	87,500	125,000
Sed	1,400	4,200	7,000	15,750	24,500	35,000
Spt Sed	1,600	4,800	8,000	18,000	28,000	40,000
1930 Model 125, 8-cyl.						
Cabr	4,500	13,500	22,500	50,630	78,750	112,500
Phae	4,680	14,040	23,400	52,650	81,900	117,000
Sed	1,520	4,560	7,600	17,100	26,600	38,000
Spt Sed	1,720	5,160	8,600	19,350	30,100	43,000
1931 Model 8-98, 8-cyl., Standard, 127" wb						
Spds	7,600	22,800	38,000	85,500	133,000	190,000
Cabr	5,320	15,960	26,600	59,850	93,100	133,000
Phae	4,600	13,800	23,000	51,750	80,500	115,000
Cpe	1,720	5,160	8,600	19,350	30,100	43,000
2d Brgm	1,680	5,040	8,400	18,900	29,400	42,000
5P Sed	1,600	4,800	8,000	18,000	28,000	40,000
1931 Model 8-98, 8-cyl., 136" wb						
7P Sed	1,410	4,230	7,050	15,860	24,680	35,250
1931 Model 8-98A, 8-cyl., Custom, 127" wb						
Spds	7,880	23,640	39,400	88,650	137,900	197,000
Cabr	5,440	16,320	27,200	61,200	95,200	136,000
Phae	5,600	16,800	28,000	63,000	98,000	140,000
Cpe	1,770	5,310	8,850	19,910	30,980	44,250
2d Brgm	1,770	5,310	8,850	19,910	30,980	44,250
4d Sed	1,680	5,040	8,400	18,900	29,400	42,000
1931 Model 8-98, 8-cyl., 136" wb						
7P Sed	1,590	4,770	7,950	17,890	27,830	39,750
1932 Model 8-100, 8-cyl., Custom, 127" wb						
Spds	8,000	24,000	40,000	90,000	140,000	200,000
Cabr	5,740	17,220	28,700	64,580	100,450	143,500
Phae	5,800	17,400	29,000	65,250	101,500	145,000
Cpe	1,800	5,400	9,000	20,250	31,500	45,000
2d Brgm	1,840	5,520	9,200	20,700	32,200	46,000
4d Sed	1,760	5,280	8,800	19,800	30,800	44,000
1932 Model 8-100, 8-cyl., 136" wb						
7P Sed	1,440	4,320	7,200	16,200	25,200	36,000
1932 Model 8-100A, 8-cyl., Custom Dual Ratio, 127" wb						
Spds	8,400	25,200	42,000	94,500	147,000	210,000
Cabr	5,800	17,400	29,000	65,250	101,500	145,000
Phae	6,000	18,000	30,000	67,500	105,000	150,000
Cpe	1,920	5,760	9,600	21,600	33,600	48,000
2d Brgm	1,920	5,760	9,600	21,600	33,600	48,000
4d Sed	1,920	5,760	9,600	21,600	33,600	48,000
1932 Model 8-100A, 8-cyl., 136" wb						
7P Sed	1,520	4,560	7,600	17,100	26,600	38,000
1932 Model 12-160, 12-cyl., Standard						
Spds	9,200	27,600	46,000	103,500	161,000	230,000
Cabr	7,840	23,520	39,200	88,200	137,200	196,000
Phae	8,120	24,360	40,600	91,350	142,100	203,000
Cpe	2,200	6,600	11,000	24,750	38,500	55,000
2d Brgm	1,920	5,760	9,600	21,600	33,600	48,000
4d Sed	1,680	5,040	8,400	18,900	29,400	42,000
1932 Model 12-160A, 12-cyl., Custom Dual Ratio						
Spds	11,000	33,000	55,000	123,750	192,500	275,000
Cabr	8,400	25,200	42,000	94,500	147,000	210,000
Phae	8,560	25,680	42,800	96,300	149,800	214,000
Cpe	2,080	6,240	10,400	23,400	36,400	52,000
2d Brgm	2,000	6,000	10,000	22,500	35,000	50,000
4d Sed	1,920	5,760	9,600	21,600	33,600	48,000
1933 Model 8-101, 8-cyl., Standard, 127" wb						
Spds	8,000	24,000	40,000	90,000	140,000	200,000
Cabr	5,740	17,220	28,700	64,580	100,450	143,500
Phae	5,800	17,400	29,000	65,250	101,500	145,000
Cpe	1,800	5,400	9,000	20,250	31,500	45,000
2d Brgm	1,840	5,520	9,200	20,700	32,200	46,000
4d Sed	1,760	5,280	8,800	19,800	30,800	44,000
1933 Model 8-101, 8-cyl., 136" wb						
7P Sed	1,440	4,320	7,200	16,200	25,200	36,000
1933 Model 8-101A, 8-cyl., Custom Dual Ratio, 127" wb						
Spds	8,400	25,200	42,000	94,500	147,000	210,000
Cabr	5,800	17,400	29,000	65,250	101,500	145,000
Phae	6,000	18,000	30,000	67,500	105,000	150,000
Cpe	1,920	5,760	9,600	21,600	33,600	48,000
2d Brgm	1,960	5,880	9,800	22,050	34,300	49,000
4d Sed	1,800	5,400	9,000	20,250	31,500	45,000
1933 Model 8-101A, 8-cyl., 136" wb						
7P Sed	1,520	4,560	7,600	17,100	26,600	38,000
1933 Model 8-105, 8-cyl., Salon Dual Ratio						
Spds	7,880	23,640	39,400	88,650	137,900	197,000
Cabr	6,160	18,480	30,800	69,300	107,800	154,000
Phae	6,080	18,240	30,400	68,400	106,400	152,000
2d Brgm	2,210	6,630	11,050	24,860	38,680	55,250
4d Sed	2,080	6,250	10,410	23,420	36,440	52,050
1933 Model 12-161, 12-cyl., Standard						
Spds	9,200	27,600	46,000	103,500	161,000	230,000
Cabr	7,840	23,520	39,200	88,200	137,200	196,000
Phae	8,120	24,360	40,600	91,350	142,100	203,000
Cpe	2,200	6,600	11,000	24,750	38,500	55,000
2d Brgm	1,920	5,760	9,600	21,600	33,600	48,000
4d Sed	1,680	5,040	8,400	18,900	29,400	42,000
1933 Model 12-161A, 12-cyl., Custom Dual Ratio						
Spds	11,000	33,000	55,000	123,750	192,500	275,000
Cabr	8,400	25,200	42,000	94,500	147,000	210,000
Phae	8,560	25,680	42,800	96,300	149,800	214,000
Cpe	2,080	6,240	10,400	23,400	36,400	52,000
2d Brgm	2,000	6,000	10,000	22,500	35,000	50,000
4d Sed	1,920	5,760	9,600	21,600	33,600	48,000
1933 Model 12-165, 12-cyl., Salon Dual Ratio						
Spds	11,200	33,600	56,000	126,000	196,000	280,000
Cabr	8,480	25,440	42,400	95,400	148,400	212,000
Phae	8,600	25,800	43,000	96,750	150,500	215,000
2d Brgm	2,160	6,480	10,800	24,300	37,800	54,000
4d Sed	1,960	5,880	9,800	22,050	34,300	49,000
1934 Model 652X, 6-cyl., Standard						
Cabr	3,540	10,620	17,700	39,830	61,950	88,500
2d Brgm	1,400	4,200	7,000	15,750	24,500	35,000
4d Sed	1,240	3,720	6,200	13,950	21,700	31,000
1934 Model 652Y, 6-cyl., Custom						
Cabr	3,800	11,400	19,000	42,750	66,500	95,000
Phae	4,080	12,240	20,400	45,900	71,400	102,000
2d Brgm	1,480	4,440	7,400	16,650	25,900	37,000
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
1934 Model 850X, 8-cyl., Standard						
Cabr	5,000	15,000	25,000	56,250	87,500	125,000
2d Brgm	1,560	4,680	7,800	17,550	27,300	39,000
4d Sed	1,400	4,200	7,000	15,750	24,500	35,000
1934 Model 850Y, 8-cyl., Dual Ratio						
Cabr	4,400	13,200	22,000	49,500	77,000	110,000
Phae	4,240	12,720	21,200	47,700	74,200	106,000
2d Brgm	1,880	5,640	9,400	21,150	32,900	47,000
4d Sed	1,800	5,400	9,000	20,250	31,500	45,000
1934 Model 1250, 12-cyl., Salon Dual Ratio						
Cabr	8,000	24,000	40,000	90,000	140,000	200,000
Phae	9,280	27,840	46,400	104,400	162,400	232,000
2d Brgm	2,200	6,600	11,000	24,750	38,500	55,000
4d Sed	2,080	6,240	10,400	23,400	36,400	52,000
1935 Model 6-653, 6-cyl., Standard						
Cabr	3,520	10,560	17,600	39,600	61,600	88,000
Phae	3,760	11,280	18,800	42,300	65,800	94,000
Cpe	1,640	4,920	8,200	18,450	28,700	41,000
2d Brgm	1,560	4,680	7,800	17,550	27,300	39,000
4d Sed	1,480	4,440	7,400	16,650	25,900	37,000
1935 Model 6-653, 6-cyl., Custom Dual Ratio						
Cabr	4,000	12,000	20,000	45,000	70,000	100,000
Phae	4,320	12,960	21,600	48,600	75,600	108,000
Cpe	1,640	4,920	8,200	18,450	28,700	41,000
2d Brgm	1,800	5,400	9,000	20,250	31,500	45,000
4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
1935 Model 6-653, 6-cyl., Salon Dual Ratio						
Cabr	4,320	12,960	21,600	48,600	75,600	108,000
Phae	4,600	13,800	23,000	51,750	80,500	115,000
Cpe	1,680	5,040	8,400	18,900	29,400	42,000
2d Brgm	1,880	5,640	9,400	21,150	32,900	47,000
4d Sed	1,780	5,340	8,900	20,030	31,150	44,500
1935 Model 8-851, 8-cyl., Standard						
Cabr	4,400	13,200	22,000	49,500	77,000	110,000
Phae	4,640	13,920	23,200	52,200	81,200	116,000
Cpe	1,720	5,160	8,600	19,350	30,100	43,000
2d Brgm	1,940	5,820	9,700	21,830	33,950	48,500
4d Sed	1,940	5,820	9,700	21,830	33,950	48,500
4d 5p sed	1,800	5,400	9,000	20,250	31,500	45,000
4d 7p sed	1,940	5,820	9,700	21,830	33,950	48,500
1935 Model 8-851, 8-cyl., Custom Dual Ratio						
Cabr	4,480	13,440	22,400	50,400	78,400	112,000
Phae	4,760	14,280	23,800	53,550	83,300	119,000
Cpe	1,760	5,280	8,800	19,800	30,800	44,000
2d Brgm	1,980	5,940	9,900	22,280	34,650	49,500
4d Sed	1,840	5,520	9,200	20,700	32,200	46,000
4d 7p sed	1,880	5,640	9,400	23,500	32,900	47,000
1935 Model 8-851, 8-cyl., Salon Dual Ratio						
Cabr	4,800	14,400	24,000	54,000	84,000	120,000
Phae	4,880	14,640	24,400	54,900	85,400	122,000
Cpe	1,800	5,400	9,000	20,250	31,500	45,000
2d Brgm	2,000	6,000	10,000	22,500	35,000	50,000
4d Sed	1,880	5,640	9,400	21,150	32,900	47,000
4d Sed 7p	1,920	5,760	9,600	24,000	33,600	48,000
4d Sed 7p	1,920	5,760	9,600	24,000	33,600	48,000
1935 Model 8-851, 8-cyl., Supercharged Dual Ratio						
Spds	21,400	64,200	107,000	240,750	374,500	535,000
Cabr	5,200	15,600	26,000	58,500	91,000	130,000
Phae	6,040	18,120	30,200	67,950	105,700	151,000
Cpe	1,820	5,460	9,100	20,480	31,850	45,500
2d Brgm	2,040	6,120	10,200	22,950	35,700	51,000
4d Sed	1,920	5,760	9,600	21,600	33,600	48,000
1936 Model 6-654, 6-cyl., Standard						
Cabr	4,000	12,000	20,000	45,000	70,000	100,000
Phae	3,760	11,280	18,800	42,300	65,800	94,000
Cpe	1,640	4,920	8,200	18,450	28,700	41,000
2d Brgm	1,560	4,680	7,800	17,550	27,300	39,000
4d Sed	1,480	4,440	7,400	16,650	25,900	37,000
1936 Model 6-654, 6-cyl., Custom Dual Ratio						
Cabr	4,000	12,000	20,000	45,000	70,000	100,000
Phae	4,320	12,960	21,600	48,600	75,600	108,000
Cpe	1,680	5,040	8,400	18,900	29,400	42,000
2d Brgm	1,800	5,400	9,000	20,250	31,500	45,000
4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
1936 Model 6-654, 6-cyl., Salon Dual Ratio						
Cabr	4,320	12,960	21,600	48,600	75,600	108,000
Phae	4,600	13,800	23,000	51,750	80,500	115,000
Cpe	1,680	5,040	8,400	18,900	29,400	42,000
2d Brgm	1,880	5,640	9,400	21,150	32,900	47,000
4d Sed	1,760	5,280	8,800	19,800	30,800	44,000

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1936 Model 8-852, 8-cyl., Standard						
Cabr	4,400	13,200	22,000	49,500	77,000	110,000
Phae	4,640	13,920	23,200	52,200	81,200	116,000
Cpe	1,720	5,160	8,600	19,350	30,100	43,000
2d Brgm	1,800	5,400	9,000	20,250	31,500	45,000
4d Sed	1,800	5,400	9,000	20,250	31,500	45,000
1936 Model 8-852, 8-cyl., Custom Dual Ratio						
Cabr	4,760	14,280	23,800	53,550	83,300	119,000
Phae	4,760	14,280	23,800	53,550	83,300	119,000
Cpe	1,760	5,280	8,800	19,800	30,800	44,000
2d Brgm	1,980	5,940	9,900	22,280	34,650	49,500
4d Sed	1,840	5,520	9,200	20,700	32,200	46,000
1936 Model 8-852, 8-cyl., Salon Dual Ratio						
Cabr	4,800	14,400	24,000	54,000	84,000	120,000
Phae	4,880	14,640	24,400	54,900	85,400	122,000
Cpe	1,800	5,400	9,000	20,250	31,500	45,000
2d Brgm	2,000	6,000	10,000	22,500	35,000	50,000
4d Sed	1,880	5,640	9,400	21,150	32,900	47,000
1936 Model 8-852, 8-cyl., Supercharged Dual Ratio						
Spds	21,400	64,200	107,000	240,750	374,500	535,000
Cabr	5,200	15,600	26,000	58,500	91,000	130,000
Phae	6,040	18,120	30,200	67,950	105,700	151,000
Cpe	18,200	54,600	91,000	204,750	318,500	455,000
2d Brgm	2,040	6,120	10,200	22,950	35,700	51,000
4d Sed	1,920	5,760	9,600	21,600	33,600	48,000

BUICK

1904 Model B, 2-cyl.						
Tr	2,800	8,400	14,000	31,500	49,000	70,000
1905 Model C, 2-cyl.						
Tr	2,320	6,960	11,600	26,100	40,600	58,000
1906 Model F & G, 2-cyl.						
Tr	2,320	6,960	11,600	26,100	40,600	58,000
Rds	2,400	7,200	12,000	27,000	42,000	60,000
1907 Model F & G, 2-cyl.						
Tr	2,320	6,960	11,600	26,100	40,600	58,000
Rds	2,400	7,200	12,000	27,000	42,000	60,000
1907 Model D, S, K & H, 4-cyl.						
Tr	2,440	7,320	12,200	27,450	42,700	61,000
Rds	2,480	7,440	12,400	27,900	43,400	62,000
1908 Model F & G, 2-cyl.						
Tr	2,320	6,960	11,600	26,100	40,600	58,000
Rds	2,400	7,200	12,000	27,000	42,000	60,000
1908 Model D & S, 4-cyl.						
Rds	2,480	7,440	12,400	27,900	43,400	62,000
1908 Model 10, 4-cyl.						
Tr	2,400	7,200	12,000	27,000	42,000	60,000
1908 Model 5, 4-cyl.						
Tr	2,560	7,680	12,800	28,800	44,800	64,000
1909 Model G, (only 6 built in 1909)						
Rds	3,600	10,800	18,000	40,500	63,000	90,000
1909 Model F & G						
Tr	2,320	6,960	11,600	26,100	40,600	58,000
Rds	2,400	7,200	12,000	27,000	42,000	60,000
1909 Model 10, 4-cyl.						
Tr	2,480	7,440	12,400	27,900	43,400	62,000
Rds	2,400	7,200	12,000	27,000	42,000	60,000
1909 Model 16 & 17, 4-cyl.						
Rds	2,440	7,320	12,200	27,450	42,700	61,000
Tr	2,520	7,560	12,600	28,350	44,100	63,000
1910 Model 6, 2-cyl.						
Tr	2,440	7,320	12,200	27,450	42,700	61,000
1910 Model F, 2-cyl.						
Tr	2,320	6,960	11,600	26,100	40,600	58,000
1910 Model 14, 2-cyl.						
Rds	2,720	8,160	13,600	30,600	47,600	68,000
1910 Model 10, 4-cyl.						
Tr	2,320	6,960	11,600	26,100	40,600	58,000
Rds	2,400	7,200	12,000	27,000	42,000	60,000
1910 Model 19, 4-cyl.						
Tr	2,460	7,380	12,300	27,680	43,050	61,500
1910 Model 16 & 17, 4-cyl.						
Rds	2,440	7,320	12,200	27,450	42,700	61,000
Tr	2,520	7,560	12,600	28,350	44,100	63,000
1910 Model 7, 4-cyl.						
Tr	2,480	7,440	12,400	27,900	43,400	62,000
1910 Model 41, 4-cyl.						
Limo	2,600	7,800	13,000	29,250	45,500	65,000
1911 Model 14, 2-cyl.						
Rds	2,720	8,160	13,600	30,600	47,600	68,000
1911 Model 21, 4-cyl.						
Tr	2,400	7,200	12,000	27,000	42,000	60,000
1911 Model 26 & 27, 4-cyl.						
Rds	2,560	7,680	12,800	28,800	44,800	64,000
Tr	2,160	6,480	10,800	24,300	37,800	54,000
1911 Model 32 & 33						
Rds	2,100	6,300	10,500	23,630	36,750	52,500
Tr	2,060	6,180	10,300	23,180	36,050	51,500
1911 Model 38 & 39, 4-cyl.						
Rds	2,200	6,600	11,000	24,750	38,500	55,000
Tr	2,120	6,360	10,600	23,850	37,100	53,000
Limo	2,600	7,800	13,000	29,250	45,500	65,000
1912 Model 34, 35 & 36, 4-cyl.						
Rds	2,160	6,480	10,800	24,300	37,800	54,000
Tr	2,120	6,360	10,600	23,850	37,100	53,000
1912 Model 28 & 29, 4-cyl.						
Rds	2,170	6,520	10,860	24,440	38,010	54,300
Tr	2,170	6,520	10,860	24,440	38,010	54,300
1912 Model 43, 4-cyl.						
Tr	2,240	6,720	11,200	25,200	39,200	56,000
1913 Model 30 & 31, 4-cyl.						
Rds	2,180	6,540	10,900	24,530	38,150	54,500
Tr	2,040	6,120	10,200	22,950	35,700	51,000
1913 Model 40, 4-cyl.						
Tr	1,990	5,980	9,960	22,410	34,860	49,800
1913 Model 24 & 25, 4-cyl.						
Rds	2,050	6,140	10,240	23,040	35,840	51,200
Tr	2,140	6,420	10,700	24,080	37,450	53,500
1914 Model B-24 & B-25, 4-cyl.						
Rds	2,090	6,280	10,460	23,540	36,610	52,300
Tr	2,090	6,280	10,460	23,540	36,610	52,300
1914 Model B-36, B-37 & B-38, 4-cyl.						
Rds	2,170	6,520	10,860	24,440	38,010	54,300
Tr	2,130	6,380	10,640	23,940	37,240	53,200
Cpe	1,900	5,700	9,500	21,380	33,250	47,500
1914 Model B-55, 6-cyl.						
7P Tr	2,200	6,600	11,000	24,750	38,500	55,000
1915 Model C-24 & C-25, 4-cyl.						
Rds	2,140	6,420	10,700	24,080	37,450	53,500
Tr	2,090	6,280	10,460	23,540	36,610	52,300
1915 Model C-36 & C-37, 4-cyl.						
Rds	2,170	6,520	10,860	24,440	38,010	54,300
Tr	2,130	6,380	10,640	23,940	37,240	53,200
1915 Model C-54 & C-55, 6-cyl.						
Rds	2,350	7,040	11,740	26,420	41,090	58,700
Tr	2,320	6,950	11,580	26,060	40,530	57,900
1916 Model D-54 & D-55, 6-cyl.						
Rds	2,140	6,420	10,700	24,080	37,450	53,500
Tr	2,090	6,280	10,460	23,540	36,610	52,300
1916-17 Model D-34 & D-35, 4-cyl.						
Rds	1,860	5,580	9,300	20,930	32,550	46,500
Tr	1,810	5,440	9,060	20,390	31,710	45,300
1916-17 Model D-44 & D-45, 6-cyl.						
Rds	1,890	5,680	9,460	21,290	33,110	47,300
Tr	1,940	5,820	9,700	21,830	33,950	48,500
1916-17 Model D-46 & D-47, 6-cyl.						
Conv Cpe	1,930	5,800	9,660	21,740	33,810	48,300
Sed	1,320	3,960	6,600	14,850	23,100	33,000
1918 Model E-34 & E-35, 4-cyl.						
Rds	1,860	5,580	9,300	20,930	32,550	46,500
Tr	1,810	5,440	9,060	20,390	31,710	45,300
1918 Model E-37, 4-cyl.						
Sed	1,280	3,840	6,400	14,400	22,400	32,000
1918 Model E-44, E-45 & E-49, 6-cyl.						
Rds	1,890	5,680	9,460	21,290	33,110	47,300
Tr	1,940	5,820	9,700	21,830	33,950	48,500
7P Tr	1,960	5,880	9,800	22,050	34,300	49,000
1918 Model E-46, E-47 & E-50, 6-cyl.						
Conv Cpe	1,930	5,800	9,660	21,740	33,810	48,300
Sed	1,320	3,960	6,600	14,850	23,100	33,000
7P Sed	1,400	4,200	7,000	15,750	24,500	35,000
1919 Model H-44, H-45 & H-49, 6-cyl.						
2d Rds	1,890	5,680	9,460	21,290	33,110	47,300
4d Tr	1,940	5,820	9,700	21,830	33,950	48,500
4d 7P Tr	1,980	5,940	9,900	22,280	34,650	49,500
1919 Model H-46, H-47 & H-50, 6-cyl.						
2d Cpe	1,440	4,320	7,200	16,200	25,200	36,000
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d 7P Sed	1,520	4,560	7,600	17,100	26,600	38,000
1920 Model K, 6-cyl.						
2d Cpe K-46	1,400	4,200	7,000	15,750	24,500	35,000
4d Sed K-47	1,300	3,900	6,500	14,630	22,750	32,500
2d Rds K-44	1,800	5,400	9,000	20,250	31,500	45,000
4d Tr K-49	1,720	5,160	8,600	19,350	30,100	43,000
4d Tr K-45	1,680	5,040	8,400	18,900	29,400	42,000
4d 7P Sed K-50	1,600	4,800	8,000	18,000	28,000	40,000
1921 Series 40, 6-cyl.						
2d Rds	1,620	4,870	8,120	18,270	28,420	40,600
4d Tr	1,580	4,730	7,880	17,730	27,580	39,400
4d 7P Tr	1,620	4,870	8,120	18,270	28,420	40,600
2d Cpe	1,200	3,600	6,000	13,500	21,000	30,000
4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
2d Ewb Cpe	1,280	3,840	6,400	14,400	22,400	32,000
4d 7P Sed	1,260	3,780	6,300	14,180	22,050	31,500
1921-22 Series 30, 4-cyl.						
2d Rds	1,450	4,340	7,240	16,290	25,340	36,200
4d Tr	1,400	4,200	7,000	15,750	24,500	35,000
2d Cpe OS	1,080	3,240	5,400	12,150	18,900	27,000
4d Sed	960	2,880	4,800	10,800	16,800	24,000
1921-22 Series 40, 6-cyl.						
2d Rds	1,860	5,590	9,320	20,970	32,620	46,600
4d Tr	1,580	4,730	7,880	17,730	27,580	39,400
4d 7P Tr	1,620	4,870	8,120	18,270	28,420	40,600
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
2d Cpe	1,120	3,360	5,600	12,600	19,600	28,000
4d 7P Sed	1,260	3,780	6,300	14,180	22,050	31,500
4d 50 7P Limo	1,340	4,020	6,700	15,080	23,450	33,500
1923 Series 30, 4-cyl.						
2d Rds	1,450	4,340	7,240	16,290	25,340	36,200
2d Spt Rds	1,500	4,500	7,500	16,880	26,250	37,500
4d Tr	1,400	4,200	7,000	15,750	24,500	35,000
2d Cpe	1,080	3,240	5,400	12,150	18,900	27,000
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Tr Sed	1,040	3,120	5,200	11,700	18,200	26,000
1923 Series 40, 6-cyl.						
2d Rds	1,600	4,800	8,000	18,000	28,000	40,000
4d Tr	1,580	4,730	7,880	17,730	27,580	39,400
4d 7P Tr	1,600	4,800	8,000	18,000	28,000	40,000
2d Cpe	1,120	3,360	5,600	12,600	19,600	28,000
4d Sed	1,260	3,780	6,300	14,180	22,050	31,500
1923 Master Series 50, 6-cyl.						
2d Spt Rds	1,680	5,040	8,400	18,900	29,400	42,000
4d Spt Tr	1,600	4,800	8,000	18,000	28,000	40,000
4d 7P Sed	1,280	3,840	6,400	14,400	22,400	32,000
1924 Standard Series 30, 4-cyl.						
2d Rds	1,450	4,340	7,240	16,290	25,340	36,200
4d Tr	1,400	4,200	7,000	15,750	24,500	35,000
2d Cpe	1,080	3,240	5,400	12,150	18,900	27,000
4d Sed	960	2,880	4,800	10,800	16,800	24,000
1924 Master Series 40, 6-cyl.						
2d Rds	1,620	4,870	8,120	18,270	28,420	40,600
4d Tr	1,580	4,730	7,880	17,730	27,580	39,400
4d 7P Tr	1,620	4,870	8,120	18,270	28,420	40,600
2d Cpe	1,120	3,360	5,600	12,600	19,600	28,000
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Demi Sed	1,240	3,720	6,200	13,950	21,700	31,000
1924 Master Series 50, 6-cyl.						
2d Spt Rds	1,680	5,040	8,400	18,900	29,400	42,000
4d Spt Tr	1,720	5,160	8,600	19,350	30,100	43,000
2d Cabr Cpe	1,800	5,400	9,000	20,250	31,500	45,000
4d Town Car	1,360	4,090	6,820	15,350	23,870	34,100
4d 7P Sed	1,280	3,840	6,400	14,400	22,400	32,000
4d Brgm Sed	1,300	3,900	6,500	14,630	22,750	32,500
4d Limo	1,320	3,960	6,600	14,850	23,100	33,000
1925 Standard Series 20, 6-cyl.						
2d Rds	1,480	4,440	7,400	16,650	25,900	37,000
2d Spt Rds	1,520	4,560	7,600	17,100	26,600	38,000
2d Encl Rds	1,570	4,700	7,840	17,640	27,440	39,200
4d Tr	1,400	4,200	7,000	15,750	24,500	35,000
4d Encl Tr	1,440	4,320	7,200	16,200	25,200	36,000
2d Bus Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Cpe	1,120	3,360	5,600	12,600	19,600	28,000
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Demi Sed	1,040	3,120	5,200	11,700	18,200	26,000
1925 Master Series 40, 6-cyl.						
2d Rds	1,620	4,870	8,120	18,270	28,420	40,600
2d Encl Rds	1,640	4,920	8,200	18,450	28,700	41,000
4d Tr	1,400	4,200	7,000	15,750	24,500	35,000
4d Encl Tr	1,460	4,380	7,300	16,430	25,550	36,500
2d Cpe	1,120	3,360	5,600	12,600	19,600	28,000
2d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1925 Master Series 50, 6-cyl.						
2d Spt Rds	1,680	5,040	8,400	18,900	29,400	42,000
4d Spt Tr	1,720	5,160	8,600	19,350	30,100	43,000
2d Cabr Cpe	1,800	5,400	9,000	20,250	31,500	45,000
4d 7P Sed	1,280	3,840	6,400	14,400	22,400	32,000
4d Limo	1,320	3,960	6,600	14,850	23,100	33,000
4d Brgm Sed	1,300	3,900	6,500	14,630	22,750	32,500
4d Town Car	1,360	4,090	6,820	15,350	23,870	34,100
1926 Standard Series, 6-cyl.						
2d Rds	1,480	4,440	7,400	16,650	25,900	37,000
2d 2P Cpe	1,120	3,360	5,600	12,600	19,600	28,000
2d 4P Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1926 Master Series, 6-cyl.						
2d Rds	1,620	4,870	8,120	18,270	28,420	40,600
4d Tr	1,640	4,920	8,200	18,450	28,700	41,000
2d Spt Rds	1,720	5,160	8,600	19,350	30,100	43,000
4d Spt Tr	1,760	5,280	8,800	19,800	30,800	44,000
2d 4P Cpe	1,440	4,320	7,200	16,200	25,200	36,000
2d Spt Cpe	1,440	4,320	7,200	16,200	25,200	36,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Brgm	1,300	3,900	6,500	14,630	22,750	32,500
4d 7P Sed	1,280	3,840	6,400	14,400	22,400	32,000
1927 Series 115, 6-cyl.						
2d Rds	1,540	4,620	7,700	17,330	26,950	38,500
4d Tr	1,560	4,680	7,800	17,550	27,300	39,000
2d 2P Cpe	1,120	3,360	5,600	12,600	19,600	28,000
2d 4P RS Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Spt Cpe	1,440	4,320	7,200	16,200	25,200	36,000
2d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Sed	1,280	3,840	6,400	14,400	22,400	32,000
4d Brgm	1,320	3,970	6,620	14,900	23,170	33,100
1927 Series 120, 6-cyl.						
2d 4P Cpe	1,280	3,840	6,400	14,400	22,400	32,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	960	2,880	4,800	10,800	16,800	24,000
1927 Series 128, 6-cyl.						
2d Spt Rds	1,680	5,040	8,400	18,900	29,400	42,000
4d Spt Tr	1,920	5,760	9,600	21,600	33,600	48,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
2d 5P Cpe	1,470	4,400	7,340	16,520	25,690	36,700
2d Spt Cpe RS	1,600	4,800	8,000	18,000	28,000	40,000
4d 7P Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Brgm	1,300	3,900	6,500	14,630	22,750	32,500
1928 Series 115, 6-cyl.						
2d Rds	1,600	4,800	8,000	18,000	28,000	40,000
4d Tr	1,920	5,760	9,600	21,600	33,600	48,000
2d 2P Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2d Spt Cpe	1,600	4,800	8,000	18,000	28,000	40,000
2d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Sed	1,240	3,720	6,200	13,950	21,700	31,000
4d Brgm	1,260	3,780	6,300	14,180	22,050	31,500
1928 Series 120, 6-cyl.						
2d Cpe	1,440	4,320	7,200	16,200	25,200	36,000
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Brgm	1,280	3,840	6,400	14,400	22,400	32,000
1928 Series 128, 6-cyl.						
2d Spt Rds	1,680	5,040	8,400	18,900	29,400	42,000
4d Spt Tr	1,920	5,760	9,600	21,600	33,600	48,000
2d 5P Cpe	1,470	4,400	7,340	16,520	25,690	36,700
2d Spt Cpe	1,600	4,800	8,000	18,000	28,000	40,000
4d 7P Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Brgm	1,300	3,900	6,500	14,630	22,750	32,500
1929 Series 116, 6-cyl.						
4d Spt Tr	1,920	5,760	9,600	21,600	33,600	48,000
2d Bus Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2d RS Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2d Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Sed	1,240	3,720	6,200	13,950	21,700	31,000
1929 Series 121, 6-cyl.						
2d Spt Rds	1,680	5,040	8,400	18,900	29,400	42,000
2d Bus Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2d RS Cpe	1,560	4,680	7,800	17,550	27,300	39,000
2d 4P Cpe	1,480	4,440	7,400	16,650	25,900	37,000
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d CC Sed	1,240	3,720	6,200	13,950	21,700	31,000
1929 Series 129, 6-cyl.						
2d Conv	1,720	5,160	8,600	19,350	30,100	43,000
4d Spt Tr	1,920	5,760	9,600	21,600	33,600	48,000
4d 7P Tr	1,920	5,760	9,600	21,600	33,600	48,000
2d 5P Cpe	1,460	4,380	7,300	16,430	25,550	36,500
4d CC Sed	1,160	3,480	5,800	13,050	20,300	29,000
4d 7P Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Limo	1,400	4,200	7,000	15,750	24,500	35,000
1930 Series 40, 6-cyl.						
2d Rds	1,800	5,400	9,000	20,250	31,500	45,000
4d Phae	2,280	6,840	11,400	25,650	39,900	57,000
2d Bus Cpe	1,320	3,950	6,580	14,810	23,030	32,900
2d RS Cpe	1,440	4,320	7,200	16,200	25,200	36,000
2d Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
1930 Series 50, 6-cyl.						
2d 4P Cpe	1,200	3,600	6,000	13,500	21,000	30,000
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000

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1930 Series 60, 6-cyl.						
2d RS Rds	2,200	6,600	11,000	24,750	38,500	55,000
4d 7P Tr	2,000	6,000	10,000	22,500	35,000	50,000
2d RS Spt Cpe	1,700	5,100	8,500	19,130	29,750	42,500
2d 5P Cpe	1,580	4,740	7,900	17,780	27,650	39,500
4d Sed	1,260	3,780	6,300	14,180	22,050	31,500
4d 7P Sed	1,280	3,840	6,400	14,400	22,400	32,000
4d Limo	1,320	3,960	6,600	14,850	23,100	33,000
1930 Marquette - Series 30, 6-cyl.						
2d Spt Rds	1,800	5,400	9,000	20,250	31,500	45,000
4d Phae	2,080	6,240	10,400	23,400	36,400	52,000
2d Bus Cpe	1,420	4,260	7,100	15,980	24,850	35,500
2d RS Cpe	600	1,800	3,000	6,750	10,500	15,000
2d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Sed	880	2,640	4,400	9,900	15,400	22,000
1931 Series 50, 8-cyl.						
2d Spt Rds	1,780	5,340	8,900	20,030	31,150	44,500
4d Phae	1,980	5,940	9,900	22,280	34,650	49,500
2d Bus Cpe	1,300	3,900	6,500	14,630	22,750	32,500
2d RS Cpe	1,440	4,320	7,200	16,200	25,200	36,000
2d Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
2d Conv	1,900	5,700	9,500	21,380	33,250	47,500
1931 Series 60, 8-cyl.						
2d Spt Rds	2,200	6,600	11,000	24,750	38,500	55,000
4d Phae	2,340	7,020	11,700	26,330	40,950	58,500
2d Bus Cpe	1,500	4,510	7,520	16,920	26,320	37,600
2d RS Cpe	1,560	4,670	7,780	17,510	27,230	38,900
4d Sed	1,210	3,640	6,060	13,640	21,210	30,300
1931 Series 80, 8-cyl.						
2d Cpe	1,620	4,860	8,100	18,230	28,350	40,500
4d Sed	1,340	4,020	6,700	15,080	23,450	33,500
4d 7P Sed	1,420	4,260	7,100	15,980	24,850	35,500
1931 Series 90, 8-cyl.						
2d Spt Rds	3,400	10,200	17,000	38,250	59,500	85,000
4d 7P Tr	2,600	7,800	13,000	29,250	45,500	65,000
2d 5P Cpe	1,560	4,680	7,800	17,550	27,300	39,000
2d RS Cpe	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
4d 5P Sed	1,600	4,800	8,000	18,000	28,000	40,000
4d 7P Sed	1,740	5,220	8,700	19,580	30,450	43,500
4d Limo	1,820	5,460	9,100	20,480	31,850	45,500
1932 Series 50, 8-cyl.						
4d Spt Phae	2,660	7,980	13,300	29,930	46,550	66,500
2d Conv	2,210	6,640	11,060	24,890	38,710	55,300
2d Phae	2,260	6,780	11,300	25,430	39,550	56,500
2d Bus Cpe	1,130	3,400	5,660	12,740	19,810	28,300
2d RS Cpe	1,180	3,540	5,900	13,280	20,650	29,500
2d Vic Cpe	1,230	3,680	6,140	13,820	21,490	30,700
4d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Spt Sed	1,020	3,060	5,100	11,480	17,850	25,500
1932 Series 60, 8-cyl.						
4d Spt Phae	2,620	7,860	13,100	29,480	45,850	65,500
2d Conv	2,260	6,780	11,300	25,430	39,550	56,500
2d Phae	2,310	6,940	11,560	26,010	40,460	57,800
2d Bus Cpe	920	2,760	4,600	10,350	16,100	23,000
2d RS Cpe	1,230	3,680	6,140	13,820	21,490	30,700
2d Vic Cpe	1,280	3,830	6,380	14,360	22,330	31,900
4d Sed	1,100	3,300	5,500	12,380	19,250	27,500
1932 Series 80, 8-cyl.						
2d Vic Cpe	1,780	5,340	8,900	20,030	31,150	44,500
4d Sed	1,460	4,380	7,300	16,430	25,550	36,500
1932 Series 90, 8-cyl.						
4d 7P Sed	1,740	5,220	8,700	19,580	30,450	43,500
4d Limo	1,820	5,460	9,100	20,480	31,850	45,500
4d Clb Sed	1,790	5,360	8,940	20,120	31,290	44,700
4d Spt Phae	2,870	8,620	14,360	32,310	50,260	71,800
2d Phae	2,920	8,760	14,600	32,850	51,100	73,000
2d Conv Cpe	3,060	9,180	15,300	34,430	53,550	76,500
2d RS Cpe	1,980	5,940	9,900	22,280	34,650	49,500
2d Vic Cpe	1,900	5,700	9,500	21,380	33,250	47,500
4d 5P Sed	1,740	5,220	8,700	19,580	30,450	43,500
1933 Series 50, 8-cyl.						
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
2d Bus Cpe	1,460	4,380	7,300	16,430	25,550	36,500
2d RS Spt Cpe	1,510	4,540	7,560	17,010	26,460	37,800
2d Vic Cpe	1,610	4,840	8,060	18,140	28,210	40,300
4d Sed	1,300	3,900	6,500	14,630	22,750	32,500
1933 Series 60, 8-cyl.						
2d Conv Cpe	2,350	7,040	11,740	26,420	41,090	58,700
4d Phae	2,540	7,610	12,680	28,530	44,380	63,400
2d Spt Cpe	1,610	4,840	8,060	18,140	28,210	40,300
2d Vic Cpe	1,690	5,060	8,440	18,990	29,540	42,200
4d Sed	1,690	5,060	8,440	18,990	29,540	42,200
1933 Series 80, 8-cyl.						
2d Conv	2,640	7,930	13,220	29,750	46,270	66,100
4d Phae	2,790	8,380	13,960	31,410	48,860	69,800
2d Spt Cpe	2,340	7,020	11,700	26,330	40,950	58,500
2d Vic	1,840	5,510	9,180	20,660	32,130	45,900
4d Sed	1,500	4,500	7,500	16,880	26,250	37,500
1933 Series 90, 8-cyl.						
2d Vic	2,260	6,780	11,300	25,430	39,550	56,500
4d 5P Sed	2,340	7,020	11,700	26,330	40,950	58,500
4d 7P Sed	2,060	6,180	10,300	23,180	36,050	51,500
4d Clb Sed	1,980	5,940	9,900	22,280	34,650	49,500
4d Limo	2,100	6,300	10,500	23,630	36,750	52,500
1934 Special Series 40, 8-cyl.						
2d Bus Cpe	1,540	4,620	7,700	17,330	26,950	38,500
2d RS Cpe	1,580	4,740	7,900	17,780	27,650	39,500
2d Tr Sed	1,420	4,260	7,100	15,980	24,850	35,500
4d Tr Sed	1,420	4,260	7,100	15,980	24,850	35,500
4d Sed	1,380	4,140	6,900	15,530	24,150	34,500
1934 Series 50, 8-cyl.						
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
2d Bus Cpe	1,480	4,440	7,400	16,650	25,900	37,000
2d Spt Cpe	1,760	5,270	8,780	19,760	30,730	43,900
2d Vic Cpe	1,740	5,210	8,680	19,530	30,380	43,400
4d Sed	1,310	3,940	6,560	14,760	22,960	32,800
1934 Series 60, 8-cyl.						
2d Conv	2,980	8,940	14,900	33,530	52,150	74,500
4d Phae	2,840	8,520	14,200	31,950	49,700	71,000
2d Spt Cpe	1,810	5,420	9,040	20,340	31,640	45,200
2d Vic	1,780	5,340	8,900	20,030	31,150	44,500
4d Sed	1,360	4,080	6,800	15,300	23,800	34,000
4d Clb Sed	1,700	5,100	8,500	19,130	29,750	42,500
1934 Series 90, 8-cyl.						
2d Conv	3,060	9,180	15,300	34,430	53,550	76,500
4d Phae	2,860	8,580	14,300	32,180	50,050	71,500
4d Spt Cpe	2,260	6,780	11,300	25,430	39,550	56,500
4d 5P Sed	2,020	6,060	10,100	22,730	35,350	50,500
4d 7P Sed	2,050	6,160	10,260	23,090	35,910	51,300
4d Clb Sed	1,980	5,940	9,900	22,280	34,650	49,500
4d Limo	2,100	6,300	10,500	23,630	36,750	52,500
2d Vic	2,260	6,780	11,300	25,430	39,550	56,500
1935 Special Series 40, 8-cyl.						
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
2d Bus Cpe	1,570	4,720	7,860	17,690	27,510	39,300
2d RS Spt Cpe	1,900	5,700	9,500	21,380	33,250	47,500
2d Sed	1,300	3,900	6,500	14,630	22,750	32,500
2d Tr Sed	1,340	4,020	6,700	15,080	23,450	33,500
4d Sed	1,300	3,900	6,500	14,630	22,750	32,500
4d Tr Sed	1,340	4,020	6,700	15,080	23,450	33,500
1935 Series 50, 8-cyl.						
2d Conv	2,160	6,480	10,800	24,300	37,800	54,000
2d Bus Cpe	1,680	5,040	8,400	18,900	29,400	42,000
2d Spt Cpe	1,800	5,400	9,000	20,250	31,500	45,000
2d Vic	1,680	5,040	8,400	18,900	29,400	42,000
4d Sed	1,400	4,200	7,000	15,750	24,500	35,000
1935 Series 60, 8-cyl.						
2d Conv	2,520	7,560	12,600	28,350	44,100	63,000
4d Phae	2,740	8,220	13,700	30,830	47,950	68,500
2d Vic	1,760	5,270	8,780	19,760	30,730	43,900
4d Sed	1,400	4,200	7,000	15,750	24,500	35,000
4d Clb Sed	1,480	4,440	7,400	16,650	25,900	37,000
2d Spt Cpe	1,830	5,480	9,140	20,570	31,990	45,700
1935 Series 90, 8-cyl.						
2d Conv	2,920	8,760	14,600	32,850	51,100	73,000
4d Phae	2,860	8,580	14,300	32,180	50,050	71,500
2d Spt Cpe	2,260	6,780	11,300	25,430	39,550	56,500
2d Vic	2,260	6,780	11,300	25,430	39,550	56,500
4d 5P Sed	2,020	6,060	10,100	22,730	35,350	50,500
4d 7P Sed	2,060	6,180	10,300	23,180	36,050	51,500
4d Limo	2,100	6,300	10,500	23,630	36,750	52,500
4d Clb Sed	1,980	5,940	9,900	22,280	34,650	49,500
1936 Special Series 40, 8-cyl.						
2d Conv	2,150	6,440	10,740	24,170	37,590	53,700
2d Bus Cpe	1,290	3,860	6,440	14,490	22,540	32,200
2d RS Cpe	1,260	3,770	6,280	14,130	21,980	31,400
2d Sed	1,220	3,660	6,100	13,730	21,350	30,500
4d Sed	1,140	3,420	5,700	12,830	19,950	28,500
1936 Century Series 60, 8-cyl.						
2d Conv	2,540	7,630	12,720	28,620	44,520	63,600
2d RS Cpe	1,640	4,920	8,200	18,450	28,700	41,000
2d Sed	1,240	3,720	6,200	13,950	21,700	31,000
4d Sed	1,470	4,400	7,340	16,520	25,690	36,700
1936 Roadmaster Series 80, 8-cyl.						
4d Phae	2,560	7,680	12,800	28,800	44,800	64,000
4d Sed	1,920	5,760	9,600	21,600	33,600	48,000
1936 Limited Series 90, 8-cyl.						
4d Sed	1,920	5,760	9,600	21,600	33,600	48,000
4d 7P Sed	1,960	5,880	9,800	22,050	34,300	49,000
4d Fml Sed	2,160	6,480	10,800	24,300	37,800	54,000
4d 7P Limo	2,140	6,420	10,700	24,080	37,450	53,500



	6	5	4	3	2	1
1937 Special Series 40, 8-cyl.						
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
4d Phae	2,200	6,600	11,000	24,750	38,500	55,000
2d Bus Cpe	1,080	3,240	5,400	12,150	18,900	27,000
2d Spt Cpe	1,260	3,780	6,300	14,180	22,050	31,500
2d FBk	1,220	3,660	6,100	13,730	21,350	30,500
2d Sed	1,180	3,540	5,900	13,280	20,650	29,500
4d FBk Sed	1,300	3,900	6,500	14,630	22,750	32,500
4d Sed	1,140	3,420	5,700	12,830	19,950	28,500
1937 Century Series 60, 8-cyl.						
2d Conv	3,000	9,000	15,000	33,750	52,500	75,000
4d Phae	2,620	7,860	13,100	29,480	45,850	65,500
2d Spt Cpe	1,400	4,190	6,980	15,710	24,430	34,900
2d FBk	1,340	4,020	6,700	15,080	23,450	33,500
2d Sed	1,180	3,540	5,900	13,280	20,650	29,500
4d FBk Sed	1,380	4,140	6,900	15,530	24,150	34,500
4d Sed	1,220	3,660	6,100	13,730	21,350	30,500
1937 Roadmaster Series 80, 8-cyl.						
4d Sed	1,300	3,900	6,500	14,630	22,750	32,500
4d Fml Sed	2,020	6,060	10,100	22,730	35,350	50,500
4d Phae	2,500	7,500	12,500	28,130	43,750	62,500
4d Brewster Limo	2,420	7,260	12,100	27,230	42,350	60,500
1937 Limited Series 90, 8-cyl.						
4d Sed	1,700	5,100	8,500	19,130	29,750	42,500
4d 7P Sed	1,740	5,220	8,700	19,580	30,450	43,500
4d Fml Sed	2,060	6,180	10,300	23,180	36,050	51,500
4d Limo	1,980	5,940	9,900	22,280	34,650	49,500
1938 Special Series 40, 8-cyl.						
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000
4d Phae	2,620	7,860	13,100	29,480	45,850	65,500
2d Bus Cpe	1,300	3,890	6,480	14,580	22,680	32,400
2d Spt Cpe	1,320	3,970	6,620	14,900	23,170	33,100
2d FBk	1,240	3,720	6,200	13,950	21,700	31,000
2d Sed	1,220	3,660	6,100	13,730	21,350	30,500
4d FBk Sed	1,160	3,480	5,800	13,050	20,300	29,000
4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
1938 Century Series 60, 8-cyl.						
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
4d Phae	2,620	7,860	13,100	29,480	45,850	65,500
2d Spt Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d FBk Sed	1,300	3,900	6,500	14,630	22,750	32,500
4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
1938 Roadmaster Series 80, 8-cyl.						
4d Phae	2,880	8,640	14,400	32,400	50,400	72,000
4d FBk Sed	1,360	4,080	6,800	15,300	23,800	34,000
4d Sed	1,240	3,720	6,200	13,950	21,700	31,000
4d Fml Sed	1,720	5,160	8,600	19,350	30,100	43,000
1938 Limited Series 90, 8-cyl.						
4d Sed	2,220	6,660	11,100	24,980	38,850	55,500
4d 7P Sed	1,840	5,520	9,200	20,700	32,200	46,000
4d Limo	1,880	5,640	9,400	21,150	32,900	47,000
1939 Special Series 40, 8-cyl.						
2d Conv	2,320	6,960	11,600	26,100	40,600	58,000
4d Phae	2,640	7,920	13,200	29,700	46,200	66,000
2d Bus Cpe	1,290	3,880	6,460	14,540	22,610	32,300
2d Spt Cpe	1,340	4,010	6,680	15,030	23,380	33,400
2d Sed	1,200	3,590	5,980	13,460	20,930	29,900
4d Sed	1,100	3,300	5,500	12,380	19,250	27,500
1939 Century Series 60, 8-cyl.						
2d Conv	2,880	8,640	14,400	32,400	50,400	72,000
4d Phae	2,840	8,520	14,200	31,950	49,700	71,000
2d Spt Cpe	1,430	4,300	7,160	16,110	25,060	35,800
2d Sed	1,290	3,880	6,460	14,540	22,610	32,300
4d Sed	1,180	3,540	5,900	13,280	20,650	29,500
1939 Roadmaster Series 80, 8-cyl.						
4d Phae FBk	2,880	8,640	14,400	32,400	50,400	72,000
4d Phae	2,840	8,520	14,200	31,950	49,700	71,000
4d FBk Sed	1,210	3,640	6,060	13,640	21,210	30,300
4d Sed	1,240	3,730	6,220	14,000	21,770	31,100
4d Fml Sed	1,380	4,140	6,900	15,530	24,150	34,500
1939 Limited Series 90, 8-cyl.						
4d Sed	1,820	5,460	9,100	20,480	31,850	45,500
4d 8P Sed	1,860	5,580	9,300	20,930	32,550	46,500
4d Limo	1,900	5,710	9,520	21,420	33,320	47,600
1940 Special Series 40, 8-cyl.						
2d Conv	2,480	7,440	12,400	27,900	43,400	62,000
4d Phae	2,700	8,100	13,500	30,380	47,250	67,500
2d Bus Cpe	1,300	3,910	6,520	14,670	22,820	32,600
2d Spt Cpe	1,380	4,140	6,900	15,530	24,150	34,500
2d Sed	1,260	3,780	6,300	14,180	22,050	31,500
4d Sed	1,180	3,540	5,900	13,280	20,650	29,500
1940 Super Series 50, 8-cyl.						
2d Conv	2,560	7,680	12,800	28,800	44,800	64,000
4d Phae	2,680	8,040	13,400	30,150	46,900	67,000
2d Cpe	1,540	4,620	7,700	17,330	26,950	38,500
4d Sed	1,180	3,540	5,900	13,280	20,650	29,500
4d Estate Sta Wag	3,120	9,360	15,600	35,100	54,600	78,000
1940 Century Series 60, 8-cyl.						
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
4d Phae	2,720	8,160	13,600	30,600	47,600	68,000
2d Bus Cpe	1,420	4,260	7,100	15,980	24,850	35,500
2d Spt Cpe	1,460	4,380	7,300	16,430	25,550	36,500
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
1940 Roadmaster Series 70, 8-cyl.						
2d Conv	2,640	7,920	13,200	29,700	46,200	66,000
2d Cpe	1,520	4,560	7,600	17,100	26,600	38,000
4d Sed	1,300	3,910	6,520	14,670	22,820	32,600
4d Phae	3,400	10,200	17,000	38,250	59,500	85,000
1940 Limited Series 80, 8-cyl.						
4d FBk Phae	3,720	11,160	18,600	41,850	65,100	93,000
4d Phae	3,800	11,400	19,000	42,750	66,500	95,000
4d FBk Sed	1,600	4,800	8,000	18,000	28,000	40,000
4d Sed	1,720	5,160	8,600	19,350	30,100	43,000
4d Fml Sed	1,860	5,580	9,300	20,930	32,550	46,500
4d Fml FBk	1,920	5,760	9,600	21,600	33,600	48,000
1940 Limited Series 90, 8-cyl.						
4d 7P Sed	1,840	5,520	9,200	20,700	32,200	46,000
4d Fml Sed	1,880	5,640	9,400	21,150	32,900	47,000
4d Limo	2,000	6,000	10,000	22,500	35,000	50,000
1941 Special Series 40-A, 8-cyl.						
2d Conv	2,560	7,680	12,800	28,800	44,800	64,000
2d Bus Cpe	1,320	3,970	6,620	14,900	23,170	33,100
2d Spt Cpe	1,380	4,140	6,900	15,530	24,150	34,500
4d Sed	1,140	3,410	5,680	12,780	19,880	28,400
1941 Special Series 40-B, 8-cyl.						
2d Bus Cpe	1,420	4,260	7,100	15,980	24,850	35,500
2d S'net	1,760	5,280	8,800	19,800	30,800	44,000
4d Trg Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Estate Sta Wag	3,320	9,960	16,600	37,350	58,100	83,000
1941 Super Series 50, 8-cyl.						
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
4d Phae	2,720	8,160	13,600	30,600	47,600	68,000
2d Cpe	1,500	4,500	7,500	16,880	26,250	37,500
4d Sed	1,180	3,540	5,900	13,280	20,650	29,500
1941 Century Series 60, 8-cyl.						
2d Bus Cpe	1,380	4,140	6,900	15,530	24,150	34,500
2d S'net	1,720	5,160	8,600	19,350	30,100	43,000
4d Sed	1,200	3,610	6,020	13,550	21,070	30,100
1941 Roadmaster Series 70, 8-cyl.						
2d Conv	2,920	8,760	14,600	32,850	51,100	73,000
4d Phae	3,120	9,360	15,600	35,100	54,600	78,000
2d Cpe	1,600	4,800	8,000	18,000	28,000	40,000
4d Sed	1,340	4,020	6,700	15,080	23,450	33,500
1941 Limited Series 90, 8-cyl.						
4d 7P Sed	1,920	5,760	9,600	21,600	33,600	48,000
4d Sed	1,720	5,160	8,600	19,350	30,100	43,000
4d Fml Sed	2,080	6,240	10,400	23,400	36,400	52,000
4d Limo	2,040	6,120	10,200	22,950	35,700	51,000
1942 Special Series 40-A, 8-cyl.						
2d Bus Cpe	1,180	3,540	5,900	13,280	20,650	29,500
2d S'net	1,380	4,140	6,900	15,530	24,150	34,500
2d 3P S'net	1,360	4,080	6,800	15,300	23,800	34,000
2d Conv	2,160	6,480	10,800	24,300	37,800	54,000
4d Sed	1,180	3,540	5,900	13,280	20,650	29,500
1942 Special Series 40-B, 8-cyl.						
2d 3P S'net	1,420	4,260	7,100	15,980	24,850	35,500
2d S'net	1,400	4,200	7,000	15,750	24,500	35,000
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Estate Sta Wag	3,280	9,840	16,400	36,900	57,400	82,000
1942 Super Series 50, 8-cyl.						
2d Conv	2,350	7,060	11,760	26,460	41,160	58,800
2d S'net	1,480	4,440	7,400	16,650	25,900	37,000
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
1942 Century Series 60, 8-cyl.						
2d S'net	1,560	4,680	7,800	17,550	27,300	39,000
4d Sed	1,240	3,720	6,200	13,950	21,700	31,000
1942 Roadmaster Series 70, 8-cyl.						
2d Conv	2,840	8,520	14,200	31,950	49,700	71,000
2d S'net	1,600	4,800	8,000	18,000	28,000	40,000
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
1942 Limited Series 90, 8-cyl.						
4d 8P Sed	1,920	5,760	9,600	21,600	33,600	48,000
4d Sed	1,680	5,040	8,400	18,900	29,400	42,000
4d Fml Sed	2,040	6,120	10,200	22,950	35,700	51,000
4d Limo	1,920	5,760	9,600	21,600	33,600	48,000
1946-48 Special Series 40, 8-cyl.						
2d S'net	1,240	3,720	6,200	13,950	21,700	31,000
4d Sed	920	2,760	4,600	10,350	16,100	23,000
1946-48 Super Series 50, 8-cyl.						
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
2d S'net	1,280	3,840	6,400	14,400	22,400	32,000
4d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Estate Sta Wag	3,860	11,580	19,300	43,430	67,550	96,500
1946-48 Roadmaster Series 70, 8-cyl.						
2d Conv	2,960	8,880	14,800	33,300	51,800	74,000
2d S'net	1,400	4,200	7,000	15,750	24,500	35,000
4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
4d Estate Sta Wag (1947-48 only)	4,060	12,180	20,300	45,680	71,050	101,500
1949 Special Series 40, 8-cyl.						
2d S'net	1,280	3,840	6,400	14,400	22,400	32,000
4d Sed	800	2,400	4,000	9,000	14,000	20,000
1949 Super Series 50, 8-cyl.						
2d Conv	3,000	9,000	15,000	33,750	52,500	75,000
2d S'net	1,540	4,620	7,700	17,330	26,950	38,500
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Estate Sta Wag	3,800	11,400	19,000	42,750	66,500	95,000
1949 Roadmaster Series 70, 8-cyl.						
2d Conv	4,480	13,440	22,400	50,400	78,400	112,000
2d Riv HT	1,920	5,760	9,600	21,600	33,600	48,000
2d S'net	1,600	4,800	8,000	18,000	28,000	40,000
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Estate Sta Wag	4,000	12,000	20,000	45,000	70,000	100,000

NOTE: Add 10% for sweep spear side trim on late 1949 Roadmaster models.

	6	5	4	3	2	1
1950 Special Series 40, 8-cyl., 121-1/2" wb						
2d Bus Cpe	990	2,960	4,940	11,120	17,290	24,700
2d S'net	1,140	3,420	5,700	12,830	19,950	28,500
4d S'net	870	2,620	4,370	9,830	15,300	21,850
4d Tr Sed	760	2,280	3,800	8,550	13,300	19,000
1950 Special DeLuxe Series 40, 8-cyl., 121-1/2" wb						
2d S'net	1,160	3,480	5,800	13,040	20,280	28,975
4d S'net	820	2,450	4,090	9,190	14,300	20,425
4d Tr Sed	780	2,340	3,900	8,760	13,630	19,475
1950 Super Series 50, 8-cyl.						
2d Conv	2,940	8,820	14,700	33,080	51,450	73,500
2d Riv HT	1,370	4,100	6,840	15,390	23,940	34,200
2d S'net	1,370	4,100	6,840	15,390	23,940	34,200
4d Sed	870	2,620	4,370	9,830	15,300	21,850
4d Estate Sta Wag	3,570	10,720	17,860	40,190	62,510	89,300
1950 Roadmaster Series 70, 8-cyl.						
2d Conv	4,180	12,540	20,900	47,030	73,150	104,500
2d Riv HT	1,560	4,670	7,790	17,530	27,270	38,950
2d S'net	1,440	4,330	7,220	16,250	25,270	36,100
4d Sed 71	950	2,850	4,750	10,690	16,630	23,750
4d Sed 72	1,030	3,080	5,130	11,540	17,960	25,650
4d Estate Sta Wag	3,760	11,290	18,810	42,320	65,840	94,050
4d Riv Sed DeL	1,100	3,310	5,510	12,400	19,290	27,550
1951-52 Special Series 40, 8-cyl., 121-1/2" wb						
2d Bus Cpe (1951 only)	9,350	28,050	46,750	105,190	163,630	233,750
2d Sed (1951 only)	760	2,280	3,800	8,550	13,300	19,000
4d Sed	800	2,390	3,990	8,980	13,970	19,950
2d Spt Cpe	910	2,740	4,560	10,260	15,960	22,800
1951-52 Special DeLuxe Series 40, 8-cyl., 121-1/2" wb						
4d Sed	820	2,450	4,090	9,190	14,300	20,425
2d Sed	800	2,390	3,990	8,980	13,970	19,950
2d Riv HT	1,330	3,990	6,650	14,960	23,280	33,250
2d Conv	2,710	8,120	13,540	30,470	47,390	67,700
1951-52 Super Series 50, 8-cyl.						
2d Conv	2,580	7,750	12,920	29,070	45,220	64,600
2d Riv HT	1,520	4,560	7,600	17,100	26,600	38,000
4d Estate Sta Wag	3,530	10,600	17,670	39,760	61,850	88,350
2d S'net (1951 only)	1,270	3,820	6,370	14,320	22,280	31,825
4d Sed	870	2,620	4,370	9,830	15,300	21,850
1951-52 Roadmaster Series 70, 8-cyl.						
2d Conv	4,180	12,540	20,900	47,030	73,150	104,500
2d Riv HT	1,560	4,670	7,790	17,530	27,270	38,950
4d Estate Sta Wag	3,780	11,340	18,900	42,530	66,150	94,500
4d Riv Sed	1,100	3,310	5,510	12,400	19,290	27,550
1953 Special Series 40, 8-cyl.						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
2d Sed	800	2,390	3,990	8,980	13,970	19,950
2d Riv HT	1,440	4,330	7,220	16,250	25,270	36,100
2d Conv	2,660	7,980	13,300	29,930	46,550	66,500
1953 Super Series 50, V-8						
2d Riv HT	1,630	4,900	8,170	18,380	28,600	40,850
2d Conv	3,600	10,800	18,000	40,500	63,000	90,000
4d Estate Sta Wag	3,530	10,600	17,670	39,760	61,850	88,350
4d Riv Sed	1,030	3,080	5,130	11,540	17,960	25,650
1953 Roadmaster Series 70, V-8						
2d Riv HT	1,790	5,360	8,930	20,090	31,260	44,650
2d Skylark	4,940	14,820	24,700	55,580	86,450	123,500
2d Conv	4,180	12,540	20,900	47,030	73,150	104,500
4d Estate Sta Wag	3,530	10,600	17,670	39,760	61,850	88,350
4d Riv Sed	1,030	3,080	5,130	11,540	17,960	25,650
1954 Special Series 40, V-8						
4d Sed	820	2,450	4,090	9,190	14,300	20,425
2d Sed	860	2,570	4,280	9,620	14,960	21,375
2d Riv HT	1,480	4,450	7,410	16,670	25,940	37,050
2d Conv	2,660	7,980	13,300	29,930	46,550	66,500
4d Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1954 Century Series 60, V-8						
4d DeL	860	2,570	4,280	9,620	14,960	21,375
2d Riv HT	1,520	4,560	7,600	17,100	26,600	38,000
2d Conv	3,040	9,120	15,200	34,200	53,200	76,000
4d Sta Wag	1,750	5,240	8,740	19,670	30,590	43,700
1954 Super Series 50, V-8						
4d Sed	890	2,680	4,470	10,050	15,630	22,325
2d Riv HT	1,520	4,560	7,600	17,100	26,600	38,000
2d Conv	3,340	10,020	16,700	37,580	58,450	83,500
1954 Roadmaster Series 70, V-8						
4d Sed	950	2,850	4,750	10,690	16,630	23,750
2d Riv HT	1,790	5,360	8,930	20,090	31,260	44,650
2d Conv	4,160	12,480	20,800	46,800	72,800	104,000
1954 Skylark Series, V-8						
2d Spt Conv	4,900	14,700	24,500	55,130	85,750	122,500
1955 Special Series 40, V-8						
4d Sed	820	2,450	4,090	9,200	14,320	20,450
4d Riv HT	1,140	3,420	5,700	12,830	19,950	28,500
2d Sed	860	2,570	4,280	9,620	14,960	21,375
2d Riv HT	1,560	4,670	7,790	17,530	27,270	38,950
2d Conv	3,420	10,260	17,100	38,480	59,850	85,500
4d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1955 Century Series 60, V-8						
4d Sed	860	2,570	4,280	9,620	14,960	21,375
4d Riv HT	970	2,910	4,850	10,900	16,960	24,225
2d Riv HT	1,600	4,790	7,980	17,960	27,930	39,900
2d Conv	3,420	10,260	17,100	38,480	59,850	85,500
4d Sta Wag	1,750	5,240	8,740	19,670	30,590	43,700
1955 Super Series 50, V-8						
4d Sed	890	2,680	4,470	10,050	15,630	22,325
2d Riv HT	1,620	4,850	8,080	18,170	28,260	40,375
2d Conv	3,990	11,970	19,950	44,890	69,830	99,750
1955 Roadmaster Series 70, V-8						
4d Sed	950	2,850	4,750	10,690	16,630	23,750
2d Riv HT	2,090	6,270	10,450	23,510	36,580	52,250
2d Conv	4,560	13,680	22,800	51,300	79,800	114,000
1956 Special Series 40, V-8						
4d Sed	820	2,450	4,090	9,200	14,320	20,450
4d Riv HT	1,050	3,140	5,230	11,760	18,290	26,125
2d Sed	860	2,570	4,280	9,620	14,960	21,375
2d Riv HT	1,560	4,670	7,790	17,530	27,270	38,950
2d Conv	3,420	10,260	17,100	38,480	59,850	85,500
4d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1956 Century Series 60, V-8						
4d Sed	860	2,570	4,280	9,620	14,960	21,375
4d Riv HT	970	2,910	4,850	10,900	16,960	24,225
2d Riv HT	1,590	4,780	7,960	17,910	27,860	39,800
2d Conv	3,420	10,260	17,100	38,480	59,850	85,500
4d Sta Wag	1,750	5,240	8,740	19,670	30,590	43,700
1956 Super Series 50						
4d Sed	890	2,680	4,470	10,050	15,630	22,325
4d Riv HT	990	2,960	4,940	11,120	17,290	24,700
2d Riv HT	1,620	4,850	8,080	18,170	28,260	40,375
2d Conv	3,800	11,400	19,000	42,750	66,500	95,000
1956 Roadmaster Series 70, V-8						
4d Sed	950	2,850	4,750	10,690	16,630	23,750
4d Riv HT	1,200	3,590	5,990	13,470	20,950	29,925
2d Riv HT	2,200	6,610	11,020	24,800	38,570	55,100
2d Conv	4,560	13,680	22,800	51,300	79,800	114,000
1957 Special Series 40, V-8						
4d Sed	800	2,390	3,990	8,980	13,970	19,950
4d Riv HT	990	2,960	4,940	11,120	17,290	24,700
2d Sed	950	2,850	4,750	10,690	16,630	23,750
2d Riv HT	1,520	4,560	7,600	17,100	26,600	38,000

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2d Conv	3,780	11,340	18,910	42,540	66,170	94,525
4d Sta Wag	1,600	4,790	7,980	17,960	27,930	39,900
4d HT Wag	2,850	8,550	14,250	32,060	49,880	71,250
1957 Century Series 60, V-8						
4d Sed	910	2,740	4,560	10,260	15,960	22,800
4d Riv HT	1,100	3,310	5,510	12,400	19,290	27,550
2d Riv HT	1,650	4,960	8,270	18,600	28,930	41,325
2d Conv	4,180	12,540	20,900	47,030	73,150	104,500
4d HT Wag	3,800	11,400	19,000	42,750	66,500	95,000
1957 Super Series 50, V-8						
4d Riv HT	1,180	3,530	5,890	13,250	20,620	29,450
2d Riv HT	1,730	5,190	8,650	19,450	30,260	43,225
2d Conv	4,220	12,650	21,090	47,450	73,820	105,450
1957 Roadmaster Series 70, V-8						
4d Riv HT	1,370	4,100	6,840	15,390	23,940	34,200
2d Riv HT	1,900	5,700	9,500	21,380	33,250	47,500
2d Conv	4,950	14,850	24,750	55,690	86,630	123,750
NOTE: Add 5% for 75 Series.						
1958 Special Series 40, V-8						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Riv HT	950	2,850	4,750	10,690	16,630	23,750
2d Sed	800	2,390	3,990	8,980	13,970	19,950
2d Riv HT	1,460	4,390	7,320	16,460	25,600	36,575
2d Conv	3,370	10,110	16,850	37,920	58,990	84,265
4d Sta Wag	1,180	3,530	5,890	13,250	20,620	29,450
4d HT Wag	2,090	6,270	10,450	23,510	36,580	52,250
1958 Century Series 60, V-8						
4d Sed	870	2,620	4,370	9,830	15,300	21,850
4d Riv HT	1,060	3,190	5,320	11,970	18,620	26,600
2d Riv HT	1,600	4,790	7,980	17,960	27,930	39,900
2d Conv	3,610	10,830	18,050	40,610	63,180	90,250
4d HT Wag	2,930	8,780	14,630	32,920	51,210	73,150
1958 Super Series 50, V-8						
4d Riv HT	1,140	3,420	5,700	12,830	19,950	28,500
2d Riv HT	1,620	4,850	8,080	18,170	28,260	40,375
1958 Roadmaster Series 75, V-8						
4d Riv HT	1,350	4,050	6,750	15,180	23,610	33,725
2d Riv HT	1,750	5,240	8,740	19,670	30,590	43,700
2d Conv	4,560	13,680	22,800	51,300	79,800	114,000
1958 Limited Series 700, V-8						
4d Riv HT	1,410	4,220	7,030	15,820	24,610	35,150
2d Riv HT	1,860	5,590	9,310	20,950	32,590	46,550
2d Conv	3,800	11,400	19,000	42,750	66,500	95,000
1959 LeSabre Series 4400, V-8						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d HT	840	2,510	4,180	9,410	14,630	20,900
2d Sed	860	2,570	4,280	9,620	14,960	21,375
2d HT	1,330	3,990	6,650	14,960	23,280	33,250
2d Conv	3,400	10,200	17,000	38,250	59,500	85,000
4d Sta Wag	1,360	4,080	6,800	15,300	23,800	34,000
1959 Invicta Series 4600, V-8						
4d Sed	800	2,390	3,990	8,980	13,970	19,950
4d HT	950	2,850	4,750	10,690	16,630	23,750
2d HT	1,460	4,380	7,300	16,430	25,550	36,500
2d Conv	3,800	11,400	19,000	42,750	66,500	95,000
4d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1959 Electra Series 4700, V-8						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d HT	990	2,960	4,940	11,120	17,290	24,700
2d HT	1,440	4,330	7,220	16,250	25,270	36,100
1959 Electra 225 Series 4800, V-8						
4d Riv HT 6W	1,140	3,420	5,700	12,830	19,950	28,500
4d HT 4W	950	2,850	4,750	10,690	16,630	23,750
2d Conv	4,000	12,000	20,000	45,000	70,000	100,000
1960 LeSabre Series 4400, V-8						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	880	2,640	4,400	9,900	15,400	22,000
2d Sed	900	2,700	4,500	10,130	15,750	22,500
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	3,400	10,200	17,000	38,250	59,500	85,000
4d Sta Wag	1,360	4,080	6,800	15,300	23,800	34,000
1960 Invicta Series 4600, V-8						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
4d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	1,460	4,380	7,300	16,430	25,550	36,500
2d Conv	3,800	11,400	19,000	42,750	66,500	95,000
4d Sta Wag	1,600	4,800	8,000	18,000	28,000	40,000
1960 Electra Series 4700, V-8						
4d Riv HT 6W	1,200	3,600	6,000	13,500	21,000	30,000
4d HT 4W	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	1,520	4,560	7,600	17,100	26,600	38,000
1960 Electra 225 Series 4800, V-8						
4d Riv HT 6W	1,200	3,600	6,000	13,500	21,000	30,000
4d HT 4W	1,040	3,120	5,200	11,700	18,200	26,000
2d Conv	4,840	14,520	24,200	54,450	84,700	121,000
NOTE: Add 5% for bucket seat option.						
1961 Special Series 4000, V-8, 112" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
1961 Special DeLuxe Series 4100, V-8, 112" wb						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
2d Skylark Cpe	960	2,880	4,800	10,800	16,800	24,000
4d Sta Wag	880	2,640	4,400	9,900	15,400	22,000
NOTE: Deduct 5% for V-6.						
1961 LeSabre Series 4400, V-8						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT	740	2,220	3,700	8,330	12,950	18,500
2d Sed	860	2,580	4,300	9,680	15,050	21,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	2,120	6,360	10,600	23,850	37,100	53,000
4d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
1961 Invicta Series 4600, V-8						
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,080	3,240	5,400	12,150	18,900	27,000
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000
1961 Electra Series 4700, V-8						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,160	3,480	5,800	13,050	20,300	29,000
1961 Electra 225 Series 4800, V-8						
4d Riv HT 6W	880	2,640	4,400	9,900	15,400	22,000
2d Conv	2,480	7,440	12,400	27,900	43,400	62,000
1962 Special Series 4000, V-6, 112.1" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
1962 Special DeLuxe Series 4100, V-8, 112.1" wb						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
2d Conv	1,660	4,980	8,300	18,680	29,050	41,500
4d Sta Wag	880	2,640	4,400	9,900	15,400	22,000
1962 Special Skylark Series 4300, V-8, 112.1" wb						
2d HT	1,160	3,480	5,800	13,050	20,300	29,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1962 LeSabre Series 4400, V-8						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT	740	2,220	3,700	8,330	12,950	18,500
2d Sed	860	2,580	4,300	9,680	15,050	21,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
1962 Invicta Series 4600, V-8						
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,160	3,480	5,800	13,050	20,300	29,000
2d HT Wildcat	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000
4d Sta Wag*	1,320	3,960	6,600	14,850	23,100	33,000
NOTE: Add 10% for bucket seat option where offered.						
1962 Electra 225 Series 4800, V-8						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d Riv HT 6W	880	2,640	4,400	9,900	15,400	22,000
4d HT 4W	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,240	3,720	6,200	13,950	21,700	31,000
2d Conv	2,640	7,920	13,200	29,700	46,200	66,000
1963 Special Series 4000, V-6, 112" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
1963 Special DeLuxe Series 4100, V-6, 112" wb						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d Sta Wag	880	2,640	4,400	9,900	15,400	22,000
1963 Special DeLuxe Series 4100, V-8, 112" wb						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d Sta Wag	900	2,700	4,500	10,130	15,750	22,500
1963 Special Skylark Series 4300, V-8, 112" wb						
2d HT	1,160	3,480	5,800	13,050	20,300	29,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1963 LeSabre Series 4400, V-8						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT	740	2,220	3,700	8,330	12,950	18,500
2d Sed	780	2,340	3,900	8,780	13,650	19,500
2d HT	1,140	3,420	5,700	12,830	19,950	28,500
4d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000
1963 Invicta Series 4600, V-8						
4d Sta Wag	1,320	3,960	6,600	14,850	23,100	33,000
1963 Wildcat Series 4600, V-8						
4d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	1,960	5,880	9,800	22,050	34,300	49,000
1963 Electra 225 Series 4800, V-8						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT 6W	880	2,640	4,400	9,900	15,400	22,000
4d HT 4W	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	2,720	8,160	13,600	30,600	47,600	68,000
1963 Riviera Series 4700, V-8						
2d HT	1,840	5,520	9,200	20,700	32,200	46,000
1964 Special Series 4000, V-6, 115" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
1964 Special Deluxe Series 4100, V-6, 115" wb						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
2d Cpe	840	2,520	4,200	9,450	14,700	21,000
4d Sta Wag	880	2,640	4,400	9,900	15,400	22,000
1964 Special Skylark Series 4300, V-6, 115" wb						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1964 Special Series 4000, V-8, 115" wb						
4d Sed	780	2,340	3,900	8,780	13,650	19,500
2d Cpe	860	2,580	4,300	9,680	15,050	21,500
2d Conv	1,820	5,460	9,100	20,480	31,850	45,500
4d Sta Wag	900	2,700	4,500	10,130	15,750	22,500
1964 Special DeLuxe Series 4100, V-8, 115" wb						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
4d Sta Wag	920	2,760	4,600	10,350	16,100	23,000
1964 Skylark Series 4300, V-8, 115" wb						
4d Sed	780	2,340	3,900	8,780	13,650	19,500
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000
1964 Skylark Series 4200, V-8, 120" wb						
4d Spt Wag	1,000	3,000	5,000	11,250	17,500	25,000
4d Cus Spt Wag	1,080	3,240	5,400	12,150	18,900	27,000
1964 LeSabre Series 4400, V-8						
4d Sed	690	2,060	3,440	7,740	12,040	17,200
4d HT	740	2,220	3,700	8,330	12,950	18,500
2d HT	1,140	3,420	5,700	12,830	19,950	28,500
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000
4d Spt Wag	1,040	3,120	5,200	11,700	18,200	26,000
1964 Wildcat Series 4600, V-8						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	1,960	5,880	9,800	22,050	34,300	49,000
1964 Electra 225 Series 4800, V-8						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT 6W	880	2,640	4,400	9,900	15,400	22,000
4d HT 4W	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	2,640	7,920	13,200	29,700	46,200	66,000
1964 Riviera Series 4700, V-8						
2d HT	1,760	5,280	8,800	19,800	30,800	44,000
1965 Special, V-8, 115" wb						
4d Sed	590	1,760	2,940	6,620	10,290	14,700
2d Cpe	760	2,280	3,800	8,550	13,300	19,000
2d Conv	1,480	4,440	7,400	16,650	25,900	37,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
NOTE: Deduct 15% for V-6						
1965 Special DeLuxe, V-8, 115" wb						
4d Sed	640	1,910	3,180	7,160	11,130	15,900
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
NOTE: Deduct 15% for V-6						
1965 Skylark, V-8, 115" wb						
4d Sed	740	2,220	3,700	8,330	12,950	18,500
2d Cpe	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Deduct 15% for V-6						
1965 Buick Skylark GS						
2d Cpe	1,400	4,200	7,000	17,500	24,500	35,000
1965 Skylark GS						
2d HT	1,480	4,440	7,400	18,500	25,900	37,000
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000
1965 Sport Wagon, V-8, 120" wb						
4d 2S Sta Wag	840	2,520	4,200	9,450	14,700	21,000
4d 3S Sta Wag	860	2,580	4,300	9,680	15,050	21,500
1965 Custom Sport Wagon, V-8, 120" wb						
4d 2S Sta Wag	860	2,580	4,300	9,680	15,050	21,500
4d 3S Sta Wag	920	2,770	4,620	10,400	16,170	23,100
1965 LeSabre, V-8, 123" wb						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d HT	740	2,220	3,700	8,330	12,950	18,500
2d HT	1,140	3,420	5,700	12,830	19,950	28,500
1965 LeSabre Custom, V-8, 123" wb						
4d Sed	700	2,100	3,500	7,880	12,250	17,500
4d HT	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,160	3,480	5,800	13,050	20,300	29,000
2d Conv	1,880	5,640	9,400	21,150	32,900	47,000
1965 Wildcat, V-8, 126" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	1,360	4,080	6,800	15,300	23,800	34,000
1965 Wildcat DeLuxe, V-8, 126" wb						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
2d Conv	1,960	5,880	9,800	22,050	34,300	49,000
1965 Wildcat Custom, V-8, 126" wb						
4d HT	860	2,580	4,300	9,680	15,050	21,500
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
1965 Electra 225, V-8, 126" wb						
4d Sed	730	2,200	3,660	8,240	12,810	18,300
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
1965 Electra 225 Custom, V-8, 126" wb						
4d Sed	740	2,220	3,700	8,330	12,950	18,500
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d HT	1,260	3,780	6,300	14,180	22,050	31,500
2d Conv	1,880	5,640	9,400	21,150	32,900	47,000
1965 Riviera, V-8, 117" wb						
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
2d HT GS	4,400	13,200	22,000	49,500	77,000	110,000
NOTE: Add 25% for 425.						
1966 Special, V-8, 115" wb						
4d Sed	590	1,760	2,940	6,620	10,290	14,700
2d Cpe	760	2,280	3,800	8,550	13,300	19,000
2d Conv	1,480	4,440	7,400	16,650	25,900	37,000
NOTE: Deduct 15% for V-6						
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
1966 Special DeLuxe, V-8, 115" wb						
4d Sed	640	1,910	3,180	7,160	11,130	15,900
2d Cpe	730	2,190	3,650	8,210	12,780	18,250
2d HT	840	2,520	4,200	9,450	14,700	21,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1966 Skylark, V-8, 115" wb						
4d HT	660	1,980	3,300	7,430	11,550	16,500
2d Cpe	750	2,260	3,760	8,460	13,160	18,800
2d HT	820	2,460	4,100	9,230	14,350	20,500
2d Conv	1,560	4,680	7,800	17,550	27,300	39,000
1966 Skylark Gran Sport, V-8, 115" wb						
2d Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2d HT	1,500	4,500	7,500	16,880	26,250	37,500
2d Conv	1,880	5,640	9,400	21,150	32,900	47,000
1966 Sport Wagon, V-8, 120" wb						
4d 2S Sta Wag	840	2,520	4,200	9,450	14,700	21,000
4d 3S Sta Wag	860	2,580	4,300	9,680	15,050	21,500
4d 2S Cus Sta Wag	880	2,640	4,400	9,900	15,400	22,000
4d 3S Cus Sta Wag	920	2,770	4,620	10,400	16,170	23,100
1966 LeSabre, V-8, 123" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d HT	670	2,010	3,350	7,540	11,730	16,750
2d HT	1,040	3,120	5,200	11,700	18,200	26,000
1966 LeSabre Custom, V-8, 123" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d HT	680	2,040	3,400	7,650	11,900	17,000
2d HT	1,120	3,360	5,600	12,600	19,600	28,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1966 Wildcat, V-8, 126" wb						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,760	5,280	8,800	19,800	30,800	44,000
1966 Wildcat Custom, V-8, 126" wb						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,960	5,880	9,800	22,050	34,300	49,000
NOTE: Add 25% for Wildcat Gran Sport Series.						

	6	5	4	3	2	1
1966 Electra 225, V-8, 126" wb						
4d Sed	730	2,200	3,660	8,240	12,810	18,300
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
1966 Electra 225 Custom, V-8						
4d Sed	740	2,220	3,700	8,330	12,950	18,500
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d HT	1,240	3,720	6,200	13,950	21,700	31,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1966 Riviera, V-8						
2d HT GS	4,400	13,200	22,000	49,500	77,000	110,000
2d HT	1,800	5,400	9,000	20,250	31,500	45,000

NOTE: Add 25% for 425 when optional.

CADILLAC

	6	5	4	3	2	1
1903 Model A, 1-cyl.						
Rbt	5,000	15,000	25,000	56,250	87,500	125,000
Tonn Rbt	5,000	15,000	25,000	56,250	87,500	125,000
1904 Model A, 1-cyl.						
Rbt	5,000	15,000	25,000	56,250	87,500	125,000
Tonn Rbt	5,000	15,000	25,000	56,250	87,500	125,000
1904 Model B, 1-cyl.						
Rbt	3,520	10,560	17,600	39,600	61,600	88,000
Tr	3,600	10,800	18,000	40,500	63,000	90,000
1905 Models B-E						
Rbt	3,200	9,600	16,000	36,000	56,000	80,000
Tonn Rbt	3,160	9,480	15,800	35,550	55,300	79,000
1905 Model D, 4-cyl.						
Rbt	4,800	14,400	24,000	54,000	84,000	120,000
Tonn Rbt	5,000	15,000	25,000	56,250	87,500	125,000
1905 Model F, 1-cyl.						
Tr	3,200	9,600	16,000	36,000	56,000	80,000
1906 Model K-M, 1-cyl.						
Rbt	3,200	9,600	16,000	36,000	56,000	80,000
Tr	3,240	9,720	16,200	36,450	56,700	81,000
1906 Model H, 4-cyl.						
Rbt	3,200	9,600	16,000	36,000	56,000	80,000
Tr	3,240	9,720	16,200	36,450	56,700	81,000
1906 Model L, 4-cyl.						
7P Tr	3,320	9,960	16,600	37,350	58,100	83,000
Limo	3,360	10,080	16,800	37,800	58,800	84,000
1907 Model G, 4-cyl., 20 hp						
Rbt	2,400	7,200	12,000	27,000	42,000	60,000
Tr	2,400	7,200	12,000	27,000	42,000	60,000
Limo	2,480	7,440	12,400	27,900	43,400	62,000
1907 Model H, 4-cyl., 30 hp						
Tr	3,200	9,600	16,000	36,000	56,000	80,000
Limo	2,560	7,680	12,800	28,800	44,800	64,000
1907 Model K-M, 1-cyl.						
Rbt	3,200	9,600	16,000	36,000	56,000	80,000
Tr	3,240	9,720	16,200	36,450	56,700	81,000
1908 Model G, 4-cyl., 25 hp						
Rbt	2,400	7,200	12,000	27,000	42,000	60,000
Tr	2,400	7,200	12,000	27,000	42,000	60,000
1908 Model H, 4-cyl., 30 hp						
Rbt	3,200	9,600	16,000	36,000	56,000	80,000
Tr	3,200	9,600	16,000	36,000	56,000	80,000
Cpe	2,120	6,360	10,600	23,850	37,100	53,000
Limo	2,560	7,680	12,800	28,800	44,800	64,000
1908 Model S-T, 1-cyl.						
Rbt	2,800	8,400	14,000	31,500	49,000	70,000
Tr	3,000	9,000	15,000	33,750	52,500	75,000
Cpe	2,630	7,900	13,160	29,610	46,060	65,800
1909 Model 30, 4-cyl.						
Rds	3,920	11,760	19,600	44,100	68,600	98,000
demi T&C	3,960	11,880	19,800	44,550	69,300	99,000
Tr	4,040	12,120	20,200	45,450	70,700	101,000
1909 Model T, 1-cyl.						
Tr	3,000	9,000	15,000	33,750	52,500	75,000
1910 Model 30, 4-cyl.						
Rds	3,920	11,760	19,600	44,100	68,600	98,000
demi T&C	3,960	11,880	19,800	44,550	69,300	99,000
Tr	4,040	12,120	20,200	45,450	70,700	101,000
Limo	3,560	10,680	17,800	40,050	62,300	89,000
1911 Model 30, 4-cyl.						
Rds	3,920	11,760	19,600	44,100	68,600	98,000
demi T&C	3,960	11,880	19,800	44,550	69,300	99,000
Tr	4,040	12,120	20,200	45,450	70,700	101,000
Cpe	3,360	10,080	16,800	37,800	58,800	84,000
Limo	3,560	10,680	17,800	40,050	62,300	89,000
1912 Model 30, 4-cyl.						
Rds	3,920	11,760	19,600	44,100	68,600	98,000
4P Phae	4,080	12,240	20,400	45,900	71,400	102,000
5P Tr	4,040	12,120	20,200	45,450	70,700	101,000
Cpe	3,360	10,080	16,800	37,800	58,800	84,000
Limo	3,560	10,680	17,800	40,050	62,300	89,000
1913 Model 30, 4-cyl.						
Rds	3,920	11,760	19,600	44,100	68,600	98,000
Phae	4,080	12,240	20,400	45,900	71,400	102,000
Torp	5,160	15,480	25,800	58,050	90,300	129,000
5P Tr	4,040	12,120	20,200	45,450	70,700	101,000
6P Tr	4,000	12,000	20,000	45,000	70,000	100,000
Cpe	3,360	10,080	16,800	37,800	58,800	84,000
Limo	3,560	10,680	17,800	40,050	62,300	89,000
1914 Model 30, 4-cyl.						
Rds	3,920	11,760	19,600	44,100	68,600	98,000
Phae	4,080	12,240	20,400	45,900	71,400	102,000
5P Tr	4,040	12,120	20,200	45,450	70,700	101,000
7P Tr	4,020	12,060	20,100	45,230	70,350	100,500
Lan Cpe	3,480	10,440	17,400	39,150	60,900	87,000
Encl dr Limo	3,680	11,040	18,400	41,400	64,400	92,000
Limo	3,600	10,800	18,000	40,500	63,000	90,000
1915 Model 51, V-8						
Rds	3,040	9,120	15,200	34,200	53,200	76,000
Sal Tr	2,690	8,080	13,460	30,290	47,110	67,300
7P Tr	3,140	9,430	15,720	35,370	55,020	78,600
3P Cpe	2,510	7,540	12,560	28,260	43,960	62,800
Sed Brgm	2,390	7,160	11,940	26,870	41,790	59,700
7P Limo	2,640	7,920	13,200	29,700	46,200	66,000
Berl Limo	2,750	8,240	13,740	30,920	48,090	68,700
1916 Model 53, V-8						
Rds	3,040	9,120	15,200	34,200	53,200	76,000
5P Tr	2,690	8,080	13,460	30,290	47,110	67,300
7P Tr	3,120	9,360	15,600	35,100	54,600	78,000
3P Cpe	2,510	7,540	12,560	28,260	43,960	62,800
Sed Brgm	2,390	7,160	11,940	26,870	41,790	59,700
7P Limo	2,640	7,920	13,200	29,700	46,200	66,000
Berl Limo	2,750	8,240	13,740	30,920	48,090	68,700
1917 Model 55, V-8						
Rds	3,040	9,120	15,200	34,200	53,200	76,000
Clb Rds	3,120	9,360	15,600	35,100	54,600	78,000
Conv	2,890	8,660	14,440	32,490	50,540	72,200
Cpe	2,510	7,540	12,560	28,260	43,960	62,800
Vic	2,500	7,500	12,500	28,130	43,750	62,500
Brgm	2,390	7,160	11,940	26,870	41,790	59,700
Limo	2,640	7,920	13,200	29,700	46,200	66,000
Imp Limo	2,660	7,980	13,300	29,930	46,550	66,500
7P Lan'let	2,640	7,920	13,200	29,700	46,200	66,000
1918-19 Type 57, V-8						
Rds	3,040	9,120	15,200	34,200	53,200	76,000
Phae	3,080	9,240	15,400	34,650	53,900	77,000
Tr	2,720	8,160	13,600	30,600	47,600	68,000
Conv Vic	2,890	8,660	14,440	32,490	50,540	72,200
Brgm	2,390	7,160	11,940	26,870	41,790	59,700
Limo	2,400	7,200	12,000	27,000	42,000	60,000
Twn Limo	2,440	7,320	12,200	27,450	42,700	61,000
Lan'let	2,640	7,920	13,200	29,700	46,200	66,000
Twn Lan'let	2,640	7,920	13,200	29,700	46,200	66,000
Imp Limo	2,600	7,800	13,000	29,250	45,500	65,000
1920-21 Type 59, V-8						
Rds	3,190	9,580	15,960	35,910	55,860	79,800
Phae	2,780	8,340	13,900	31,280	48,650	69,500
Tr	2,690	8,080	13,460	30,290	47,110	67,300
Vic	2,480	7,440	12,400	27,900	43,400	62,000
Sed	2,280	6,840	11,400	25,650	39,900	57,000
Cpe	2,320	6,960	11,600	26,100	40,600	58,000
Sub	2,400	7,200	12,000	27,000	42,000	60,000
Limo	2,440	7,320	12,200	27,450	42,700	61,000
Twn Brgm	2,400	7,200	12,000	27,000	42,000	60,000
Imp Limo	2,460	7,380	12,300	27,680	43,050	61,500

NOTE: Coupe and Town Brougham dropped for 1921.

1922-23 Type 61, V-8						
Rds	2,520	7,550	12,580	28,310	44,030	62,900
Phae	2,560	7,690	12,820	28,850	44,870	64,100
Tr	2,520	7,550	12,580	28,310	44,030	62,900
Cpe	2,180	6,530	10,880	24,480	38,080	54,400
Vic	2,060	6,190	10,320	23,220	36,120	51,600
5P Cpe	1,920	5,750	9,580	21,560	33,530	47,900
Sed	1,870	5,600	9,340	21,020	32,690	46,700
Sub	2,280	6,840	11,400	25,650	39,900	57,000
7P Limo	2,240	6,720	11,200	25,200	39,200	56,000
Imp Limo	2,260	6,780	11,300	25,430	39,550	56,500
Lan'let Sed	2,640	7,920	13,200	29,700	46,200	66,000
1924-25 V-63, V-8						
Rds	2,540	7,630	12,720	28,620	44,520	63,600
Phae	2,590	7,780	12,960	29,160	45,360	64,800
Tr	2,400	7,190	11,980	26,960	41,930	59,900
Vic	2,060	6,170	10,280	23,130	35,980	51,400
Cpe	2,000	6,010	10,020	22,550	35,070	50,100
Limo	2,040	6,120	10,200	22,950	35,700	51,000
Twn Brgm	2,000	6,000	10,000	22,500	35,000	50,000
Imp Sed	2,020	6,060	10,100	22,730	35,350	50,500

NOTE: Custom models, (V-8 introduced Oct., 1924).

Cpe	2,120	6,360	10,600	23,850	37,100	53,000
5P Cpe	2,170	6,500	10,840	24,390	37,940	54,200
5P Sed	2,160	6,480	10,800	24,300	37,800	54,000
Sub	2,120	6,360	10,600	23,850	37,100	53,000
Imp Sub	2,160	6,480	10,800	24,300	37,800	54,000

NOTE: Other models, V-8.

7P Sed	2,120	6,360	10,600	23,850	37,100	53,000
Vic	2,160	6,480	10,800	24,300	37,800	54,000
Lan Sed	2,800	8,400	14,000	31,500	49,000	70,000
2d Sed	2,040	6,120	10,200	22,950	35,700	51,000
8P Imp Sed	2,100	6,300	10,500	23,630	36,750	52,500

NOTE: (All Custom and post-Dec. 1924 models have scrolled radiators).

1926-27 Series 314, V-8						
Cpe	2,220	6,660	11,100	24,980	38,850	55,500
Vic	2,270	6,800	11,340	25,520	39,690	56,700
5P Brgm	2,020	6,060	10,100	22,730	35,350	50,500
5P Sed	2,240	6,720	11,200	25,200	39,200	56,000
7P Sed	2,520	7,560	12,600	28,350	44,100	63,000
Imp Sed	2,320	6,960	11,600	26,100	40,600	58,000
1926-27 Custom Line, V-8						
Rds	4,400	13,200	22,000	49,500	77,000	110,000
Tr	4,270	12,800	21,340	48,020	74,690	106,700
Phae	4,360	13,090	21,820	49,100	76,370	109,100
Cpe	2,510	7,540	12,560	28,260	43,960	62,800
Sed	2,170	6,500	10,840	24,390	37,940	54,200
Sub	2,220	6,660	11,100	24,980	38,850	55,500
Imp Sed	2,410	7,240	12,060	27,140	42,210	60,300
1927 Series 314 Std., V-8, 132" wb						
Spt Cpe	2,320	6,960	11,600	26,100	40,600	58,000
Cpe	2,200	6,600	11,000	24,750	38,500	55,000
Sed 5P	1,860	5,580	9,300	20,930	32,550	46,500
Sed 7P	1,900	5,700	9,500	21,380	33,250	47,500
Victoria 4P	2,160	6,480	10,800	24,300	37,800	54,000
Spt Sed	1,900	5,700	9,500	21,380	33,250	47,500
Brgm	1,820	5,460	9,100	20,480	31,850	45,500
Imp	1,880	5,640	9,400	21,150	32,900	47,000
1927 Std. Series, V-8, 132" wb						
7P Sed	1,840	5,520	9,200	20,700	32,200	46,000
1927 Custom, 138" wb						
RS Rds	4,000	12,000	20,000	45,000	70,000	100,000
RS Conv	3,320	9,960	16,600	37,350	58,100	83,000
Phae	4,320	12,960	21,600	48,600	75,600	108,000
Spt Phae	4,480	13,440	22,400	50,400	78,400	112,000
Tr	4,120	12,360	20,600	46,350	72,100	103,000
Conv	3,240	9,720	16,200	36,450	56,700	81,000
Cpe	2,440	7,320	12,200	27,450	42,700	61,000
5P Sed	2,120	6,360	10,600	23,850	37,100	53,000
Sub	2,080	6,240	10,400	23,400	36,400	52,000
Imp Sed	2,240	6,720	11,200	25,200	39,200	56,000
Brn Twn Cabr	3,000	8,990	14,980	33,710	52,430	74,900
Wilby Twn Cabr	2,800	8,400	14,000	31,500	49,000	70,000
1927 Fleetwood Bodies						
Limo Brgm	3,440	10,320	17,200	38,700	60,200	86,000
Twn Cabr	3,520	10,560	17,600	39,600	61,600	88,000
Trans Twn Cabr	3,760	11,280	18,800	42,300	65,800	94,000
Coll Twn Cabr	3,800	11,400	19,000	42,750	66,500	95,000
Vic	3,440	10,320	17,200	38,700	60,200	86,000
1928 Fisher Custom Line, V-8, 140" wb						
Rds	5,480	16,440	27,400	61,650	95,900	137,000
Tr	5,560	16,680	27,800	62,550	97,300	139,000
Phae	5,640	16,920	28,200	63,450	98,700	141,000
Spt Phae	5,960	17,880	29,800	67,050	104,300	149,000
Conv RS	4,960	14,880	24,800	55,800	86,800	124,000
2P Cpe	3,000	9,000	15,000	33,750	52,500	75,000
5P Cpe	2,960	8,880	14,800	33,300	51,800	74,000
Twn Sed	2,760	8,280	13,800	31,050	48,300	69,000
Sed	3,520	10,560	17,600	39,600	61,600	88,000
7P Sed	2,880	8,640	14,400	32,400	50,400	72,000
5P Imp Sed	2,800	8,400	14,000	31,500	49,000	70,000
Imp Cabr	5,160	15,480	25,800	58,050	90,300	129,000
7P Imp Sed	3,280	9,840	16,400	36,900	57,400	82,000
7P Imp Cabr	5,360	16,080	26,800	60,300	93,800	134,000
1928 Fisher Fleetwood Line, V-8, 140" wb						
Sed	3,200	9,600	16,000	36,000	56,000	80,000
5P Cabr	5,800	17,400	29,000	65,250	101,500	145,000
5P Imp Cabr	5,960	17,880	29,800	67,050	104,300	149,000
7P Sed	3,320	9,960	16,600	37,350	58,100	83,000
7P Cabr	5,840	17,520	29,200	65,700	102,200	146,000
7P Imp Cabr	6,120	18,360	30,600	68,850	107,100	153,000
Trans Twn Cabr	5,960	17,880	29,800	67,050	104,300	149,000
Trans Limo Brgm	4,320	12,960	21,600	48,600	75,600	108,000
1929 Series 341-B, V-8, 140" wb						
Rds	5,520	16,550	27,580	62,060	96,530	137,900
Phae	5,710	17,120	28,540	64,220	99,890	142,700
Spt Phae	6,200	18,590	30,980	69,710	108,430	154,900
Tr	5,040	15,120	25,200	56,700	88,200	126,000
Conv	5,080	15,240	25,400	57,150	88,900	127,000
2P Cpe	3,420	10,250	17,080	38,430	59,780	85,400
5P Cpe	2,960	8,880	14,800	33,300	51,800	74,000
5P Sed	2,720	8,160	13,600	30,600	47,600	68,000
7P Sed	2,880	8,640	14,400	32,400	50,400	72,000
Twn Sed	2,760	8,280	13,800	31,050	48,300	69,000
7P Imp Sed	2,800	8,400	14,000	31,500	49,000	70,000
1929 Fleetwood Custom Line, V-8, 140" wb						
Sed	3,040	9,120	15,200	34,200	53,200	76,000
Sed Cabr	5,960	17,880	29,800	67,050	104,300	149,000
5P Imp Sed	3,240	9,720	16,200	36,450	56,700	81,000
7P Imp Sed	3,320	9,960	16,600	37,350	58,100	83,000
Trans Twn Cabr	5,160	15,480	25,800	58,050	90,300	129,000
Trans Limo Brgm	4,020	12,050	20,080	45,180	70,280	100,400
Clb Cabr	5,480	16,440	27,400	61,650	95,900	137,000
A/W Phae	6,500	19,510	32,520	73,170	113,820	162,600
A/W State Imp	6,460	19,370	32,280	72,630	112,980	161,400
1930 Series 353, V-8, 140" wb Fisher Custom Line						
Conv	5,600	16,800	28,000	63,000	98,000	140,000
2P Cpe	3,480	10,440	17,400	39,150	60,900	87,000
Twn Sed	2,800	8,400	14,000	31,500	49,000	70,000
Sed	2,760	8,280	13,800	31,050	48,300	69,000
7P Sed	2,800	8,400	14,000	31,500	49,000	70,000
7P Imp Sed	2,920	8,760	14,600	32,850	51,100	73,000
5P Cpe	3,080	9,240	15,400	34,650	53,900	77,000
1930 Fleetwood Line, V-8						
Rds	6,400	19,200	32,000	72,000	112,000	160,000
5P Sed	3,200	9,600	16,000	36,000	56,000	80,000
Sed Cabr	6,600	19,800	33,000	74,250	115,500	165,000
5P Imp	3,200	9,600	16,000	36,000	56,000	80,000
7P Sed	3,240	9,720	16,200	36,450	56,700	81,000
7P Imp	3,280	9,840	16,400	36,900	57,400	82,000
Trans Cabr	6,000	18,000	30,000	67,500	105,000	150,000
Trans Limo Brgm	6,400	19,200	32,000	72,000	112,000	160,000
Clb Cabr	6,600	19,800	33,000	74,250	115,500	165,000
A/W Phae	7,000	21,000	35,000	78,750	122,500	175,000
A/W State Imp	7,160	21,480	35,800	80,550	125,300	179,000
1930 Fleetwood Custom Line, V-16, 148" wb						
Rds	24,000	72,000	120,000	270,000	420,000	600,000
Phae	24,000	72,000	120,000	270,000	420,000	600,000
1930 "Flat Windshield" Models V16						
A/W Phae	16,000	48,000	80,000	180,000	280,000	400,000
1930 "Flat Windshield" Models						
Conv	18,280	54,840	91,400	205,650	319,900	457,000
Cpe	6,600	19,800	33,000	74,250	115,500	165,000
Clb Sed	6,400	19,200	32,000	72,000	112,000	160,000
5P OS Sed	6,080	18,240	30,400	68,400	106,400	152,000
5P Sed Cabr	14,000	42,000	70,000	157,500	245,000	350,000
Imp Cabr	14,000	42,000	70,000	157,500	245,000	350,000
7P Sed	16,000	48,000	80,000	180,000	280,000	400,000
7P Imp Sed	6,200	18,600	31,000	69,750	108,500	155,000
Twn Cabr 4212	13,400	40,200	67,000	150,750	234,500	335,000
Twn Cabr 4220	13,400	40,200	67,000	150,750	234,500	335,000
Twn Cabr 4225	13,400	40,200	67,000	150,750	234,500	335,000
Limo Brgm	10,000	30,000	50,000	112,500	175,000	250,000
Twn Brgm 05	10,200	30,600	51,000	114,750	178,500	255,000
1930 Madame X Models, V-16						
5P OS Imp	9,280	27,840	46,400	104,400	162,400	232,000
5P Imp	9,120	27,360	45,600	102,600	159,600	228,000
Twn Cabr 4312	16,000	48,000	80,000	180,000	280,000	400,000
Twn Cabr 4320	16,400	49,200	82,000	184,500	287,000	410,000
Twn Cabr 4325	17,000	51,000	85,000	191,250	297,500	425,000
Limo Brgm	12,400	37,200	62,000	139,500	217,000	310,000
1931 Series 355, V-8, 134" wb Fisher Bodies						
Rds	6,200	18,600	31,000	69,750	108,500	155,000
Phae	6,800	20,400	34,000	76,500	119,000	170,000
2P Cpe	3,480	10,440	17,400	39,150	60,900	87,000
5P Cpe	3,080	9,240	15,400	34,650	53,900	77,000
Sed	2,760	8,280	13,800	31,050	48,300	69,000
Twn Sed	2,800	8,400	14,000	31,500	49,000	70,000
7P Sed	2,800	8,400	14,000	31,500	49,000	70,000
Imp Limo	2,920	8,760	14,600	32,850	51,100	73,000
1931 Fleetwood Bodies, V-8						
Rds	6,400	19,200	32,000	72,000	112,000	160,000
Conv	6,600	19,800	33,000	74,250	115,500	165,000
Phae	6,600	19,800	33,000	74,250	115,500	165,000

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A/W Phae	7,160	21,480	35,800	80,550	125,300	179,000
1931 Series 370, V-12, 140" wb						
Rds	10,400	31,200	52,000	117,000	182,000	260,000
Phae	10,600	31,800	53,000	119,250	185,500	265,000
Conv	10,520	31,560	52,600	118,350	184,100	263,000
A/W Phae	11,520	34,560	57,600	129,600	201,600	288,000
2P Cpe	7,120	21,360	35,600	80,100	124,600	178,000
5P Cpe	6,840	20,520	34,200	76,950	119,700	171,000
Sed	5,920	17,760	29,600	66,600	103,600	148,000
Twn Sed	6,120	18,360	30,600	68,850	107,100	153,000
1931 Series 370, V-12, 143" wb						
7P Sed	6,600	19,800	33,000	74,250	115,500	165,000
Imp Sed	6,760	20,280	33,800	76,050	118,300	169,000
1931 Series V-16, 148" wb						
2P Rds	24,000	72,000	120,000	270,000	420,000	600,000
Phae	24,000	72,000	120,000	270,000	420,000	600,000
A/W Phae	16,000	48,000	80,000	180,000	280,000	400,000
4476 Cpe	6,600	19,800	33,000	74,250	115,500	165,000
4276 Cpe	6,600	19,800	33,000	74,250	115,500	165,000
5P Cpe	6,400	19,200	32,000	72,000	112,000	160,000
Conv	18,400	55,200	92,000	207,000	322,000	460,000
4361 Clb Sed	6,080	18,240	30,400	68,400	106,400	152,000
4161 Clb Sed	6,200	18,600	31,000	69,750	108,500	155,000
4330 Imp	9,080	27,240	45,400	102,150	158,900	227,000
4330 Sed	5,240	15,720	26,200	58,950	91,700	131,000
4130 Sed	5,400	16,200	27,000	60,750	94,500	135,000
4130 Imp	6,200	18,600	31,000	69,750	108,500	155,000
4335 Sed Cabr	15,680	47,040	78,400	176,400	274,400	392,000
4355 Imp Cabr	14,000	42,000	70,000	157,500	245,000	350,000
4155 Sed Cabr	14,000	42,000	70,000	157,500	245,000	350,000
4155 Imp Cabr	16,000	48,000	80,000	180,000	280,000	400,000
4375 Sed	6,040	18,120	30,200	67,950	105,700	151,000
4175 Sed	5,600	16,800	28,000	63,000	98,000	140,000
4375 Imp	5,600	16,800	28,000	63,000	98,000	140,000
4175 Imp	5,920	17,760	29,600	66,600	103,600	148,000
4312 Twn Cabr	16,000	48,000	80,000	180,000	280,000	400,000
4320 Twn Cabr	16,000	48,000	80,000	180,000	280,000	400,000
4220 Twn Cabr	16,400	49,200	82,000	184,500	287,000	410,000
4325 Twn Cabr	17,000	51,000	85,000	191,250	297,500	425,000
4225 Twn Cabr	17,000	51,000	85,000	191,250	297,500	425,000
4391 Limo Brgm	12,400	37,200	62,000	139,500	217,000	310,000
4291 Limo Brgm	12,400	37,200	62,000	139,500	217,000	310,000
4264 Twn Brgm	12,400	37,200	62,000	139,500	217,000	310,000
4264B Twn Brgm C/N	12,480	37,440	62,400	140,400	218,400	312,000
1932 Series 355B, V-8, 134" wb						
Rds	6,200	18,600	31,000	69,750	108,500	155,000
Conv	6,400	19,200	32,000	72,000	112,000	160,000
2P Cpe	3,480	10,440	17,400	39,150	60,900	87,000
Sed	2,760	8,280	13,800	31,050	48,300	69,000
1932 Fisher Line, 140" wb						
Std Phae	6,600	19,800	33,000	74,250	115,500	165,000
DW Phae	6,680	20,040	33,400	75,150	116,900	167,000
DC Spt Phae	7,000	21,000	35,000	78,750	122,500	175,000
A/W Phae	7,080	21,240	35,400	79,650	123,900	177,000
Cpe	3,520	10,560	17,600	39,600	61,600	88,000
Spec Sed	2,760	8,280	13,800	31,050	48,300	69,000
Twn Sed	2,760	8,280	13,800	31,050	48,300	69,000
Imp Sed	2,800	8,400	14,000	31,500	49,000	70,000
1932 Fleetwood Bodies, 140" wb						
Sed	2,800	8,400	14,000	31,500	49,000	70,000
Twn Cpe	3,240	9,720	16,200	36,450	56,700	81,000
7P Sed	3,000	9,000	15,000	33,750	52,500	75,000
7P Limo	3,080	9,240	15,400	34,650	53,900	77,000
5P Twn Car	4,920	14,760	24,600	55,350	86,100	123,000
Twn Cabr	6,400	19,200	32,000	72,000	112,000	160,000
Limo Brgm	3,400	10,200	17,000	38,250	59,500	85,000
1932 Series 370B, V-12, 134" wb						
Rds	10,400	31,200	52,000	117,000	182,000	260,000
Conv	10,520	31,560	52,600	118,350	184,100	263,000
2P Cpe	7,120	21,360	35,600	80,100	124,600	178,000
Std Sed	5,920	17,760	29,600	66,600	103,600	148,000
1932 Series 370B, V-12, 140" wb Fisher Bodies						
Std Phae	8,120	24,360	40,600	91,350	142,100	203,000
Spl Phae	8,320	24,960	41,600	93,600	145,600	208,000
Spt Phae	8,720	26,160	43,600	98,100	152,600	218,000
A/W Phae	8,800	26,400	44,000	99,000	154,000	220,000
5P Cpe	6,840	20,520	34,200	76,950	119,700	171,000
Spl Sed	6,000	18,000	30,000	67,500	105,000	150,000
Twn Sed	6,120	18,360	30,600	68,850	107,100	153,000
7P Sed	7,200	21,600	36,000	81,000	126,000	180,000
7P Imp	6,600	19,800	33,000	74,250	115,500	165,000
1932 Series 370B, V-12, 140" wb Fleetwood Bodies						
Tr	9,480	28,440	47,400	106,650	165,900	237,000
Conv	10,000	30,000	50,000	112,500	175,000	250,000
Sed	5,920	17,760	29,600	66,600	103,600	148,000
Twn Cpe	6,840	20,520	34,200	76,950	119,700	171,000
7P Sed	6,600	19,800	33,000	74,250	115,500	165,000
Limo	6,760	20,280	33,800	76,050	118,300	169,000
5P Twn Cabr	9,520	28,560	47,600	107,100	166,600	238,000
7P Twn Cabr	9,720	29,160	48,600	109,350	170,100	243,000
Limo Brgm	7,000	21,000	35,000	78,750	122,500	175,000
1932 Series 452B, V-16, 143" wb Fisher Bodies						
Rds	24,000	72,000	120,000	270,000	420,000	600,000
Conv	18,400	55,200	92,000	207,000	322,000	460,000
Cpe	6,400	19,200	32,000	72,000	112,000	160,000
Std Sed	6,200	18,600	31,000	69,750	108,500	155,000
1932 Series 452B, V-16, 149" wb Fisher Bodies						
Std Phae	16,000	48,000	80,000	180,000	280,000	400,000
Spl Phae	16,400	49,200	82,000	184,500	287,000	410,000
Spt Phae	16,440	49,320	82,200	184,950	287,700	411,000
A/W Phae	16,000	48,000	80,000	180,000	280,000	400,000
1932 Fleetwood Bodies, V-16						
5P Sed	8,000	24,000	40,000	90,000	140,000	200,000
Imp Limo	6,000	18,000	30,000	67,500	105,000	150,000
Twn Cpe	11,000	33,000	55,000	123,750	192,500	275,000
7P Sed	10,000	30,000	50,000	112,500	175,000	250,000
7P Twn Cabr	15,000	45,000	75,000	168,750	262,500	375,000
5P Twn Cabr	16,000	48,000	80,000	180,000	280,000	400,000
Limo Brgm	12,400	37,200	62,000	139,500	217,000	310,000
1933 Series 355C, V-8, 134" wb Fisher Bodies						
Rds	4,840	14,520	24,200	54,450	84,700	121,000
Conv	4,960	14,880	24,800	55,800	86,800	124,000
Cpe	3,000	9,000	15,000	33,750	52,500	75,000
1933 Series 355C, V-8, 140" wb Fisher Bodies						
Phae	5,000	15,000	25,000	56,250	87,500	125,000
A/W Phae	5,120	15,360	25,600	57,600	89,600	128,000
5P Cpe	2,880	8,640	14,400	32,400	50,400	72,000
Sed	2,720	8,160	13,600	30,600	47,600	68,000
Twn Sed	3,120	9,360	15,600	35,100	54,600	78,000
7P Sed	2,800	8,400	14,000	31,500	49,000	70,000
Imp Sed	2,840	8,520	14,200	31,950	49,700	71,000
1933 Series 355C, V-8, 140" wb Fleetwood Line						
5P Sed	2,800	8,400	14,000	31,500	49,000	70,000
7P Sed	2,920	8,760	14,600	32,850	51,100	73,000
Limo	3,190	9,580	15,960	35,910	55,860	79,800
5P Twn Cabr	4,960	14,870	24,780	55,760	86,730	123,900
7P Twn Cabr	5,330	16,000	26,670	60,010	93,350	133,350
Limo Brgm	3,400	10,210	17,020	38,300	59,570	85,100
1933 Series 370C, V-12, 134" wb Fisher Bodies						
Rds	6,430	19,280	32,130	72,290	112,460	160,650
Conv	6,230	18,700	31,170	70,130	109,100	155,850
Cpe	3,700	11,090	18,480	41,580	64,680	92,400
1933 Series 370C, V-12, 140" wb Fisher Bodies						
Phae	6,230	18,700	31,160	70,110	109,060	155,800
A/W Phae	6,240	18,720	31,200	70,200	109,200	156,000
5P Cpe	3,530	10,580	17,640	39,690	61,740	88,200
Sed	3,190	9,580	15,960	35,910	55,860	79,800
Twn Sed	3,190	9,580	15,960	35,910	55,860	79,800
7P Sed	3,440	10,330	17,220	38,750	60,270	86,100
Imp Sed	3,280	9,830	16,380	36,860	57,330	81,900
1933 Series 370C, V-12, 140" wb Fleetwood Line						
Sed	3,570	10,710	17,850	40,160	62,480	89,250
7P Sed	3,490	10,460	17,430	39,220	61,010	87,150
Limo	3,650	10,960	18,270	41,110	63,950	91,350
5P Twn Cabr	6,730	20,200	33,660	75,740	117,810	168,300
7P Twn Cabr	6,830	20,500	34,170	76,880	119,600	170,850
7P Limo Brgm	4,280	12,850	21,420	48,200	74,970	107,100
1933 Series 452C, V-16, 154" wb						
DC Spt Phae	16,080	48,230	80,380	180,850	281,320	401,880
1933 Fleetwood Bodies, 149" wb V16						
Conv	13,520	40,550	67,590	152,080	236,570	337,950
1933 Fleetwood Bodies, 149" wb						
A/W Phae	13,770	41,310	68,850	154,900	240,960	344,226
Sed	8,970	26,900	44,830	100,860	156,890	224,128
7P Sed	8,970	26,900	44,830	100,860	156,890	224,128
Twn Cab	11,330	34,000	56,670	127,510	198,350	283,350
7P Twn Cab	11,100	33,300	55,500	124,880	194,250	277,500
7P Limo	9,160	27,480	45,800	103,050	160,300	229,000
Limo Brgm	9,200	27,610	46,020	103,550	161,070	230,100
5P Twn Cpe	8,730	26,190	43,650	98,210	152,780	218,250
Imp Cab	11,570	34,720	57,870	130,200	202,530	289,325
1934 Series 355D, V-8, 128" wb Fisher Bodies						
Conv	480	1,450	2,420	5,450	8,470	12,100
Conv Sed	4,800	14,400	24,000	54,000	84,000	120,000
2P Cpe	3,000	9,000	15,000	33,750	52,500	75,000
Twn Cpe	3,000	9,000	15,000	33,750	52,500	75,000
Sed	2,720	8,160	13,600	30,600	47,600	68,000
Twn Sed	2,760	8,280	13,800	31,050	48,300	69,000
1934 Series 355D, V-8, 136" wb Fisher Bodies						
Conv	4,530	13,600	22,660	50,990	79,310	113,300
Conv Sed	4,650	13,950	23,250	52,320	81,390	116,270
Cpe	2,560	7,680	12,800	28,800	44,800	64,000
Sed	2,770	8,320	13,860	31,190	48,510	69,300
Twn Sed	2,790	8,380	13,960	31,410	48,860	69,800
7P Sed	2,810	8,440	14,070	31,660	49,250	70,350
Imp Sed	2,860	8,570	14,280	32,130	49,980	71,400
1934 Series 355D, V-8, 146" wb Fleetwood bodies with straight windshield						
Sed	3,020	9,070	15,120	34,020	52,920	75,600
Twn Sed	3,060	9,190	15,320	34,470	53,620	76,600
7P Sed	3,060	9,190	15,320	34,470	53,620	76,600
7P Limo	3,110	9,320	15,540	34,970	54,390	77,700
Imp Cab	4,500	13,500	22,500	50,630	78,750	112,500
7P Imp Cab	4,580	13,730	22,880	51,480	80,080	114,400
1934 Series 355D, V-8, 146" wb Fleetwood bodies with modified "V" windshield						
Conv	6,070	18,220	30,360	68,310	106,260	151,800
Aero Cpe	5,760	17,280	28,800	64,800	100,800	144,000
Cpe	3,590	10,780	17,960	40,410	62,860	89,800
Spl Sed	3,190	9,580	15,960	35,910	55,860	79,800
Spl Twn Sed	3,180	9,540	15,900	35,780	55,650	79,500
Conv Sed Div	5,510	16,520	27,540	61,970	96,390	137,700
7P Spl Sed	3,320	9,950	16,590	37,330	58,070	82,950
Spl Limo	3,280	9,830	16,380	36,860	57,330	81,900
Sp Twn Cab	4,840	14,520	24,200	54,450	84,700	121,000
7P Twn Cab	4,970	14,920	24,860	55,940	87,010	124,300
5P Spl Imp Cab	4,970	14,920	24,860	55,940	87,010	124,300
7P Spl Imp Cab	5,630	16,900	28,160	63,360	98,560	140,800
Limo Brgm	3,780	11,340	18,900	42,530	66,150	94,500
1934 Series 370D, V-12, 146" wb Fleetwood bodies with straight windshield						
Sed	3,400	10,200	17,000	38,250	59,500	85,000
Twn Sed	3,230	9,700	16,170	36,380	56,600	80,850
7P Sed	3,280	9,830	16,380	36,860	57,330	81,900
7P Limo	3,400	10,200	17,000	38,250	59,500	85,000
5P Imp Cab	5,590	16,760	27,940	62,870	97,790	139,700
7P Imp Cab	5,310	15,940	26,560	59,760	92,960	132,800
1934 Series 370D, V-12, 146" wb Fleetwood bodies with modified "V" windshield						
Conv	5,320	15,950	26,580	59,790	93,010	132,875
Aero Cpe	6,060	18,170	30,280	68,130	105,980	151,400
RS Cpe	3,500	10,500	17,500	39,380	61,250	87,500
Spl Sed	3,340	10,010	16,690	37,540	58,400	83,425
Spl Twn Sed	3,070	9,210	15,350	34,540	53,730	76,750
Conv Sed	5,540	16,610	27,690	62,300	96,920	138,450
7P Spl Sed	3,580	10,750	17,920	40,320	62,720	89,600
Spec Limo	3,670	11,000	18,340	41,250	64,170	91,675
5P Twn Cab	5,910	17,740	29,560	66,510	103,460	147,800
7P Twn Cab	5,460	16,390	27,320	61,460	95,600	136,575
5P Spl Imp Cab	5,540	16,630	27,710	62,350	96,990	138,550
7P Spl Imp Cab	7,950	23,860	39,760	89,460	139,160	198,800
1934 Series 452D, V-16, 154" wb Fleetwood bodies with straight windshield						
Sed	7,420	22,250	37,080	83,430	129,780	185,400
Twn Sed	7,500	22,490	37,490	84,350	131,220	187,450
7P Sed	7,500	22,490	37,490	84,350	131,220	187,450
Limo	7,870	23,610	39,350	88,540	137,730	196,750
5P Imp Cab	9,480	28,430	47,380	106,610	165,830	236,900
1934 Series 452D, V-16, 154" wb Fleetwood bodies with modified "V" windshield						
4P Conv	10,920	32,750	54,590	122,830	191,070	272,950
Aero Cpe	9,850	29,540	49,240	110,780	172,320	246,175
RS Cpe	11,760	35,290	58,810	132,330	205,850	294,065
Spl Sed	11,310	33,930	56,550	127,240	197,930	282,750
Spl Twn Sed	8,010	24,040	40,070	90,160	140,250	200,350
Conv Sed	11,530	34,580	57,640	129,690	201,740	288,200
7P Spl Sed	7,770	23,310	38,850	87,410	135,980	194,250
Spl Limo	8,240	24,720	41,200	92,700	144,200	206,000
5P Twn Cab	9,440	28,310	47,180	106,140	165,110	235,875
7P Twn Cab	9,660	28,990	48,310	108,700	169,090	241,550
5P Spl Imp Cab	9,890	29,660	49,440	111,240	173,040	247,200
7P Spl Imp Cab	10,140	30,410	50,680	114,030	177,380	253,400
Limo Brgm	8,710	26,140	43,570	98,030	152,500	217,850
1935 Series 355E, V-8, 128" wb Fisher Bodies						
RS Conv	4,040	12,110	20,190	45,430	70,670	100,950
Conv Sed	5,070	15,200	25,340	57,020	88,690	126,700
RS Cpe	2,430	7,290	12,150	27,350	42,540	60,770
5P Twn Cpe	2,510	7,540	12,570	28,270	43,980	62,825
Sed	2,680	8,030	13,390	30,130	46,870	66,950
Twn Sed	2,470	7,420	12,360	27,810	43,260	61,800
1935 Series 355E, V-8, 136" wb Fisher Bodies						
RS Conv	4,040	12,110	20,190	45,430	70,670	100,950
Conv Sed	5,070	15,200	25,340	57,020	88,690	126,700
RS Cpe	2,430	7,290	12,150	27,350	42,540	60,770
Sed	2,680	8,030	13,390	30,130	46,870	66,950
Twn Sed	2,470	7,420	12,360	27,810	43,260	61,800
7P Sed	2,800	8,410	14,010	31,520	49,040	70,050
Imp Sed	2,840	8,530	14,220	31,980	49,750	71,075
1935 Series 355E, V-8, 146" wb Fleetwood bodies with straight windshield						
Sed	2,930	8,780	14,630	32,910	51,190	73,125
Twn Sed	2,970	8,900	14,830	33,370	51,910	74,160
7P Sed	2,990	8,960	14,940	33,600	52,270	74,675
Limo	3,010	9,020	15,040	33,840	52,640	75,200
5P Imp Cabr	4,290	12,860	21,430	48,210	74,990	107,125
7P Imp Cabr	4,390	13,180	21,970	49,430	76,900	109,850
1935 Series 355E, V-8, 146" wb Fleetwood bodies with modified "V" windshield						
4P Conv	4,160	12,480	20,810	46,810	72,820	104,030
4P Cpe	3,050	9,150	15,250	34,300	53,360	76,225
Spl Sed	3,010	9,020	15,040	33,840	52,640	75,200
Spl Twn Sed	3,050	9,150	15,250	34,300	53,360	76,225
Conv Sed	4,530	13,600	22,660	50,990	79,310	113,300
7P Spl Sed	3,050	9,150	15,250	34,300	53,360	76,225
Spl Limo	3,110	9,330	15,560	35,000	54,440	77,775
5P Twn Cabr	4,450	13,350	22,250	50,060	77,880	111,250
7P Twn Cabr	4,530	13,580	22,640	50,940	79,240	113,200
5P Imp Cabr	4,570	13,720	22,870	51,460	80,050	114,350
7P Imp Cabr	4,860	14,590	24,310	54,700	85,090	121,550
Limo Brgm	3,790	11,370	18,950	42,640	66,330	94,750
1935 Series 370E, V-12, 146" wb Fleetwood bodies with straight windshield						
Sed	3,260	9,770	16,280	36,620	56,960	81,375
Twn Sed	3,090	9,270	15,450	34,760	54,080	77,250
7P Sed	3,180	9,540	15,900	35,780	55,650	79,500
Limo	3,260	9,770	16,280	36,620	56,960	81,376
5P Imp Cabr	5,150	15,450	25,750	57,940	90,130	128,750
7P Imp Cabr	5,230	15,700	26,160	58,860	91,560	130,800
1935 Series 370E, V-12, 146" wb Fleetwood bodies with modified "V" windshield						
Conv	4,870	14,610	24,350	54,790	85,230	121,750
4P Cpe	3,370	10,100	16,830	37,870	58,910	84,150
Spl Sed	3,130	9,400	15,660	35,240	54,810	78,300
Spl Twn Sed	3,280	9,830	16,380	36,840	57,310	81,875
Conv Sed	5,520	16,560	27,610	62,110	96,620	138,025
7P Spl Sed	3,380	10,130	16,890	38,000	59,120	84,450
7P Spl Limo	3,460	10,380	17,310	38,940	60,570	86,525
5P Twn Cabr	5,770	17,300	28,840	64,890	100,940	144,200
7P Twn Cabr	5,340	16,010	26,680	60,020	93,360	133,375
5P Spl Imp Cabr	5,420	16,260	27,100	60,980	94,850	135,500
7P Spl Imp Cabr	5,770	17,300	28,840	64,890	100,940	144,200
Limo Brgm	4,530	13,600	22,660	50,990	79,310	113,300
1935 Series 452E, V-16, 154" wb Fleetwood bodies with straight windshield						
Sed	7,250	21,750	36,260	81,570	126,890	181,275
Twn Sed	7,380	22,130	36,880	82,970	129,060	184,375
7P Sed	7,380	22,130	36,880	82,970	129,060	184,375
7P Limo	7,420	22,250	37,080	83,430	129,780	185,400
5P Imp Cabr	9,190	27,560	45,940	103,370	160,790	229,700
7P Imp Cabr	9,390	28,180	46,970	105,680	164,400	234,850
1935 Series 452D, V-16, 154" wb Fleetwood bodies with modified "V" windshield						
2-4P Cpe	10,790	32,380	53,970	121,430	188,900	269,850
4P Cpe	11,040	33,130	55,210	124,220	193,240	276,050
Spl Sed	11,170	33,500	55,830	125,610	195,390	279,130
Spl Twn Sed	7,890	23,670	39,450	88,760	138,080	197,250
7P Spl Sed	7,390	22,180	36,960	83,160	129,360	184,800
Spl Limo	8,120	24,350	40,580	91,310	142,040	202,910
5P Twn Cabr	9,310	27,930	46,560	104,750	162,940	232,775
7P Twn Cab	9,540	28,610	47,690	107,300	166,920	238,450
5P Spl Imp Cabr	9,760	29,290	48,820	109,850	170,870	244,100
7P Spl Imp Cabr	9,930	29,790	49,650	111,700	173,760	248,225
Limo Brgm	8,590	25,770	42,950	96,640	150,330	214,750
5P Conv	10,550	31,640	52,740	118,650	184,570	263,675
Conv Sed	10,960	32,880	54,800	123,290	191,780	273,975
1936 Series 60, V-8, 121" wb						
2d Conv	3,340	10,010	16,690	37,550	58,420	83,450
2d 2P Cpe	2,140	6,430	10,710	24,100	37,490	53,550
4d Tr Sed	2,100	6,300	10,510	23,640	36,770	52,525
1936 Series 70, V-8, 131" wb, Fleetwood bodies						
2d Conv	3,480	10,440	17,410	39,160	60,920	87,025
2d 2P Cpe	3,210	9,640	16,070	36,160	56,250	80,350
4d Conv Sed	3,560	10,690	17,820	40,100	62,370	89,100
4d Tr Sed	2,180	6,550	10,920	24,570	38,220	54,600

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1936 Series 75, V-8, 138" wb, Fleetwood bodies						
4d Sed	2,350	7,040	11,740	26,420	41,090	58,700
4d Tr Sed	2,390	7,170	11,950	26,890	41,830	59,750
4d Conv Sed	3,910	11,740	19,570	44,030	68,500	97,850
4d Fml Sed	2,860	8,590	14,320	32,210	50,100	71,575
4d Twn Sed	2,390	7,170	11,950	26,890	41,830	59,750
4d 7P Sed	2,720	8,160	13,600	30,590	47,580	67,975
4d 7P Tr Sed	2,600	7,790	12,980	29,210	45,430	64,900
4d Imp Sed	2,640	7,910	13,190	29,670	46,150	65,925
4d Imp Tr Sed	2,680	8,030	13,390	30,130	46,870	66,950
4d Twn Car	2,930	8,780	14,630	32,910	51,190	73,125
1936 Series 80, V-12, 131" wb, Fleetwood bodies						
2d Conv	4,610	13,840	23,070	51,910	80,750	115,350
4d Conv Sed	5,190	15,570	25,960	58,400	90,840	129,775
2d Cpe	3,380	10,130	16,890	38,000	59,120	84,450
4d Tr Sed	3,170	9,520	15,860	35,690	55,510	79,300
1936 Series 85, V-12, 138" wb, Fleetwood bodies						
4d Sed	2,840	8,530	14,220	31,980	49,750	71,075
4d Tr Sed	2,880	8,650	14,420	32,450	50,470	72,100
4d Conv Sed	5,270	15,820	26,370	59,330	92,290	131,840
4d Fml Sed	3,010	9,020	15,040	33,840	52,640	75,200
4d Twn Sed	2,930	8,780	14,630	32,910	51,190	73,125
4d 7P Sed	2,970	8,900	14,830	33,370	51,910	74,150
4d 7P Tr Sed	2,990	8,960	14,940	33,600	52,270	74,675
4d Imp Sed	3,090	9,270	15,450	34,760	54,080	77,250
4d Imp Tr Sed	3,110	9,330	15,560	35,000	54,440	77,775
4d Twn Car	3,750	11,250	18,750	42,180	65,610	93,725
1936 Series 90, V-16, 154" wb, Fleetwood bodies						
2d 2P Conv	7,830	23,480	39,140	88,070	136,990	195,700
4d Conv Sed	8,450	25,340	42,230	95,020	147,810	211,150
2d 2P Cpe	5,560	16,690	27,810	62,570	97,340	139,050
2d Aero Cpe	6,020	18,050	30,080	67,670	105,260	150,375
4d Sed	5,150	15,450	25,750	57,940	90,130	128,750
4d Twn Sed	5,360	16,070	26,780	60,260	93,730	133,900
4d 7P Sed	5,480	16,440	27,400	61,650	95,900	137,000
4d 5P Imp Cabr		7,620	22,870	38,110	85,750	133,390
190,550						
4d 7P Imp Cabr	7,660	22,990	38,320	86,210	134,100	191,575
4d Imp Sed	7,700	23,110	38,520	86,670	134,820	192,600
4d Twn Cabr	7,710	23,130	38,550	86,730	134,910	192,725
4d Twn Lan	7,830	23,480	39,140	88,070	136,990	195,700
4d 5P Conv	15,450	46,350	77,250	173,810	270,380	386,250
1937 Series 60, V-8, 124" wb						
2d Conv	3,260	9,770	16,280	36,620	56,960	81,375
4d Conv Sed	3,340	10,010	16,690	37,540	58,400	83,425
2d 2P Cpe	2,230	6,680	11,130	25,030	38,940	55,625
4d Tr Sed	2,180	6,550	10,920	24,570	38,220	54,600
1937 Series 65, V-8, 131" wb						
4d Tr Sed	2,230	6,680	11,130	25,030	38,940	55,625
1937 Series 70, V-8, 131" wb, Fleetwood bodies						
2d Conv	3,360	10,070	16,790	37,780	58,770	83,950
4d Conv Sed	3,440	10,320	17,200	38,700	60,200	86,000
2d Spt Cpe	2,600	7,790	12,980	29,210	45,430	64,900
4d Tr Sed	2,550	7,660	12,770	28,730	44,700	63,850
1937 Series 75, V-8, 138" wb, Fleetwood bodies						
4d Tr Sed	2,390	7,170	11,950	26,890	41,830	59,750
4d Twn Sed	2,800	8,410	14,010	31,520	49,040	70,050
4d Conv Sed	3,960	11,870	19,780	44,490	69,210	98,875
4d Fml Sed	2,780	8,340	13,910	31,290	48,670	69,525
4d Spl Tr Sed	2,780	8,340	13,910	31,290	48,670	69,525
4d Spl Imp Tr Sed		2,820	8,470	14,110	31,750	49,390
70,550						
4d 7P Tr Sed	2,820	8,470	14,110	31,750	49,390	70,550
4d 7P Imp	3,050	9,150	15,240	34,300	53,350	76,220
4d Bus Tr Sed	2,310	6,920	11,540	25,950	40,370	57,675
4d Bus Imp	2,620	7,870	13,120	29,520	45,920	65,600
4d Twn Car	3,400	10,190	16,980	38,190	59,410	84,875
1937 Series 85, V-12, 138" wb, Fleetwood bodies						
4d Tr Sed	2,820	8,470	14,110	31,750	49,390	70,550
4d Twn Sed	2,780	8,340	13,910	31,290	48,670	69,525
4d Conv Sed	5,690	17,060	28,430	63,970	99,510	142,150
4d 7P Tr Sed	2,840	8,530	14,220	31,980	49,750	71,075
4d Imp Tr Sed	2,970	8,900	14,830	33,370	51,910	74,150
4d Twn Car	3,750	11,250	18,760	42,200	65,640	93,775
1937 Series 90, V-16, 154" wb, Fleetwood bodies						
2d 2P Conv	8,070	24,210	40,360	90,800	141,240	201,775
2d 5P Conv	8,860	26,570	44,290	99,650	155,020	221,450
4d Conv Sed	8,450	25,340	42,230	95,020	147,810	211,150
2d Cpe	5,950	17,860	29,770	66,970	104,180	148,825
4d Twn Sed	5,460	16,380	27,300	61,410	95,530	136,475
4d 7P Sed	5,560	16,690	27,810	62,570	97,340	139,050
4d Limo	5,850	17,550	29,250	65,810	102,380	146,250
4d 5P Imp Cabr						
	7,870	23,610	39,350	88,530	137,710	196,725
4d 5P Twn Cabr						
	8,120	24,350	40,580	91,310	142,040	202,910
4d 7P Imp Cabr	8,080	24,230	40,380	90,840	141,310	201,875
4d 7P Twn Cabr						
	8,320	24,970	41,610	93,620	145,640	208,050
2d Aero Cpe	9,600	28,810	48,010	108,020	168,040	240,050
4d Limo Brgm	6,180	18,540	30,900	69,530	108,150	154,500
4d Fml Sed	6,390	19,160	31,930	71,840	111,760	159,650
1938 Series 60, V-8, 124" wb						
2d Conv	4,860	14,590	24,310	54,700	85,090	121,550
4d Conv Sed	3,340	10,010	16,690	37,540	58,400	83,425
2d 2P Cpe	2,180	6,540	10,900	24,530	38,150	54,500
4d Tr Sed	2,340	7,030	11,710	26,350	40,990	58,550
1938 Series 60 Special, V-8, 127" wb						
4d Tr Sed	2,680	8,030	13,390	30,130	46,870	66,950
1938 Series 65, V-8, 132" wb						
4d Tr Sed	2,180	6,540	10,900	24,530	38,150	54,500
4d Div Tr Sed	2,430	7,290	12,160	27,350	42,540	60,775
4d Conv Sed	3,830	11,500	19,160	43,110	67,060	95,800
1938 Series 75, V-8, 141" wb, Fleetwood bodies						
2d Conv	3,550	10,650	17,750	39,930	62,110	88,725
4d Conv Sed	4,030	12,100	20,160	45,360	70,560	100,800
2d 2P Cpe	2,510	7,540	12,570	28,270	43,980	62,825
2d 5P Cpe	2,430	7,290	12,160	27,350	42,540	60,776
4d Tr Sed	2,800	8,410	14,010	31,520	49,040	70,050
4d Div Tr Sed	2,230	6,680	11,130	25,030	38,940	55,625
4d Twn Sed	2,310	6,920	11,540	25,950	40,370	57,675
4d Fml Sed	2,760	8,280	13,800	31,050	48,300	69,000
4d 7P Fml Sed	2,680	8,030	13,390	30,130	46,870	66,950
4d 7P Tr Sed	2,510	7,540	12,570	28,270	43,980	62,825
4d Imp Tr Sed	2,550	7,660	12,770	28,730	44,700	63,850
4d 8P Tr Sed	2,620	7,850	13,080	29,430	45,780	65,400
4d 8P Imp Tr Sed						
	2,510	7,540	12,570	28,270	43,980	62,825
4d Twn Car	3,710	11,120	18,540	41,720	64,890	92,700
1938 Series 90, V-16, 141" wb, Fleetwood bodies						
2d Conv	9,890	29,660	49,440	111,240	173,040	247,200
4d Conv Sed Trk						
	10,090	30,280	50,460	113,540	176,610	252,300
2d 2P Cpe	4,060	12,190	20,310	45,700	71,090	101,550
2d 5P Cpe	3,920	11,770	19,610	44,120	68,640	98,050
4d Tr Sed	3,870	11,620	19,370	43,570	67,780	96,825
4d Twn Sed	3,680	11,050	18,420	41,450	64,470	92,100
4d Div Tr Sed	3,830	11,480	19,140	43,050	66,970	95,675
4d 7P Tr Sed	3,730	11,200	18,660	41,990	65,320	93,315
4d Imp Tr Sed	4,820	14,460	24,100	54,230	84,350	120,500
4d Fml Sed	3,920	11,770	19,610	44,120	68,640	98,050
4d Fml Sed Trk	4,020	12,050	20,090	45,190	70,300	100,425
4d Twn Car	4,590	13,760	22,930	51,590	80,260	114,650
1939 Series 61, V-8, 126" wb						
2d Conv	3,210	9,640	16,070	36,160	56,250	80,350
4d Conv Sed	3,260	9,770	16,280	36,620	56,960	81,375
2d Cpe	2,100	6,300	10,510	23,640	36,770	52,525
4d Tr Sed	2,060	6,180	10,300	23,180	36,050	51,500
1939 Series 60 Special, V-8, 127" wb, Fleetwood						
4d Sed	2,390	7,170	11,950	26,890	41,830	59,750
4d S/R Sed	2,470	7,420	12,360	27,810	43,260	61,800
4d S/R Imp Sed	2,430	7,290	12,160	27,350	42,540	60,775
1939 Series 75, V-8, 141" wb, Fleetwood bodies						
2d Conv	5,770	17,300	28,840	64,890	100,940	144,200
4d Conv Sed Trk						
	4,100	12,300	20,500	46,120	71,740	102,485
2d 4P Cpe	2,700	8,100	13,500	30,360	47,230	67,475
2d 5P Cpe	2,620	7,850	13,080	29,430	45,780	65,400
4d Tr Sed	2,490	7,480	12,470	28,050	43,630	62,325
4d Div Tr Sed	2,410	7,230	12,050	27,110	42,180	60,250
4d Twn Sed Trk	2,490	7,480	12,470	28,050	43,630	62,325
4d Fml Sed Trk	2,950	8,840	14,730	33,140	51,560	73,650
4d 7P Fml Sed Trk						
	2,870	8,600	14,330	32,240	50,160	71,650
4d 7P Tr Sed	2,860	8,590	14,320	32,210	50,100	71,575
4d 7P Tr Imp Sed						
	2,740	8,220	13,700	30,830	47,950	68,500
4d Bus Tr Sed	2,490	7,480	12,470	28,050	43,630	62,325
4d 8P Tr Imp Sed						
	2,720	8,160	13,600	30,590	47,580	67,975
4d Twn Car Trk	3,890	11,680	19,470	43,800	68,130	97,325
1939 Series 90, V-16, 141" wb, Fleetwood bodies						
2d Conv	5,850	17,550	29,250	65,810	102,380	146,250
4d Conv Sed	5,930	17,800	29,670	66,750	103,830	148,325
2d 4P Cpe	4,210	12,620	21,040	47,330	73,620	105,175
2d 5P Cpe	3,870	11,620	19,370	43,570	67,780	96,825
4d 5P Tr Sed	3,970	11,900	19,840	44,640	69,440	99,200
4d Twn Sed Trk	3,970	11,900	19,840	44,640	69,440	99,200
4d Div Tr Sed	3,970	11,900	19,840	44,640	69,440	99,200
4d 7P Tr Sed	3,970	11,900	19,840	44,640	69,440	99,200
4d 7P Imp Tr Sed						
	3,740	11,220	18,710	42,090	65,470	93,525
4d Fml Sed Trk	3,740	11,220	18,710	42,090	65,470	93,525
4d 7P Fml Sed Trk						
	3,830	11,480	19,140	43,050	66,970	95,675
4d Twn Car Trk	4,300	12,900	21,510	48,390	75,270	107,525
1940 Series 62, V-8, 129" wb						
2d Conv	3,300	9,890	16,480	37,080	57,680	82,400
4d Conv Sed	3,710	11,120	18,540	41,720	64,890	92,700
2d Cpe	2,270	6,800	11,330	25,490	39,660	56,650
4d Sed	2,230	6,680	11,130	25,030	38,940	55,625
1940 Series 60 Special, V-8, 127" wb, Fleetwood						
4d Sed	2,840	8,530	14,220	31,980	49,750	71,075
4d S/R Sed	2,930	8,780	14,630	32,910	51,190	73,125
4d Imp Sed	2,930	8,780	14,630	32,910	51,190	73,125
4d S/R Imp Sed	2,970	8,900	14,830	33,370	51,910	74,150
4d MB Twn Car	3,050	9,150	15,250	34,300	53,360	76,225
4d LB Twn Car	3,130	9,390	15,660	35,220	54,790	78,275
1940 Series 72, V-8, 138" wb, Fleetwood						
4d Sed	2,370	7,110	11,850	26,650	41,460	59,225
4d 4P Imp Sed	2,410	7,240	12,070	27,160	42,250	60,350
4d 7P Sed	2,460	7,380	12,300	27,680	43,050	61,500
4d 7P Bus Sed	2,370	7,110	11,850	26,650	41,460	59,225
4d 7P Imp Sed	2,460	7,380	12,300	27,680	43,050	61,500
4d 7P Fml Sed	2,370	7,110	11,850	26,650	41,460	59,225
4d 7P Bus Imp	2,460	7,380	12,300	27,680	43,050	61,500
4d 5P Fml Sed	2,720	8,160	13,600	30,590	47,580	67,975
1940 Series 75, V-8, 141" wb, Fleetwood						
2d Conv	5,770	17,300	28,840	64,890	100,940	144,200
4d Conv Sed	4,120	12,360	20,600	46,350	72,100	103,000
2d 2P Cpe	2,410	7,240	12,070	27,160	42,250	60,350
2d 5P Cpe	2,550	7,650	12,750	28,690	44,630	63,750
4d Sed	2,880	8,630	14,380	32,360	50,330	71,900
4d 5P Imp Sed	2,830	8,490	14,150	31,840	49,530	70,750
4d 7P Sed	3,010	9,020	15,040	33,840	52,640	75,200
4d 7P Imp Sed	2,830	8,490	14,150	31,840	49,530	70,750
4d 5P Fml Sed	2,760	8,280	13,800	31,050	48,300	69,000
4d 7P Fml Sed	2,750	8,260	13,760	30,960	48,160	68,800
4d Twn Sed	2,830	8,490	14,150	31,840	49,530	70,750
4d Twn Car	2,920	8,760	14,610	32,860	51,120	73,025
1940 Series 90, V-16, 141" wb, Fleetwood						
2d Conv	6,350	19,040	31,730	71,380	111,040	158,625
4d Conv Sed	6,430	19,280	32,140	72,300	112,470	160,675
2d 2P Cpe	4,410	13,220	22,040	49,590	77,140	110,200
2d 5P Cpe	4,330	12,980	21,630	48,670	75,710	108,150
4d Sed	4,190	12,580	20,970	47,180	73,400	104,850
4d 7P Sed	4,290	12,870	21,450	48,250	75,060	107,225
4d 7P Imp Sed	5,110	15,330	25,550	57,480	89,410	127,725
4d 5P Fml Sed	4,480	13,430	22,390	50,380	78,370	111,950
4d 7P Fml Sed	4,480	13,430	22,390	50,380	78,370	111,950
4d 5P Twn Sed	4,570	13,720	22,870	51,450	80,030	114,325
4d 7P Twn Car	4,570	13,720	22,870	51,450	80,030	114,325
1941 Series 61, V-8, 126" wb						
2d FBk	2,060	6,180	10,300	23,180	36,050	51,500
2d DeL FBk	2,140	6,430	10,710	24,100	37,490	53,550
4d Sed FBk	2,100	6,300	10,510	23,640	36,770	52,525
4d DeL Sed FBk						
	2,230	6,680	11,130	25,030	38,940	55,625
1941 Series 62, V-8, 126" wb						
2d Conv	3,500	10,510	17,510	39,400	61,290	87,550
4d Conv Sed	4,740	14,210	23,690	53,300	82,920	118,450
2d Cpe	1,940	5,810	9,680	21,780	33,880	48,400
2d DeL Cpe	3,010	9,020	15,040	33,840	52,640	75,200
4d Sed	1,730	5,190	8,650	19,460	30,280	43,250
4d DeL Sed	1,770	5,320	8,860	19,940	31,010	44,300
1941 Series 63, V-8, 126" wb						
4d Sed	2,550	7,660	12,770	28,730	44,700	63,850
1941 Series 60 Special, V-8, 126" wb, Fleetwood						
4d Sed	2,350	7,040	11,740	26,420	41,090	58,700
4d S/R Sed	2,430	7,290	12,160	27,350	42,540	60,775
NOTE: Add $1,500 for division window.						
1941 Series 67, V-8, 138" wb						
4d 5P Sed	2,020	6,060	10,100	22,710	35,330	50,475
4d Imp Sed	2,060	6,180	10,300	23,180	36,050	51,500
4d 7P Sed	2,100	6,300	10,510	23,640	36,770	52,525
4d 7P Imp Sed	2,140	6,430	10,710	24,100	37,490	53,550
1941 Series 75, V-8, 136- 1/2" wb						
4d 5P Sed	2,080	6,240	10,410	23,410	36,420	52,025
4d 5P Imp Sed	2,160	6,490	10,820	24,330	37,850	54,075
4d 7P Sed	2,120	6,370	10,610	23,870	37,140	53,050
4d 9P Bus Sed	2,160	6,490	10,820	24,330	37,850	54,075
4d 7P Imp Sed	2,120	6,370	10,610	23,870	37,140	53,050
4d Bus Imp Sed						
	2,120	6,370	10,610	23,870	37,140	53,050
4d 5P Fml Sed	2,250	6,740	11,230	25,260	39,290	56,125
4d 7P Fml Sed	2,250	6,740	11,230	25,260	39,290	56,125
1942 Series 61, V-8, 126" wb						
2d FBk	2,330	6,980	11,640	26,190	40,740	58,200
4d FBk	2,100	6,300	10,510	23,640	36,770	52,525
1942 Series 62, V-8, 129" wb						
2d DeL FBk	2,040	6,120	10,200	22,940	35,680	50,975
2d FBk	2,000	5,990	9,990	22,480	34,970	49,950
2d DeL Conv Cpe						
	3,010	9,020	15,040	33,840	52,640	75,200
4d Sed	1,770	5,320	8,860	19,940	31,010	44,300
4d DeL Sed	1,810	5,440	9,070	20,400	31,730	45,325
1942 Series 63, V-8, 126" wb						
4d FBk	1,980	5,930	9,890	22,250	34,620	49,450
1942 Series 60 Special, V-8, 133" wb, Fleetwood						
4d Sed	2,060	6,180	10,300	23,180	36,050	51,500
4d Imp Sed	2,510	7,540	12,570	28,270	43,980	62,825
Imp Sed Derham Twn Car						
	6,020	18,050	30,080	67,670	105,260	150,375
1942 Series 67, V-8, 139" wb						
4d 5P Sed	2,020	6,060	10,100	22,710	35,330	50,475
4d 5P Sed Div	2,060	6,180	10,300	23,180	36,050	51,500
4d 7P Sed	2,120	6,370	10,610	23,870	37,140	53,050
4d 7P Sed Imp	2,140	6,430	10,710	24,100	37,490	53,550
1942 Series 75, V-8, 136" wb, Fleetwood						
4d 5P Sed	2,600	7,790	12,980	29,210	45,430	64,900
4d 5P Imp Sed	2,180	6,550	10,920	24,570	38,220	54,600
4d 7P Sed	2,230	6,680	11,130	25,030	38,940	55,625
4d 9P Bus Sed	2,140	6,430	10,710	24,100	37,490	53,550
4d 7P Imp Sed	2,270	6,800	11,330	25,490	39,660	56,650
4d 9P Bus Imp	2,180	6,550	10,920	24,570	38,220	54,600
4d 5P Fml Sed	2,310	6,920	11,540	25,950	40,370	57,675
4d 7P Fml Sed	2,350	7,040	11,740	26,420	41,090	58,700
1946-47 Series 61, V-8, 126" wb						
2d FBk	1,720	5,160	8,600	19,350	30,100	43,000
4d FBk	1,240	3,720	6,200	13,950	21,700	31,000
1946-47 Series 62, V-8, 129" wb						
2d Conv	4,400	13,200	22,000	49,500	77,000	110,000
2d FBk	1,760	5,280	8,800	19,800	30,800	44,000
4d 5P Sed	1,280	3,840	6,400	14,400	22,400	32,000
1946-47 Series 60 Special, V-8, 133" wb, Fleetwood						
4d 6P Sed	1,360	4,080	6,800	15,300	23,800	34,000
1946-47 Series 75, V-8, 136" wb, Fleetwood						
4d 5P Sed	1,440	4,320	7,200	16,200	25,200	36,000
4d 7P Sed	1,480	4,440	7,400	16,650	25,900	37,000
4d 7P Imp Sed	1,640	4,920	8,200	18,450	28,700	41,000
4d 9P Bus Sed	1,480	4,440	7,400	16,650	25,900	37,000
4d 9P Bus Imp	1,560	4,680	7,800	17,550	27,300	39,000
1948 Series 61, V-8, 126" wb						
2d FBk	1,600	4,800	8,000	18,000	28,000	40,000
4d 5P Sed	1,280	3,840	6,400	14,400	22,400	32,000
1948 Series 62, V-8, 126" wb						
2d Conv	4,240	12,720	21,200	47,700	74,200	106,000
2d Clb Cpe	2,200	6,600	11,000	24,750	38,500	55,000
4d 5P Sed	1,360	4,080	6,800	15,300	23,800	34,000
1948 Series 60 Special, V-8, 133" wb, Fleetwood						
4d Sed	2,160	6,480	10,800	24,300	37,800	54,000
1948 Series 75, V-8, 136" wb, Fleetwood						
4d 5P Sed	1,640	4,920	8,200	18,450	28,700	41,000
4d 7P Sed	1,680	5,040	8,400	18,900	29,400	42,000
4d 7P Imp Sed	1,840	5,520	9,200	20,700	32,200	46,000
4d 9P Bus Sed	1,680	5,040	8,400	18,900	29,400	42,000
4d 9P Bus Imp	1,760	5,280	8,800	19,800	30,800	44,000
1949 Series 61, V-8, 126" wb						
2d FBk	2,120	6,360	10,600	23,850	37,100	53,000
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
1949 Series 62, V-8, 126" wb						
2d FBk	2,320	6,960	11,600	26,100	40,600	58,000
4d 5P Sed	1,600	4,800	8,000	18,000	28,000	40,000
2d HT Cpe DeV						
	3,040	9,120	15,200	34,200	53,200	76,000
2d Conv	4,240	12,720	21,200	47,700	74,200	106,000
1949 Series 60 Special, V-8, 133" wb, Fleetwood						
4d 5P Sed	2,080	6,240	10,400	23,400	36,400	52,000
1949 Series 75, V-8, 136" wb, Fleetwood						
4d 5P Sed	1,680	5,040	8,400	18,900	29,400	42,000
4d 7P Sed	1,720	5,160	8,600	19,350	30,100	43,000
4d 7P Imp Sed	1,880	5,640	9,400	21,150	32,900	47,000
4d 9P Bus Sed	1,720	5,160	8,600	19,350	30,100	43,000
4d 9P Bus Imp	1,800	5,400	9,000	20,250	31,500	45,000
1950-51 Series 61, V-8						
4d 5P Sed	1,100	3,310	5,510	12,400	19,290	27,550
2d HT Cpe	1,560	4,670	7,790	17,530	27,270	38,950
1950-51 Series 62, V-8						
4d 5P Sed	1,140	3,420	5,700	12,830	19,950	28,500
2d HT Cpe	1,680	5,040	8,400	18,900	29,400	42,000
2d HT Cpe DeV						
	1,900	5,700	9,500	21,380	33,250	47,500
2d Conv	4,600	13,800	23,000	51,750	80,500	115,000

	6	5	4	3	2	1
1950-51 Series 60S, V-8						
4d Sed	1,370	4,100	6,840	15,390	23,940	34,200
1950-51 Series 75, Fleetwood						
4d 8P Sed	1,440	4,330	7,220	16,250	25,270	36,100
1950-51 Series 75 Fleetwood						
4d 8P Imp	1,500	4,500	7,510	16,890	26,270	37,525
1952 Series 62, V-8						
4d Sed	1,140	3,420	5,700	12,830	19,950	28,500
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d HT Cpe DeV	1,900	5,700	9,500	21,380	33,250	47,500
2d Conv	4,600	13,800	23,000	51,750	80,500	115,000
1952 Series 60S, V-8						
4d Sed	1,330	3,990	6,650	14,960	23,280	33,250
1952 Series 75, V-8, Fleetwood						
4d Sed	1,370	4,100	6,840	15,390	23,940	34,200
4d Imp Sed	1,440	4,330	7,220	16,250	25,270	36,100
1953 Series 62, V-8						
4d Sed	1,100	3,310	5,510	12,400	19,290	27,550
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d HT Cpe DeV	1,900	5,700	9,500	21,380	33,250	47,500
2d Conv	4,700	14,100	23,500	52,880	82,250	117,500
2d Eldo Conv	10,450	31,350	52,250	117,560	182,880	261,250
1953 Series 60S, V-8						
4d Sed	1,560	4,670	7,790	17,530	27,270	38,950
1953 Series 75, V-8, Fleetwood						
4d 7P Sed	1,630	4,900	8,170	18,380	28,600	40,850
4d Imp Sed	1,710	5,130	8,550	19,240	29,930	42,750
1954 Series 62, V-8						
4d Sed	990	2,970	4,950	11,140	17,330	24,750
2d HT	1,440	4,330	7,220	16,250	25,270	36,100
2d HT Cpe DeV	1,680	5,040	8,400	18,900	29,400	42,000
2d Conv	4,700	14,100	23,500	52,880	82,250	117,500
2d Eldo Conv	7,200	21,600	36,000	81,000	126,000	180,000
1954 Series 60S, V-8						
4d Sed	1,440	4,330	7,220	16,250	25,270	36,100
1954 Series 75, V-8, Fleetwood						
4d 7P Sed	1,410	4,220	7,030	15,820	24,610	35,150
4d 7P Imp Sed	1,440	4,330	7,220	16,250	25,270	36,100
1955 Series 62, V-8						
4d Sed	990	2,960	4,940	11,120	17,290	24,700
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d HT Cpe DeV	1,800	5,400	9,000	20,250	31,500	45,000
2d Conv	5,200	15,600	26,000	58,500	91,000	130,000
2d Eldo Conv	8,800	26,400	44,000	99,000	154,000	220,000
1955 Series 60S, V-8						
4d Sed	1,520	4,560	7,600	17,100	26,600	38,000
1955 Series 75, V-8, Fleetwood						
4d 7P Sed	1,520	4,560	7,600	17,100	26,600	38,000
4d 7P Imp Sed	1,560	4,670	7,790	17,530	27,270	38,950
NOTE: Add 10% for 2x4V Eldorado engine when optional.						
1956 Series 62, V-8						
4d Sed	990	2,960	4,940	11,120	17,290	24,700
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
4d HT Sed DeV	1,330	3,990	6,650	14,960	23,280	33,250
2d HT Cpe DeV	1,800	5,400	9,000	20,250	31,500	45,000
2d Conv	5,200	15,600	26,000	58,500	91,000	130,000
2d HT Eldo Sev	3,200	9,600	16,000	36,000	56,000	80,000
2d Conv Eldo Brtz	8,800	26,400	44,000	99,000	154,000	220,000
1956 Series 60S, V-8						
4d Sed	1,440	4,330	7,220	16,250	25,270	36,100
1956 Series 75, V-8, Fleetwood						
4d 7P Sed	1,480	4,450	7,410	16,670	25,940	37,050
4d 7P Imp Sed	1,440	4,330	7,220	16,250	25,270	36,100
NOTE: Add 10% for 2x4V Eldorado engine when optional.						
1957 Series 62, V-8						
4d HT	1,140	3,420	5,700	12,830	19,950	28,500
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d HT Cpe DeV	2,090	6,270	10,450	23,510	36,580	52,250
4d HT Sed DeV	1,330	3,990	6,650	14,960	23,280	33,250
2d Conv	5,260	15,790	26,320	59,210	92,100	131,575
1957 Eldorado, V-8						
2d HT Sev	3,420	10,260	17,100	38,480	59,850	85,500
2d Brtz Conv	8,930	26,790	44,650	100,460	156,280	223,250
1957 Fleetwood 60 Special, V-8						
4d HT	1,710	5,130	8,550	19,240	29,930	42,750
1957 Eldorado Brougham, V-8						
4d HT	6,460	19,380	32,300	72,680	113,050	161,500
NOTE: Add 25% for complete Vanity Pkg.						
1957 Series 75						
4d 8P Sed	1,520	4,560	7,600	17,100	26,600	38,000
4d 8P Imp Sed	1,560	4,670	7,790	17,530	27,270	38,950
NOTE: Add 10% for 2x4V Eldorado engine when optional.						
1958 Series 62, V-8 & Series 63, V-8						
4d HT Sh Dk	840	2,510	4,180	9,410	14,630	20,900
4d 6W Sed	950	2,850	4,750	10,690	16,630	23,750
4d Sed DeV	1,330	3,990	6,650	14,960	23,280	33,250
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d HT Cpe DeV	2,090	6,270	10,450	23,510	36,580	52,250
2d Conv	5,260	15,790	26,320	59,210	92,100	131,575
1958 Eldorado, V-8						
2d HT Sev	3,230	9,690	16,150	36,340	56,530	80,750
2d Brtz Conv	8,740	26,220	43,700	98,330	152,950	218,500
1958 Fleetwood 60 Special, V-8						
4d HT	1,710	5,130	8,550	19,240	29,930	42,750
1958 Eldorado Brougham, V-8						
4d HT	6,460	19,380	32,300	72,680	113,050	161,500
NOTE: Add 25% for complete Vanity Pkg.						
1958 Series 75						
4d 8P Sed	1,520	4,560	7,600	17,100	26,600	38,000
4d 8P Imp Sed	1,560	4,670	7,790	17,530	27,270	38,950
NOTE: Add 10% for 3x2V Eldorado engine when optional.						
1959 Series 62, V-8						
4d 4W HT	1,620	4,850	8,080	18,170	28,260	40,375
4d 6W HT	1,520	4,560	7,600	17,100	26,600	38,000
2d HT	2,280	6,840	11,400	25,650	39,900	57,000
2d Conv	6,650	19,950	33,250	74,810	116,380	166,250
1959 Series 63 DeVille, V-8						
2d HT Cpe DeV	2,470	7,410	12,350	27,790	43,230	61,750
4d 4W HT	1,710	5,130	8,550	19,240	29,930	42,750
4d 6W HT	1,630	4,900	8,170	18,380	28,600	40,850
1959 Series Eldorado, V-8						
4d HT Brgm	4,750	14,250	23,750	53,440	83,130	118,750
2d HT Sev	38,000	114,000	190,000	427,500	665,000	950,000
2d Brtz Conv	11,400	34,200	57,000	128,250	199,500	285,000
1959 Fleetwood 60 Special, V-8						
4d 6P Sed	1,710	5,130	8,550	19,240	29,930	42,750
1959 Fleetwood Series 75, V-8						
4d 9P Sed	2,770	8,320	13,860	31,190	48,510	69,300
4d Limo	2,850	8,550	14,250	32,060	49,880	71,250
NOTE: Add 10% for 3x2V Eldorado engine when optional.						
1960 Series 62, V-8						
4d 4W HT	1,380	4,140	6,900	15,530	24,150	34,500
4d 6W HT	1,320	3,960	6,600	14,850	23,100	33,000
2d HT	2,120	6,360	10,600	23,850	37,100	53,000
2d Conv	5,200	15,600	26,000	58,500	91,000	130,000
1960 Series 63 DeVille, V-8						
4d 4W Sed	1,480	4,440	7,400	16,650	25,900	37,000
4d 6W Sed	1,400	4,200	7,000	15,750	24,500	35,000
2d HT Cpe DeV	2,400	7,200	12,000	27,000	42,000	60,000
1960 Eldorado Series, V-8						
4d HT Brgm	4,600	13,800	23,000	51,750	80,500	115,000
2d HT Sev	3,200	9,600	16,000	36,000	56,000	80,000
2d Brtz Conv	9,000	27,000	45,000	101,250	157,500	225,000
1960 Fleetwood 60 Special, V-8						
4d 6P HT	1,600	4,800	8,000	18,000	28,000	40,000
1960 Fleetwood Series 75, V-8						
4d 9P Sed	2,400	7,200	12,000	27,000	42,000	60,000
4d Limo	2,480	7,440	12,400	27,900	43,400	62,000
NOTE: Add 10% for 3x2V Eldorado engine when optional.						
1961 Series 62, V-8						
4d 4W HT	980	2,940	4,900	11,030	17,150	24,500
4d 6W HT	980	2,930	4,880	10,980	17,080	24,400
2d HT	1,360	4,080	6,800	15,300	23,800	34,000
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
1961 Series 63 DeVille, V-8						
4d 4W HT	990	2,960	4,940	11,120	17,290	24,700
4d 6W HT	980	2,950	4,920	11,070	17,220	24,600
4d HT Sh Dk	980	2,940	4,900	11,030	17,150	24,500
2d HT Cpe DeV	1,560	4,680	7,800	17,550	27,300	39,000
1961 Eldorado Series, V-8						
2d Brtz Conv	4,320	12,960	21,600	54,000	75,600	108,000
1961 Fleetwood 60 Special, V-8						
4d 6P HT	1,560	4,680	7,800	17,550	27,300	39,000
1961 Fleetwood Series 75, V-8						
4d 9P Sed	1,400	4,200	7,000	15,750	24,500	35,000
4d 9P Limo	1,600	4,800	8,000	18,000	28,000	40,000
1962 Series 62, V-8						
4d 4W HT	990	2,960	4,940	11,120	17,290	24,700
4d 6W HT	980	2,940	4,900	11,030	17,150	24,500
4d HT Sh Dk	980	2,940	4,900	11,030	17,150	24,500
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000
1962 Series 63 DeVille, V-8						
4d 4W HT	1,160	3,480	5,800	13,050	20,300	29,000
4d 6W HT	1,100	3,300	5,500	12,380	19,250	27,500
4d HT Pk Ave	1,140	3,420	5,700	12,830	19,950	28,500
2d HT Cpe DeV	1,360	4,080	6,800	15,300	23,800	34,000
1962 Eldorado Series, V-8						
2d Brtz Conv	3,720	11,160	18,600	41,850	65,100	93,000
1962 Fleetwood 60 Special, V-8						
4d 6P HT	1,520	4,560	7,600	17,100	26,600	38,000
1962 Fleetwood 75 Series, V-8						
4d 9P Sed	1,440	4,320	7,200	16,200	25,200	36,000
4d 9P Limo	1,600	4,800	8,000	18,000	28,000	40,000
1963 Series 62, V-8						
4d 4W HT	1,000	3,000	5,000	11,250	17,500	25,000
4d 6W HT	980	2,950	4,920	11,070	17,220	24,600
2d HT	1,240	3,720	6,200	13,950	21,700	31,000
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
1963 Series 63 DeVille, V-8						
4d 4W HT	1,040	3,120	5,200	11,700	18,200	26,000
4d 6W HT	1,020	3,070	5,120	11,520	17,920	25,600
4d HT Pk Ave	1,020	3,060	5,100	11,480	17,850	25,500
2d HT Cpe DeV	1,320	3,960	6,600	14,850	23,100	33,000
1963 Eldorado Series, V-8						
2d Brtz Conv	3,680	11,040	18,400	41,400	64,400	92,000
1963 Fleetwood 60 Special, V-8						
4d 6P HT	1,480	4,440	7,400	16,650	25,900	37,000
1963 Fleetwood 75 Series, V-8						
4d 9P Sed	1,400	4,200	7,000	15,750	24,500	35,000
4d 9P Limo	1,520	4,560	7,600	17,100	26,600	38,000
1964 Series 62, V-8						
4d 4W HT	1,000	3,000	5,000	11,250	17,500	25,000
4d 6W HT	980	2,940	4,900	11,030	17,150	24,500
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
1964 Series 63 DeVille, V-8						
4d 4W HT	980	2,940	4,900	11,030	17,150	24,500
4d 6W HT	1,000	3,000	5,000	11,250	17,500	25,000
2d HT Cpe DeV	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,880	5,640	9,400	21,150	32,900	47,000
1964 Eldorado Series, V-8						
2d Conv	2,680	8,040	13,400	30,150	46,900	67,000
1964 Fleetwood 60 Special, V-8						
4d 6P HT	1,480	4,440	7,400	16,650	25,900	37,000
1964 Fleetwood 75 Series, V-8						
4d 9P Sed	1,360	4,080	6,800	15,300	23,800	34,000
4d 9P Limo	1,480	4,440	7,400	16,650	25,900	37,000
1965 Calais Series, V-8						
4d Sed	800	2,390	3,980	8,960	13,930	19,900
4d HT	830	2,480	4,140	9,320	14,490	20,700
2d HT	1,070	3,200	5,340	12,020	18,690	26,700
1965 DeVille Series, V-8						
6P Sed	900	2,700	4,500	10,130	15,750	22,500
4d HT	900	2,710	4,520	10,170	15,820	22,600
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	2,220	6,660	11,100	24,980	38,850	55,500
1965 Fleetwood 60 Special, V-8						
4d 6P Sed	1,560	4,680	7,800	17,550	27,300	39,000
4d Brgm Sed	1,600	4,800	8,000	18,000	28,000	40,000
1965 Fleetwood Eldorado, V-8						
2d Conv	2,580	7,740	12,900	29,030	45,150	64,500
1965 Fleetwood 75 Series, V-8						
4d 9P Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d 9P Limo	1,400	4,200	7,000	15,750	24,500	35,000
1966 Calais Series, V-8						
4d Sed	800	2,390	3,980	8,960	13,930	19,900
4d HT	830	2,480	4,140	9,320	14,490	20,700
2d HT	1,070	3,200	5,340	12,020	18,690	26,700
1966 DeVille Series, V-8						
4d Sed	900	2,700	4,500	10,130	15,750	22,500
4d HT	900	2,710	4,520	10,170	15,820	22,600
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	2,220	6,660	11,100	24,980	38,850	55,500
1966 Eldorado, V-8						
2d Conv	2,680	8,040	13,400	30,150	46,900	67,000
1966 Fleetwood Brougham, V-8						
4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
1966 Sixty Special, V-8						
4d Sed	1,560	4,680	7,800	17,550	27,300	39,000
1966 Seventy Five, V-8						
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Limo	1,400	4,200	7,000	15,750	24,500	35,000

LASALLE

	6	5	4	3	2	1
1927 Series 303, V-8, 125" wb						
2d RS Rds	3,880	11,640	19,400	43,650	67,900	97,000
4d Phae	4,000	12,000	20,000	45,000	70,000	100,000
4d Spt Phae	4,400	13,200	22,000	49,500	77,000	110,000
2d 2P Conv Cpe	4,000	12,000	20,000	45,000	70,000	100,000
2d RS Cpe	2,200	6,600	11,000	24,750	38,500	55,000
2d 4P Vic	2,000	6,000	10,000	22,500	35,000	50,000
4d Sed	1,760	5,280	8,800	19,800	30,800	44,000
4d Twn Sed	1,800	5,400	9,000	20,250	31,500	45,000
1927 Series 303, V-8, 134" wb						
4d Imp Sed	2,240	6,720	11,200	25,200	39,200	56,000
4d 7P Sed	2,200	6,600	11,000	24,750	38,500	55,000
4d 7P Imp Sed	2,360	7,080	11,800	26,550	41,300	59,000
1928 Series 303, V-8, 125" wb						
2d Rds	3,880	11,640	19,400	43,650	67,900	97,000
4d Phae	4,000	12,000	20,000	45,000	70,000	100,000
4d Spt Phae	4,400	13,200	22,000	49,500	77,000	110,000
2d Conv	4,000	12,000	20,000	45,000	70,000	100,000
2d Bus Cpe	2,000	6,000	10,000	22,500	35,000	50,000
2d RS Cpe	2,200	6,600	11,000	24,750	38,500	55,000

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	6	5	4	3	2	1
2d Vic	2,000	6,000	10,000	22,500	35,000	50,000
4d 5P Sed	1,760	5,280	8,800	19,800	30,800	44,000
4d Fam Sed	1,800	5,400	9,000	20,250	31,500	45,000
4d Twn Sed	1,800	5,400	9,000	20,250	31,500	45,000
1928 Series 303, V-8, 134" wb						
2d 5P Cpe	2,240	6,720	11,200	25,200	39,200	56,000
4d Cabr Sed	4,200	12,600	21,000	47,250	73,500	105,000
4d Imp Sed	2,240	6,720	11,200	25,200	39,200	56,000
4d 7P Sed	2,200	6,600	11,000	24,750	38,500	55,000
4d Fam Sed	2,320	6,960	11,600	26,100	40,600	58,000
4d Imp Fam Sed	2,360	7,080	11,800	26,550	41,300	59,000
1928 Series 303, V-8, 125" wb Fleetwood Line						
2d Bus Cpe	2,120	6,360	10,600	23,850	37,100	53,000
4d Sed	1,950	5,840	9,740	21,920	34,090	48,700
4d Twn Cabr	3,750	11,260	18,760	42,210	65,660	93,800
4d Trans Twn Cabr	3,850	11,540	19,240	43,290	67,340	96,200
1929 Series 328, V-8, 125" wb						
2d Rds	3,850	11,540	19,240	43,290	67,340	96,200
4d Phae	4,000	12,000	20,000	45,000	70,000	100,000
4d Spt Phae	4,120	12,360	20,600	46,350	72,100	103,000
4d Trans FW Twn Cabr	4,200	12,600	21,000	47,250	73,500	105,000
1929 Series 328, V-8, 134" wb						
2d Conv	3,940	11,820	19,700	44,330	68,950	98,500
2d RS Cpe	2,400	7,200	12,000	27,000	42,000	60,000
2d 5P Cpe	2,240	6,720	11,200	25,200	39,200	56,000
4d Sed	2,100	6,300	10,500	23,630	36,750	52,500
4d Fam Sed	2,140	6,420	10,700	24,080	37,450	53,500
4d Twn Sed	2,180	6,540	10,900	24,530	38,150	54,500
4d 7P Sed	2,240	6,720	11,200	25,200	39,200	56,000
4d 7P Imp Sed	2,240	6,720	11,200	25,200	39,200	56,000
4d Conv Lan Cabr	4,500	13,500	22,500	50,630	78,750	112,500
4d FW Trans Twn Cabr	14,580	13,740	22,900	51,530	80,150	114,500
1930 Series 340, V-8, 134" wb Fisher Line						
2d Conv	3,920	11,760	19,600	44,100	68,600	98,000
2d RS Cpe	2,720	8,170	13,620	30,650	47,670	68,100
2d Cpe	2,490	7,460	12,440	27,990	43,540	62,200
4d Sed	2,340	7,020	11,700	26,330	40,950	58,500
4d Imp Sed	2,360	7,080	11,800	26,550	41,300	59,000
4d 7P Sed	2,400	7,200	12,000	27,000	42,000	60,000
4d 7P Imp Sed	2,500	7,500	12,500	28,130	43,750	62,500
1930 Series 340, V-8, 134" wb Fleetwood Line						
2d RS Rds	4,030	12,080	20,140	45,320	70,490	100,700
1930 Fleetcliffe						
4d Phae	4,200	12,600	21,000	47,250	73,500	105,000
4d 7P Tr	4,000	12,000	20,000	45,000	70,000	100,000
2d Rds	4,000	12,000	20,000	45,000	70,000	100,000
1930 Fleetlands						
4d A/W Phae	4,300	12,900	21,500	48,380	75,250	107,500
1930 Fleetway						
4d S'net Cabr 4081	3,660	10,980	18,300	41,180	64,050	91,500
1930 Fleetwind						
4d S'net Cabr 4082	3,660	10,980	18,300	41,180	64,050	91,500
1931 Series 345A, V-8, 134" wb Fisher Line						
2d RS Cpe	2,920	8,770	14,620	32,900	51,170	73,100
2d Cpe	2,780	8,340	13,900	31,280	48,650	69,500
4d Sed	2,260	6,770	11,280	25,380	39,480	56,400
4d Twn Sed	2,320	6,960	11,600	26,100	40,600	58,000
4d 7P Sed	2,350	7,060	11,760	26,460	41,160	58,800
4d 7P Imp Sed	2,450	7,340	12,240	27,540	42,840	61,200
1931 Series 345A, V-8, 134" wb Fleetwood Line						
2d RS Rds	4,060	12,180	20,300	45,680	71,050	101,500
2d Conv	4,120	12,360	20,600	46,350	72,100	103,000
4d Tr	3,740	11,220	18,700	42,080	65,450	93,500
4d A/W Phae	4,380	13,140	21,900	49,280	76,650	109,500
4d S'net Cabr 4081	3,620	10,860	18,100	40,730	63,350	90,500
4d S'net Cabr 4082	3,660	10,980	18,300	41,180	64,050	91,500
1932 Series 345B, V-8, 130" wb						
2d Conv	4,120	12,360	20,600	46,350	72,100	103,000
2d RS Cpe	2,920	8,760	14,600	32,850	51,100	73,000
2d Twn Cpe	2,520	7,560	12,600	28,350	44,100	63,000
4d Sed	2,240	6,720	11,200	25,200	39,200	56,000
1932 Series 345B, V-8, 136" wb						
4d 7P Sed	2,350	7,060	11,760	26,460	41,160	58,800
4d 7P Imp Sed	2,480	7,440	12,400	27,900	43,400	62,000
4d 7P Twn Sed	2,480	7,440	12,400	27,900	43,400	62,000
1933 Series 345C, V-8, 130" wb						
2d Conv	3,320	9,960	16,600	37,350	58,100	83,000
2d RS Cpe	2,240	6,720	11,200	25,200	39,200	56,000
2d Twn Cpe	2,160	6,480	10,800	24,300	37,800	54,000
4d Sed	2,000	6,000	10,000	22,500	35,000	50,000
1933 Series 345C, V-8, 136" wb						
4d Twn Sed	2,440	7,320	12,200	27,450	42,700	61,000
4d Sed	2,040	6,120	10,200	22,950	35,700	51,000
4d 7P Imp Sed	2,000	6,000	10,000	22,500	35,000	50,000
1934 Series 350, 8-cyl., 119" wb						
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
2d Cpe	1,960	5,880	9,800	22,050	34,300	49,000
4d Clb Sed	1,770	5,310	8,850	19,910	30,980	44,250
4d Sed	1,740	5,220	8,700	19,580	30,450	43,500
1935 Series 50, 8-cyl., 120" wb						
2d Conv	2,960	8,880	14,800	33,300	51,800	74,000
2d Cpe	1,810	5,430	9,050	20,360	31,680	45,250
2d Sed	1,770	5,310	8,850	19,910	30,980	44,250
4d Sed	1,700	5,100	8,500	19,130	29,750	42,500
1936 Series 50, 8-cyl., 120" wb, LaSalle						
2d Conv	2,920	8,760	14,600	32,850	51,100	73,000
2d RS Cpe	2,480	7,440	12,400	27,900	43,400	62,000
2d Sed	1,850	5,550	9,250	20,810	32,380	46,250
4d Sed	1,730	5,190	8,650	19,460	30,280	43,250
1937 Series 50, V-8, 124" wb, LaSalle						
2d Conv	2,920	8,760	14,600	32,850	51,100	73,000
4d Conv Sed	2,920	8,760	14,600	32,850	51,100	73,000
4P Cpe	1,890	5,670	9,450	21,260	33,080	47,250
2d Sed	1,770	5,310	8,850	19,910	30,980	44,250
4d Sed	1,730	5,190	8,650	19,460	30,280	43,250
1938 Series 50, V-8, 124" wb, LaSalle						
2d Conv	2,720	8,170	13,620	30,650	47,670	68,100
4d Conv Sed	3,280	9,840	16,400	36,900	57,400	82,000
4P Cpe	1,890	5,670	9,450	21,260	33,080	47,250
2d Sed	1,770	5,310	8,850	19,910	30,980	44,250
4d Sed	1,730	5,190	8,650	19,460	30,280	43,250
1939 Series 50, V-8, 120" wb						
2d Conv	2,720	8,170	13,620	30,650	47,670	68,100
4d Conv Sed	3,200	9,600	16,000	36,000	56,000	80,000
2d Cpe	1,870	5,610	9,350	21,040	32,730	46,750
2d Sed	1,750	5,250	8,750	19,690	30,630	43,750
2d S/R Sed	1,790	5,370	8,950	20,140	31,330	44,750
4d Sed	1,710	5,130	8,550	19,240	29,930	42,750
4d S/R Sed	1,750	5,250	8,750	19,690	30,630	43,750
1940 Series 50, V-8, 123" wb						
2d Conv	2,720	8,160	13,600	30,600	47,600	68,000
4d Conv Sed	2,820	8,470	14,120	31,770	49,420	70,600
2d Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2d Sed	1,360	4,080	6,800	15,300	23,800	34,000
2d S/R Sed	1,400	4,200	7,000	15,750	24,500	35,000
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d S/R Sed	1,360	4,080	6,800	15,300	23,800	34,000
1940 "Special" Series 52 LaSalle, V-8, 123" wb						
2d Conv	2,720	8,170	13,620	30,650	47,670	68,100
4d Conv Sed	2,820	8,470	14,120	31,770	49,420	70,600
2d Cpe	1,440	4,320	7,200	16,200	25,200	36,000
4d Sed	1,380	4,140	6,900	15,530	24,150	34,500

CHECKER

1960 Checker Superba Std.						
Sed	700	2,100	3,500	7,880	12,250	17,500
Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1960 Checker Superba Spl.						
Sed	700	2,100	3,500	7,880	12,250	17,500
Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1961 Checker Superba						
Sed	700	2,100	3,500	7,880	12,250	17,500
Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1961 Checker Marathon						
Sed	700	2,100	3,500	7,880	12,250	17,500
Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1962 Checker Superba						
Sed	700	2,100	3,500	7,880	12,250	17,500
Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1962 Checker Marathon						
Sed	700	2,100	3,500	7,880	12,250	17,500
Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1963 Checker Superba						
Sed	700	2,100	3,500	7,880	12,250	17,500
Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1963 Checker Marathon						
Sed	700	2,100	3,500	7,880	12,250	17,500
Sta Wag	800	2,400	4,000	9,000	14,000	20,000
Limo	800	2,400	4,000	9,000	14,000	20,000
1964 Checker Marathon						
Sed	680	2,040	3,400	7,650	11,900	17,000
Sta Wag	700	2,100	3,500	7,880	12,250	17,500
Limo	720	2,160	3,600	8,100	12,600	18,000
Aerobus	800	2,400	4,000	9,000	14,000	20,000
1965 Marathon Series						
Sed	750	2,240	3,740	8,420	13,090	18,700
DeL Sed	770	2,310	3,850	8,660	13,480	19,250
Sta Wag	790	2,380	3,960	8,910	13,860	19,800
Limo	880	2,640	4,400	9,900	15,400	22,000
1966 Marathon Series						
Sed	750	2,240	3,740	8,420	13,090	18,700
DeL Sed	770	2,310	3,850	8,660	13,480	19,250
Sta Wag	790	2,380	3,960	8,910	13,860	19,800
Limo	880	2,640	4,400	9,900	15,400	22,000

CHEVROLET

1912 Classic Series, 6-cyl.						
Tr	3,200	9,600	16,000	36,000	56,000	80,000
1913 Classic Series, 6-cyl.						
Tr	3,200	9,600	16,000	36,000	56,000	80,000
1914 Series H2 & H4, 4-cyl.						
Rds	1,800	5,400	9,000	20,250	31,500	45,000
Tr	1,680	5,040	8,400	18,900	29,400	42,000
1914 Series C, 6-cyl.						
Tr	2,640	7,920	13,200	29,700	46,200	66,000
1914 Series L, 6-cyl.						
Tr	2,440	7,320	12,200	27,450	42,700	61,000
1915 Series H2 & H4, 4-cyl.						
Rds	1,520	4,560	7,600	17,100	26,600	38,000
Tr	1,500	4,500	7,500	16,880	26,250	37,500
1915 Series H3, 4-cyl.						
2P Rds	1,760	5,280	8,800	19,800	30,800	44,000
1915 Series L, 6-cyl.						
Tr	2,440	7,320	12,200	27,450	42,700	61,000
1916 Series 490, 4-cyl.						
Tr	1,400	4,200	7,000	15,750	24,500	35,000
1916 Series H2, 4-cyl.						
Rds	1,260	3,780	6,300	14,180	22,050	31,500
Torp Rds	1,320	3,960	6,600	14,850	23,100	33,000
1916 Series H4, 4-cyl.						
Tr	1,240	3,720	6,200	13,950	21,700	31,000
1917 Series F2 & F5, 4-cyl.						
Rds	1,220	3,660	6,100	13,730	21,350	30,500
Tr	1,260	3,780	6,300	14,180	22,050	31,500
1917 Series 490, 4-cyl.						
Rds	1,200	3,600	6,000	13,500	21,000	30,000
Tr	1,400	4,200	7,000	15,750	24,500	35,000
HT Tr	1,440	4,320	7,200	16,200	25,200	36,000
1917 Series D2 & D5, V-8						
Rds	2,800	8,400	14,000	31,500	49,000	70,000
Tr	2,680	8,040	13,400	30,150	46,900	67,000
1918 Series 490, 4-cyl.						
Tr	1,400	4,200	7,000	15,750	24,500	35,000
Rds	1,200	3,600	6,000	13,500	21,000	30,000
Cpe	820	2,460	4,100	9,230	14,350	20,500
Sed	740	2,220	3,700	8,330	12,950	18,500
1918 Series FA, 4-cyl.						
Rds	1,320	3,960	6,600	14,850	23,100	33,000
Tr	1,360	4,080	6,800	15,300	23,800	34,000
Sed	800	2,400	4,000	9,000	14,000	20,000
1918 Series D, V-8						
4P Rds	2,800	8,400	14,000	31,500	49,000	70,000
Tr	2,680	8,040	13,400	30,150	46,900	67,000
1919 Series 490, 4-cyl.						
Rds	1,200	3,600	6,000	13,500	21,000	30,000
Tr	1,400	4,200	7,000	15,750	24,500	35,000
Sed	740	2,220	3,700	8,330	12,950	18,500
Cpe	820	2,460	4,100	9,230	14,350	20,500
1919 Series FB, 4-cyl.						
Rds	1,240	3,720	6,200	13,950	21,700	31,000
Tr	1,260	3,780	6,300	14,180	22,050	31,500
Cpe	780	2,340	3,900	8,780	13,650	19,500
2d Sed	740	2,220	3,700	8,330	12,950	18,500
4d Sed	700	2,100	3,500	7,880	12,250	17,500
1920 Series 490, 4-cyl.						
Rds	1,200	3,600	6,000	13,500	21,000	30,000
Tr	1,400	4,200	7,000	15,750	24,500	35,000
Sed	720	2,160	3,600	8,100	12,600	18,000
Cpe	820	2,460	4,100	9,230	14,350	20,500
1920 Series FB, 4-cyl.						
Rds	1,220	3,660	6,100	13,730	21,350	30,500
Tr	1,260	3,780	6,300	14,180	22,050	31,500
Sed	780	2,340	3,900	8,780	13,650	19,500
Cpe	820	2,460	4,100	9,230	14,350	20,500
1921 Series 490, 4-cyl.						
Rds	1,200	3,600	6,000	13,500	21,000	30,000
Tr	1,240	3,720	6,200	13,950	21,700	31,000
Cpe	760	2,280	3,800	8,550	13,300	19,000
C-D Sed	800	2,400	4,000	9,000	14,000	20,000
1921 Series FB, 4-cyl.						
Rds	1,220	3,660	6,100	13,730	21,350	30,500
Tr	1,260	3,780	6,300	14,180	22,050	31,500
Cpe	780	2,340	3,900	8,780	13,650	19,500
4d Sed	740	2,220	3,700	8,330	12,950	18,500
1922 Series 490, 4-cyl.						
Rds	1,200	3,600	6,000	13,500	21,000	30,000
Tr	1,400	4,200	7,000	15,750	24,500	35,000
Cpe	820	2,460	4,100	9,230	14,350	20,500
Utl Cpe	800	2,400	4,000	9,000	14,000	20,000
Sed	720	2,160	3,600	8,100	12,600	18,000
1922 Series FB, 4-cyl.						
Rds	1,220	3,660	6,100	13,730	21,350	30,500
Tr	1,260	3,780	6,300	14,180	22,050	31,500
Sed	740	2,220	3,700	8,330	12,950	18,500
Cpe	780	2,340	3,900	8,780	13,650	19,500
1923 Superior B, 4-cyl.						
Rds	1,220	3,660	6,100	13,730	21,350	30,500
Tr	1,260	3,780	6,300	14,180	22,050	31,500
Sed	740	2,220	3,700	8,330	12,950	18,500
2d Sed	760	2,280	3,800	8,550	13,300	19,000
Utl Cpe	780	2,340	3,900	8,780	13,650	19,500
DeL Tr	1,360	4,080	6,800	15,300	23,800	34,000
1923 Mercury Sportabout (Mercury Body Co.)						
1924 Superior, 4-cyl.						
Rds	1,220	3,660	6,100	13,730	21,350	30,500
Tr	1,260	3,780	6,300	14,180	22,050	31,500
DeL Tr	1,300	3,900	6,500	14,630	22,750	32,500
Sed	740	2,220	3,700	8,330	12,950	18,500
DeL Sed	760	2,280	3,800	8,550	13,300	19,000
2P Cpe	780	2,340	3,900	8,780	13,650	19,500
4P Cpe	780	2,340	3,900	8,780	13,650	19,500
DeL Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Sed	780	2,340	3,900	8,780	13,650	19,500
1925 Superior K, 4-cyl.						
Rds	1,220	3,660	6,100	13,730	21,350	30,500
Tr	1,300	3,900	6,500	14,630	22,750	32,500
Cpe	1,140	3,420	5,700	12,830	19,950	28,500
Sed	820	2,460	4,100	9,230	14,350	20,500
2d Sed	840	2,520	4,200	9,450	14,700	21,000
1926 Superior V, 4-cyl.						
Rds	1,260	3,780	6,300	14,180	22,050	31,500
Tr	1,300	3,900	6,500	14,630	22,750	32,500
Cpe	1,140	3,420	5,700	12,830	19,950	28,500
Sed	820	2,460	4,100	9,230	14,350	20,500
2d Sed	840	2,520	4,200	9,450	14,700	21,000
Lan Sed	1,100	3,300	5,500	12,380	19,250	27,500
1927 Model AA, 4-cyl.						
Rds	1,280	3,840	6,400	14,400	22,400	32,000
Tr	1,440	4,320	7,200	16,200	25,200	36,000
Utl Cpe	1,120	3,360	5,600	12,600	19,600	28,000
2d Sed	820	2,460	4,100	9,230	14,350	20,500
Sed	840	2,520	4,200	9,450	14,700	21,000
Lan Sed	1,000	3,000	5,000	11,250	17,500	25,000
Cabr	1,360	4,080	6,800	15,300	23,800	34,000
Imp Lan	1,160	3,480	5,800	13,050	20,300	29,000
1928 Model AB, 4-cyl.						
Rds	1,280	3,840	6,400	14,400	22,400	32,000
Tr	1,440	4,320	7,200	16,200	25,200	36,000
Utl Cpe	1,120	3,360	5,600	12,600	19,600	28,000
Sed	840	2,520	4,200	9,450	14,700	21,000
2d Sed	820	2,460	4,100	9,230	14,350	20,500
Cabr	1,360	4,080	6,800	15,300	23,800	34,000
Imp Lan	1,160	3,480	5,800	13,050	20,300	29,000
Conv Cabr	1,360	4,080	6,800	15,300	23,800	34,000
1929 Model AC, 6-cyl.						
Rds	1,460	4,380	7,300	16,430	25,550	36,500
Tr	1,560	4,680	7,800	17,550	27,300	39,000
Cpe	1,300	3,900	6,500	14,630	22,750	32,500
Spt Cpe	1,400	4,200	7,000	15,750	24,500	35,000
Sed	1,080	3,240	5,400	12,150	18,900	27,000
Imp Sed	1,100	3,300	5,500	12,380	19,250	27,500
Conv Lan	1,560	4,680	7,800	17,550	27,300	39,000
2d Sed	1,100	3,300	5,500	12,380	19,250	27,500
Conv Cabr	1,540	4,620	7,700	17,330	26,950	38,500
1930 Model AD, 6-cyl.						
Rds	1,460	4,380	7,300	16,430	25,550	36,500
Spt Rds	1,560	4,680	7,800	17,550	27,300	39,000
Phae	1,760	5,280	8,800	19,800	30,800	44,000
2d Sed	840	2,520	4,200	9,450	14,700	21,000

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Cpe	1,020	3,060	5,100	11,480	17,850	25,500
Spt Cpe	1,210	3,640	6,060	13,640	21,210	30,300
Clb Sed	1,140	3,420	5,700	12,830	19,950	28,500
Spec Sed	1,080	3,240	5,400	12,150	18,900	27,000
Sed	1,080	3,240	5,400	12,150	18,900	27,000
Con Lan	1,560	4,680	7,800	17,550	27,300	39,000
1931 Model AE, 6-cyl.						
Rds	1,460	4,380	7,300	16,430	25,550	36,500
Spt Rds	1,560	4,680	7,800	17,550	27,300	39,000
Cabr	1,600	4,800	8,000	18,000	28,000	40,000
Phae	1,760	5,280	8,800	19,800	30,800	44,000
2d Sed	840	2,520	4,200	9,450	14,700	21,000
5P Cpe	1,020	3,060	5,100	11,480	17,850	25,500
5W Cpe	1,170	3,520	5,860	13,190	20,510	29,300
Spt Cpe	1,210	3,640	6,060	13,640	21,210	30,300
Cpe	1,020	3,060	5,100	11,480	17,850	25,500
2d DeL Sed	1,080	3,240	5,400	12,150	18,900	27,000
Sed	1,080	3,240	5,400	12,150	18,900	27,000
Spl Sed	1,120	3,360	5,600	12,600	19,600	28,000
Lan Phae	1,600	4,800	8,000	18,000	28,000	40,000
1932 Model BA Standard, 6-cyl.						
Rds	1,740	5,220	8,700	19,580	30,450	43,500
Phae	1,860	5,580	9,300	20,930	32,550	46,500
Lan Phae	1,600	4,800	8,000	18,000	28,000	40,000
3W Cpe	1,060	3,180	5,300	11,930	18,550	26,500
5W Cpe	1,180	3,540	5,900	13,280	20,650	29,500
Spt Cpe	1,240	3,720	6,200	13,950	21,700	31,000
2d Sed	1,080	3,240	5,400	12,150	18,900	27,000
Sed	1,080	3,240	5,400	12,150	18,900	27,000
5P Cpe	1,020	3,060	5,100	11,480	17,850	25,500
1932 Model BA DeLuxe, 6-cyl.						
Spt Rds	1,960	5,880	9,800	22,050	34,300	49,000
Lan Phae	1,680	5,040	8,400	18,900	29,400	42,000
Cabr	1,800	5,400	9,000	20,250	31,500	45,000
3W Bus Cpe	1,080	3,240	5,400	12,150	18,900	27,000
5W Cpe	1,240	3,720	6,200	13,950	21,700	31,000
Spt Cpe	1,320	3,960	6,600	14,850	23,100	33,000
2d Sed	1,120	3,360	5,600	12,600	19,600	28,000
Sed	1,140	3,420	5,700	12,830	19,950	28,500
Spl Sed	1,160	3,480	5,800	13,050	20,300	29,000
5P Cpe	1,180	3,540	5,900	13,280	20,650	29,500
1933 Mercury, 6-cyl.						
2P Cpe	1,140	3,420	5,700	12,830	19,950	28,500
RS Cpe	1,160	3,480	5,800	13,050	20,300	29,000
2d Sed	1,080	3,240	5,400	12,150	18,900	27,000
1933 Master Eagle, 6-cyl.						
Spt Rds	1,880	5,640	9,400	21,150	32,900	47,000
Phae	1,540	4,620	7,700	17,330	26,950	38,500
2P Cpe	1,260	3,780	6,300	14,180	22,050	31,500
Spt Cpe	1,220	3,660	6,100	13,730	21,350	30,500
2d Sed	980	2,940	4,900	11,030	17,150	24,500
2d Trk Sed	1,080	3,240	5,400	12,150	18,900	27,000
Sed	1,160	3,480	5,800	13,050	20,300	29,000
Conv	1,800	5,400	9,000	20,250	31,500	45,000
1934 Standard, 6-cyl.						
Sed	1,000	3,000	5,000	11,250	17,500	25,000
Spt Rds	1,800	5,400	9,000	20,250	31,500	45,000
Phae	1,800	5,400	9,000	20,250	31,500	45,000
Cpe	1,220	3,660	6,100	13,730	21,350	30,500
2d Sed	1,080	3,240	5,400	12,150	18,900	27,000
1934 Master, 6-cyl.						
Spt Rds	1,880	5,640	9,400	21,150	32,900	47,000
Bus Cpe	1,200	3,600	6,000	13,500	21,000	30,000
Spt Cpe	1,300	3,900	6,500	14,630	22,750	32,500
2d Sed	1,100	3,300	5,500	12,380	19,250	27,500
Twn Sed	1,120	3,360	5,600	12,600	19,600	28,000
Sed	1,160	3,480	5,800	13,050	20,300	29,000
Conv	1,880	5,640	9,400	21,150	32,900	47,000
1935 Standard, 6-cyl.						
Rds	1,620	4,860	8,100	18,230	28,350	40,500
Phae	1,660	4,980	8,300	18,680	29,050	41,500
Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
Sed	1,040	3,120	5,200	11,700	18,200	26,000
1935 Master, 6-cyl.						
5W Cpe	1,340	4,020	6,700	15,080	23,450	33,500
Spt Cpe	1,300	3,900	6,500	14,630	22,750	32,500
2d Sed	960	2,880	4,800	10,800	16,800	24,000
Sed	1,140	3,420	5,700	12,830	19,950	28,500
Spt Sed	1,240	3,720	6,200	13,950	21,700	31,000
Twn Sed	1,180	3,540	5,900	13,280	20,650	29,500
1936 Standard, 6-cyl.						
Cpe	1,200	3,600	6,000	13,500	21,000	30,000
Sed	960	2,880	4,800	10,800	16,800	24,000
Spt Sed	1,060	3,180	5,300	11,930	18,550	26,500
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
Cpe PU	1,320	3,960	6,600	14,850	23,100	33,000
Conv	1,640	4,920	8,200	18,450	28,700	41,000
1936 Master, 6-cyl.						
5W Cpe	1,340	4,020	6,700	15,080	23,450	33,500
Spt Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2d Sed	1,040	3,120	5,200	11,700	18,200	26,000
Twn Sed	1,180	3,540	5,900	13,280	20,650	29,500
Sed	1,160	3,480	5,800	13,050	20,300	29,000
Spt Sed	1,280	3,840	6,400	14,400	22,400	32,000
1937 Master, 6-cyl.						
Conv	1,800	5,400	9,000	20,250	31,500	45,000
Cpe	1,240	3,720	6,200	13,950	21,700	31,000
Cpe PU	1,360	4,080	6,800	15,300	23,800	34,000
2d Sed	1,040	3,120	5,200	11,700	18,200	26,000
2d Twn Sed	1,180	3,540	5,900	13,280	20,650	29,500
4d Trk Sed	1,160	3,480	5,800	13,050	20,300	29,000
4d Spt Sed	1,180	3,540	5,900	13,280	20,650	29,500
1937 Master DeLuxe, 6-cyl.						
Cpe	1,240	3,720	6,200	13,950	21,700	31,000
Spt Cpe	1,320	3,960	6,600	14,850	23,100	33,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d Twn Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Trk Sed	1,140	3,420	5,700	12,830	19,950	28,500
4d Spt Sed	1,160	3,480	5,800	13,050	20,300	29,000
1938 Master, 6-cyl.						
Conv	1,800	5,400	9,000	20,250	31,500	45,000
Cpe	1,200	3,600	6,000	13,500	21,000	30,000
Cpe PU	1,360	4,080	6,800	15,300	23,800	34,000
2d Sed	1,040	3,120	5,200	11,700	18,200	26,000
2d Twn Sed	1,180	3,540	5,900	13,280	20,650	29,500
4d Sed	1,180	3,540	5,900	13,280	20,650	29,500
4d Spt Sed	1,200	3,600	6,000	13,500	21,000	30,000
1938 Master DeLuxe, 6-cyl.						
Cpe	1,240	3,720	6,200	13,950	21,700	31,000
Spt Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d Twn Sed	1,120	3,360	5,600	12,600	19,600	28,000
4d Sed	1,100	3,300	5,500	12,380	19,250	27,500
4d Spt Sed	1,140	3,420	5,700	12,830	19,950	28,500
1939 Master 85, 6-cyl.						
Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	980	2,940	4,900	11,030	17,150	24,500
2d Twn Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	1,180	3,540	5,900	13,280	20,650	29,500
4d Spt Sed	1,180	3,540	5,900	13,280	20,650	29,500
Sta Wag	3,400	10,200	17,000	38,250	59,500	85,000
1939 Master DeLuxe, 6-cyl.						
Cpe	1,240	3,720	6,200	13,950	21,700	31,000
Spt Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d Twn Sed	1,120	3,360	5,600	12,600	19,600	28,000
4d Sed	1,100	3,300	5,500	12,380	19,250	27,500
4d Spt Sed	1,140	3,420	5,700	12,830	19,950	28,500
Sta Wag	3,600	10,800	18,000	40,500	63,000	90,000
1940 Master 85, 6-cyl.						
2d Cpe	1,240	3,720	6,200	13,950	21,700	31,000
2d Twn Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Spt Sed	1,220	3,660	6,100	13,730	21,350	30,500
4d Sta Wag	3,400	10,200	17,000	38,250	59,500	85,000
1940 Master DeLuxe, 6-cyl.						
2d Cpe	1,280	3,840	6,400	14,400	22,400	32,000
Spt Cpe	1,320	3,960	6,600	14,850	23,100	33,000
2d Twn Sed	1,120	3,360	5,600	12,600	19,600	28,000
4d Spt Sed	1,260	3,780	6,300	14,180	22,050	31,500
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1940 Special DeLuxe, 6-cyl.						
2d Cpe	1,320	3,960	6,600	14,850	23,100	33,000
2d Spt Cpe	1,360	4,080	6,800	15,300	23,800	34,000
2d Twn Sed	1,160	3,480	5,800	13,050	20,300	29,000
4d Spt Sed	1,260	3,780	6,300	14,180	22,050	31,500
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Sta Wag	3,600	10,800	18,000	40,500	63,000	90,000
1941 Master DeLuxe, 6-cyl.						
2P Cpe	1,280	3,840	6,400	14,400	22,400	32,000
4P Cpe	1,240	3,720	6,200	13,950	21,700	31,000
2d Twn Sed	1,160	3,480	5,800	13,050	20,300	29,000
4d Spt Sed	1,240	3,720	6,200	13,950	21,700	31,000
1941 Special DeLuxe, 6-cyl.						
2P Cpe	1,340	4,020	6,700	15,080	23,450	33,500
4P Cpe	1,280	3,840	6,400	14,400	22,400	32,000
2d Twn Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Spt Sed	1,300	3,900	6,500	14,630	22,750	32,500
4d Flt Sed	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
4d Sta Wag	3,640	10,920	18,200	40,950	63,700	91,000
2d Cpe PU	1,360	4,080	6,800	15,300	23,800	34,000
1942 Master DeLuxe, 6-cyl.						
2P Cpe	1,240	3,720	6,200	13,950	21,700	31,000
4P Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Cpe PU	1,280	3,840	6,400	14,400	22,400	32,000
2d Twn Sed	1,160	3,480	5,800	13,050	20,300	29,000
1942 Special DeLuxe, 6-cyl.						
2P Cpe	1,240	3,720	6,200	13,950	21,700	31,000
2d 5P Cpe	1,240	3,720	6,200	13,950	21,700	31,000
2d Twn Sed	1,180	3,540	5,900	13,280	20,650	29,500
4d Spt Sed	1,260	3,780	6,300	14,180	22,050	31,500
2d Conv	1,880	5,640	9,400	21,150	32,900	47,000
4d Sta Wag	3,600	10,800	18,000	40,500	63,000	90,000
1942 Fleetline, 6-cyl.						
2d Aero	1,360	4,080	6,800	15,300	23,800	34,000
4d Spt Mstr	1,320	3,960	6,600	14,850	23,100	33,000
1946-48 Stylemaster, 6-cyl.						
2d Bus Cpe	780	2,340	3,900	8,780	13,650	19,500
2d Spt Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Twn Sed	680	2,040	3,400	7,650	11,900	17,000
4d Spt Sed	680	2,050	3,420	7,700	11,970	17,100
1946-48 Fleetmaster, 6-cyl.						
2d Spt Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Twn Sed	700	2,090	3,480	7,830	12,180	17,400
4d Spt Sed	700	2,100	3,500	7,880	12,250	17,500
2d Conv	1,560	4,680	7,800	17,550	27,300	39,000
4d Sta Wag	2,800	8,400	14,000	31,500	49,000	70,000
1946-48 Fleetline, 6-cyl.						
2d Aero	760	2,280	3,800	8,550	13,300	19,000
4d Spt Mstr	720	2,160	3,600	8,100	12,600	18,000

NOTE: Country Club Wood Kit is not a GM/Chevrolet option, but rather an aftermarket offering installed by Chevy dealers, on Aero sedans beginning in 1947 and '48.

1949-50 Styleline Special, 6-cyl.						
2d Bus Cpe	800	2,390	3,990	8,980	13,970	19,950
2d Spt Cpe	950	2,850	4,750	10,690	16,630	23,750
2d Sed	870	2,620	4,370	9,830	15,300	21,850
4d Sed	730	2,180	3,630	8,160	12,690	18,130
1949-50 Fleetline Special, 6-cyl.						
2d Sed	890	2,670	4,450	10,000	15,560	22,225
4d Sed	750	2,240	3,740	8,420	13,090	18,700
1949-50 Styleline DeLuxe, 6-cyl.						
Spt Cpe	990	2,960	4,940	11,120	17,290	24,700
2d Sed	910	2,740	4,560	10,260	15,960	22,800
4d Sed	850	2,560	4,270	9,600	14,940	21,340
2d HT Bel Air (1950 only)	1,480	4,450	7,410	16,670	25,940	37,050
2d Conv	2,320	6,950	11,590	26,080	40,570	57,950
4d Woodie Wag (1949 only)	4,070	12,200	20,330	45,740	71,160	101,650
4d Mtl Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1949-50 Fleetline DeLuxe, 6-cyl.						
2d Sed	910	2,740	4,560	10,260	15,960	22,800
4d Sed	790	2,380	3,960	8,910	13,860	19,800
1951-52 Styleline Special, 6-cyl.						
2d Bus Cpe	800	2,390	3,990	8,980	13,970	19,950
2d Spt Cpe	950	2,850	4,750	10,690	16,630	23,750
2d Sed	870	2,620	4,370	9,830	15,300	21,850
4d Sed	730	2,180	3,630	8,170	12,710	18,150
1951-52 Styleline DeLuxe, 6-cyl.						
2d Spt Cpe	990	2,960	4,940	11,120	17,290	24,700
2d Sed	910	2,740	4,560	10,260	15,960	22,800
4d Sed	860	2,580	4,310	9,690	15,080	21,540
2d HT Bel Air	1,480	4,450	7,410	16,670	25,940	37,050
2d Conv	2,440	7,320	12,200	27,450	42,700	61,000
1951-52 Fleetline Special, 6-cyl.						
2d Sed	890	2,680	4,470	10,050	15,630	22,325
4d Sed (1951 only)	750	2,240	3,740	8,420	13,090	18,700
4d Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1951-52 Fleetline DeLuxe, 6-cyl.						
2d Sed	910	2,740	4,560	10,260	15,960	22,800
4d Sed (1951 only)	790	2,380	3,960	8,910	13,860	19,800
1953 Special 150, 6-cyl.						
2d Bus Cpe	840	2,520	4,200	9,450	14,700	21,000
2d Clb Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Sed	660	1,980	3,300	7,430	11,550	16,500
4d Sed	620	1,860	3,100	6,980	10,850	15,500
4d Sta Wag	1,410	4,220	7,030	15,820	24,610	35,150
1953 DeLuxe 210, 6-cyl.						
2d Clb Cpe	840	2,510	4,180	9,410	14,630	20,900
2d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Sed	750	2,240	3,740	8,420	13,090	18,700
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	2,040	6,120	10,200	22,950	35,700	51,000
4d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
4d 210 Townsman Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1953 Bel Air						
2d Sed	980	2,930	4,880	10,990	17,090	24,415
4d Sed	810	2,440	4,070	9,160	14,250	20,350
2d HT	1,720	5,160	8,600	19,350	30,100	43,000
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
1954 Special 150, 6-cyl.						
2d Utl Sed	840	2,510	4,180	9,410	14,630	20,900
2d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d Sta Wag	1,410	4,220	7,030	15,820	24,610	35,150
1954 Special 210, 6-cyl.						
2d Sed	760	2,280	3,800	8,550	13,300	19,000
2d Sed Delray	920	2,760	4,600	10,350	16,100	23,000
4d Sed	750	2,240	3,740	8,420	13,090	18,700
4d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1954 Bel Air, 6-cyl.						
2d Sed	970	2,920	4,860	10,940	17,020	24,320
4d Sed	830	2,480	4,140	9,300	14,470	20,675
2d HT	1,630	4,900	8,170	18,380	28,600	40,850
2d Conv	2,170	6,500	10,830	24,370	37,910	54,150
4d Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1955 Model 150, V-8						
2d Utl Sed	1,180	3,530	5,890	13,250	20,620	29,450
2d Sed	1,630	4,900	8,160	18,360	28,560	40,800
4d Sed	860	2,570	4,280	9,620	14,960	21,375
2d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1955 Model 210, V-8						
2d Sed	1,790	5,360	8,930	20,090	31,260	44,650
2d Sed Delray	1,860	5,590	9,310	20,950	32,590	46,550
4d Sed	1,160	3,480	5,800	13,040	20,280	28,975
2d HT	1,900	5,700	9,500	21,380	33,250	47,500
2d Sta Wag	1,670	5,020	8,360	18,810	29,260	41,800
4d Sta Wag	1,600	4,790	7,980	17,960	27,930	39,900
1955 Bel Air, V-8						
2d Sed	1,860	5,590	9,310	20,950	32,590	46,550
4d Sed	1,160	3,480	5,800	13,040	20,280	28,975
2d HT	3,040	9,120	15,200	34,200	53,200	76,000
2d Conv	5,320	15,960	26,600	59,850	93,100	133,000
2d Nomad	3,600	10,800	18,000	40,500	63,000	90,000
4d Sta Wag	1,820	5,470	9,120	20,520	31,920	45,600

NOTE: Add 10% for A/C; 25% for "Power-Pack". Deduct 10% for 6-cyl.

1956 Model 150, V-8						
2d Utl Sed	1,040	3,120	5,200	11,700	18,200	26,000
2d Sed	1,710	5,130	8,550	19,240	29,930	42,750
4d Sed	950	2,850	4,750	10,690	16,630	23,750
2d Sta Wag	1,410	4,220	7,030	15,820	24,610	35,150
1956 Model 210, V-8						
2d Sed	1,820	5,470	9,120	20,520	31,920	45,600
2d Sed Delray	1,790	5,360	8,930	20,090	31,260	44,650
4d Sed	1,140	3,420	5,700	12,830	19,950	28,500
4d HT	1,710	5,130	8,550	19,240	29,930	42,750
2d HT	1,860	5,590	9,310	20,950	32,590	46,550
2d Sta Wag	1,600	4,790	7,980	17,960	27,930	39,900
4d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
4d 9P Sta Wag	1,560	4,670	7,790	17,530	27,270	38,950
1956 Bel Air, V-8						
2d Sed	1,790	5,360	8,930	20,090	31,260	44,650
4d Sed	1,140	3,420	5,700	12,830	19,950	28,500
4d HT	1,820	5,470	9,120	20,520	31,920	45,600
2d HT	2,960	8,890	14,820	33,350	51,870	74,100
2d Conv	5,170	15,500	25,840	58,140	90,440	129,200
2d Nomad	3,420	10,260	17,100	38,480	59,850	85,500
4d 9P Sta Wag	1,800	5,400	9,000	20,250	31,500	45,000

NOTE: Add 10% for A/C; 25% for "Power-Pack"; 100% for dual 4 barrel carbs. Deduct 10% for 6-cyl.

1957 Model 150, V-8						
2d Utl Sed	1,390	4,160	6,940	15,600	24,270	34,675
2d Sed	1,880	5,640	9,410	21,160	32,920	47,025
4d Sed	1,180	3,530	5,890	13,250	20,620	29,450
2d Sta Wag	1,650	4,960	8,270	18,600	28,930	41,325
1957 Model 210, V-8						
2d Sed	1,910	5,730	9,550	21,490	33,430	47,750
2d Sed Delray	1,820	5,470	9,120	20,520	31,920	45,600
4d Sed	1,250	3,760	6,270	14,110	21,950	31,350
4d HT	1,840	5,530	9,220	20,730	32,250	46,075
2d HT	2,380	7,130	11,880	26,720	41,560	59,375
2d Sta Wag	2,280	6,840	11,400	25,650	39,900	57,000
4d Sta Wag	1,790	5,380	8,970	20,180	31,400	44,850
4d 9P Sta Wag	1,840	5,510	9,180	20,640	32,110	45,875
1957 Bel Air, V-8						
2d Sed	2,510	7,520	12,540	28,220	43,890	62,700
4d Sed	1,500	4,500	7,510	16,890	26,270	37,525

	6	5	4	3	2	1
4d HT	2,550	7,640	12,730	28,640	44,560	63,650
2d HT	3,230	9,690	16,150	36,340	56,530	80,750
2d Conv	5,510	16,530	27,550	61,990	96,430	137,750
2d Nomad	4,290	12,880	21,470	48,310	75,150	107,350
4d Sta Wag	1,900	5,700	9,500	21,380	33,250	47,500

NOTE: Add 10% for A/C; 15% for "Power-Pack"; 75% for F.I.; 25% for dual 4 barrel carbs. Deduct 10% for 6-cyl.

1958 Delray, V-8

2d Utl Sed	870	2,620	4,370	9,830	15,300	21,850
2d Sed	900	2,700	4,510	10,140	15,770	22,525
4d Sed	840	2,510	4,180	9,410	14,630	20,900

1958 Biscayne, V-8

2d Sed	870	2,620	4,370	9,830	15,300	21,850
4d Sed	820	2,450	4,090	9,200	14,320	20,450

1958 Bel Air, V-8

2d Sed	950	2,850	4,750	10,690	16,630	23,750
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	950	2,850	4,750	10,690	16,630	23,750
2d HT	1,900	5,700	9,500	21,380	33,250	47,500
2d Impala	2,850	8,550	14,250	32,060	49,880	71,250
2d Imp Conv	3,800	11,400	19,000	42,750	66,500	95,000

1958 Station Wagons, V-8

2d Yeo	1,140	3,420	5,700	12,830	19,950	28,500
4d Yeo	950	2,850	4,750	10,690	16,630	23,750
4d 6P Brookwood	1,330	3,990	6,650	14,960	23,280	33,250
4d 9P Brookwood	1,390	4,160	6,940	15,600	24,270	34,675
4d Nomad	1,670	5,020	8,360	18,810	29,260	41,800

NOTE: Add 10% for "Power-Pack" & dual exhaust on 283 V-8; 75% for F.I.; 20% for 348; 50% for 348 Tri-Power set up; 15% for A/C. Deduct 10% for 6-cyl.

1959 Biscayne, V-8

2d Utl Sed	840	2,510	4,180	9,410	14,630	20,900
2d Sed	970	2,900	4,830	10,860	16,890	24,125
4d Sed	690	2,080	3,460	7,790	12,110	17,300

1959 Bel Air, V-8

2d Sed	990	2,960	4,940	11,120	17,290	24,700
4d Sed	710	2,130	3,560	8,000	12,440	17,775
4d HT	1,060	3,190	5,320	11,970	18,620	26,600

1959 Impala, V-8

4d Sed	780	2,340	3,900	8,760	13,630	19,475
4d HT	1,100	3,310	5,510	12,400	19,290	27,550
2d HT	2,390	7,180	11,970	26,930	41,900	59,850
2d Conv	3,610	10,830	18,050	40,610	63,180	90,250

1959 Station Wagons, V-8

2d Brookwood	1,060	3,190	5,320	11,970	18,620	26,600
4d Brookwood	950	2,850	4,750	10,690	16,630	23,750
4d Parkwood	1,010	3,020	5,040	11,330	17,620	25,175
4d Kingswood	1,330	3,990	6,650	14,960	23,280	33,250
4d Nomad	1,480	4,440	7,400	16,650	25,900	37,000

NOTE: Add 10% for A/C; 10% for 4-speed transmission; 75% for F.I.; 50% for 348 Tri-Power set up. Deduct 10% for 6-cyl.

1960 Biscayne, V-8

2d Utl Sed	880	2,640	4,400	9,900	15,400	22,000
2d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sed	700	2,100	3,500	7,880	12,250	17,500

1960 Biscayne Fleetmaster, V-8

2d Sed	840	2,520	4,200	9,450	14,700	21,000
4d Sed	640	1,920	3,200	7,200	11,200	16,000

1960 Bel Air, V-8

2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	730	2,200	3,660	8,240	12,810	18,300
4d HT	1,060	3,180	5,300	11,930	18,550	26,500
2d HT	1,800	5,400	9,000	20,250	31,500	45,000

1960 Impala, V-8

4d Sed	780	2,340	3,900	8,780	13,650	19,500
4d HT	1,080	3,240	5,400	12,150	18,900	27,000
2d HT	3,600	10,800	18,000	40,500	63,000	90,000
2d Conv	3,600	10,800	18,000	40,500	63,000	90,000

1960 Station Wagons, V-8

2d Brookwood	1,080	3,240	5,400	12,150	18,900	27,000
4d Brookwood	960	2,880	4,800	10,800	16,800	24,000
4d Kingswood	1,320	3,960	6,600	14,850	23,100	33,000
4d Parkwood	1,000	3,000	5,000	11,250	17,500	25,000
4d Nomad	1,480	4,440	7,400	16,650	25,900	37,000

NOTE: Add 10% for A/C; 15% for 4-Speed transmission; 50% for 348 Tri-Power set up. Deduct 10% for 6-cyl.

1961 Biscayne, V-8

2d Utl Sed	920	2,760	4,600	10,350	16,100	23,000
2d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Sed	740	2,220	3,700	8,330	12,950	18,500

1961 Bel Air, V-8

2d Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	770	2,320	3,860	8,690	13,510	19,300
4d HT	1,100	3,300	5,500	12,380	19,250	27,500
2d HT	1,840	5,520	9,200	20,700	32,200	46,000

1961 Impala, V-8

2d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Sed	820	2,460	4,100	9,230	14,350	20,500
4d HT	1,120	3,360	5,600	12,600	19,600	28,000
2d HT	2,440	7,320	12,200	27,450	42,700	61,000
2d Conv	3,640	10,920	18,200	40,950	63,700	91,000

1961 Station Wagons, V-8

4d Brookwood	1,000	3,000	5,000	11,250	17,500	25,000
4d Parkwood	1,040	3,120	5,200	11,700	18,200	26,000
4d Nomad	1,500	4,500	7,500	16,880	26,250	37,500

NOTE: Add 10% for "Power-Pack" & dual exhaust on 283 V-8; 10% for 4-Speed transmission; 15% for A/C; 35% for 348 cid; 40% for Super Sport option; 75% for 409 V-8. Deduct 10% for 6-cyl.

1962 Chevy II, 4 & 6-cyl.

2d Sed	720	2,170	3,620	8,150	12,670	18,100
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000

1962 Biscayne, V-8

2d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Sed	740	2,220	3,700	8,330	12,950	18,500
4d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000

1962 Bel Air, V-8

2d Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	770	2,320	3,860	8,690	13,510	19,300
2d HT	1,840	5,520	9,200	20,700	32,200	46,000
4d Sta Wag	1,040	3,120	5,200	11,700	18,200	26,000

NOTE: Add 10% for "Power-Pack" & dual exhaust on 283 V-8; 15% for A/C; 40% for Super Sport option; 75% for 409 V-8. Deduct 10% for 6-cyl.

1962 Impala, V-8

4d Sed	820	2,460	4,100	9,230	14,350	20,500
4d HT	1,120	3,360	5,600	12,600	19,600	28,000
2d HT	2,440	7,320	12,200	27,450	42,700	61,000
2d Conv	3,640	10,920	18,200	40,950	63,700	91,000
4d Sta Wag	1,500	4,500	7,500	16,880	26,250	37,500

NOTE: Add 25% for Super Sport option; 15% for Power-Pack & dual exhaust; 15% for A/C; 75% for 409 cid. Deduct 10% for 6-cyl. except Chevy II.

1963 Chevy II and Nova, 4 & 6-cyl.

2d Sed	720	2,170	3,620	8,150	12,670	18,100
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Sta Wag	920	2,760	4,600	10,350	16,100	23,000

NOTE: Add 15% for Super Sport option.

1963 Biscayne, V-8

2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Sta Wag	1,020	3,060	5,100	11,480	17,850	25,500

1963 Bel Air, V-8

2d Sed	1,060	3,180	5,300	11,930	18,550	26,500
4d Sed	790	2,380	3,960	8,910	13,860	19,800
4d Sta Wag	1,060	3,180	5,300	11,930	18,550	26,500

1963 Impala, V-8

4d Sed	840	2,520	4,200	9,450	14,700	21,000
4d HT	1,140	3,420	5,700	12,830	19,950	28,500
2d HT	2,080	6,240	10,400	23,400	36,400	52,000
2d Conv	2,240	6,720	11,200	25,200	39,200	56,000
4d Sta Wag	1,420	4,260	7,100	15,980	24,850	35,500

NOTE: Add 15% for "Power-Pack" & dual exhaust; 15% for A/C; 75% for 409 cid; 25% for Super Sport option. Deduct 10% for 6-cyl. except Chevy II.

1964 Chevy II and Nova, 4 & 6-cyl.

2d Sed	720	2,170	3,620	8,150	12,670	18,100
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
4d Sta Wag	1,320	3,960	6,600	14,850	23,100	33,000

NOTE: Add 10% for 8-cyl.

1964 Nova Super Sport Series, 6-cyl.

2d HT	1,400	4,200	7,000	15,750	24,500	35,000

NOTE: Add 25% for V-8; 10% for 4-speed transmission.

1964 Chevelle

2d Sed	820	2,460	4,100	9,230	14,350	20,500
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sta Wag	1,080	3,240	5,400	12,150	18,900	27,000
4d Sta Wag	720	2,160	3,600	8,100	12,600	18,000

1964 Malibu Series, V-8

4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
4d Sta Wag	1,060	3,180	5,300	11,930	18,550	26,500

NOTE: Add 25% for Super Sport option. Deduct 10% for 6-cyl.

1964 Biscayne, V-8

2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Sta Wag	1,020	3,060	5,100	11,480	17,850	25,500

1964 Bel Air, V-8

2d Sed	1,060	3,180	5,300	11,930	18,550	26,500
4d Sed	790	2,380	3,960	8,910	13,860	19,800
4d Sta Wag	1,060	3,180	5,300	11,930	18,550	26,500

1964 Impala, V-8

4d Sed	840	2,520	4,200	9,450	14,700	21,000
4d HT	1,140	3,420	5,700	12,830	19,950	28,500
2d HT	2,080	6,240	10,400	23,400	36,400	52,000
2d Conv	2,240	6,720	11,200	25,200	39,200	56,000
4d Sta Wag	1,420	4,260	7,100	15,980	24,850	35,500

NOTE: Add 25% for Super Sport option; 15% for Power-Pack & dual exhaust; 15% for A/C; 75% for 409 cid. Deduct 10% for 6-cyl.

1965 Chevy II, V-8

4d Sed	504	1,512	2,520	5,670	8,820	12,600
2d Sed	640	1,920	3,200	7,200	11,200	16,000
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500

1965 Nova Series, V-8

4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d Sta Wag	700	2,100	3,500	7,880	12,250	17,500

1965 Nova Super Sport, V-8

2d Spt Cpe	1,400	4,200	7,000	15,750	24,500	35,000

1965 Chevelle

2d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Sed	496	1,488	2,480	5,580	8,680	12,400
2d Sta Wag	900	2,700	4,500	10,130	15,750	22,500
4d Sta Wag	720	2,160	3,600	8,100	12,600	18,000

1965 Malibu, V-8

4d Sed	550	1,660	2,760	6,210	9,660	13,800
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000

1965 Malibu Super Sport, V-8

2d HT	2,320	6,960	11,600	26,100	40,600	58,000
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000

NOTE: Add 150% for RPO Z16 SS-396 option on hardtop only; 50% for 396 cid, 325 hp.

1965 Biscayne, V-8

2d Sed	700	2,100	3,500	7,880	12,250	17,500
4d Sed	580	1,730	2,880	6,480	10,080	14,400
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000

1965 Bel Air, V-8

2d Sed	720	2,160	3,600	8,100	12,600	18,000
4d Sed	600	1,790	2,980	6,710	10,430	14,900
4d Sta Wag	700	2,100	3,500	7,880	12,250	17,500

1965 Impala, V-8

4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT	780	2,340	3,900	8,780	13,650	19,500
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000
4d Sta Wag	760	2,280	3,800	8,550	13,300	19,000

1965 Impala Super Sport, V-8

2d HT	1,800	5,400	9,000	20,250	31,500	45,000
2d Conv	2,480	7,440	12,400	27,900	43,400	62,000

NOTE: Add 20% for "Power-Pack" & dual exhaust; 15% for A/C; 50% for 396 cid, 325 hp; 75% for 396 cid, 425 hp; 50% for 409 cid, 340 hp; 75% for 409 cid, 400 hp; 10% for Caprice models. Deduct 10% for 6-cyl.

1966 Chevy II Series 100

2d Sed	640	1,920	3,200	7,200	11,200	16,000
4d Sed	504	1,512	2,520	5,670	8,820	12,600
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500

1966 Nova Series, V-8

2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag	680	2,040	3,400	7,650	11,900	17,000

1966 Nova Super Sport

2d HT	1,400	4,200	7,000	15,750	24,500	35,000

NOTE: Add 60% for High Performance Pkg.

1966 Chevelle

2d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Sed	500	1,490	2,480	5,580	8,680	12,400
4d Sta Wag	900	2,700	4,500	10,130	15,750	22,500

1966 Malibu, V-8

4d Sed	550	1,660	2,760	6,210	9,660	13,800
4d HT	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000

1966 Chevelle Super Sport, "396" V-8

2d HT	2,320	6,960	11,600	26,100	40,600	58,000
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000

NOTE: Add 25% for 396 cid, 360 hp; 50% for 396 cid, 375 hp. Deduct 10% for 6-cyl. Chevelle.

1966 Biscayne, V-8

2d Sed	700	2,100	3,500	7,880	12,250	17,500
4d Sed	580	1,730	2,880	6,480	10,080	14,400
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000

1966 Bel Air, V-8

2d Sed	720	2,160	3,600	8,100	12,600	18,000
4d Sed	600	1,790	2,980	6,710	10,430	14,900
4d 3S Wag	720	2,160	3,600	8,100	12,600	18,000

1966 Impala, V-8

4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT	780	2,340	3,900	8,780	13,650	19,500
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000
4d Sta Wag	760	2,280	3,800	8,550	13,300	19,000

1966 Impala Super Sport, V-8

2d HT	1,800	5,400	9,000	20,250	31,500	45,000
2d Conv	2,480	7,440	12,400	27,900	43,400	62,000

1966 Caprice, V-8

4d HT	880	2,640	4,400	9,900	15,400	22,000
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000

NOTE: Add 50% for 396 cid; 200% for 427 cid, 390 hp; 300% for 427 cid, 425 hp; 15% for A/C.

CORVAIR

1960 Standard, 6-cyl.

4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Cpe	440	1,320	2,200	4,950	7,700	11,000

1960 DeLuxe, 6-cyl.

4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Cpe	600	1,800	3,000	6,750	10,500	15,000

1960 Monza, 6-cyl.

2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000

1961 Series 500, 6-cyl.

4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Cpe	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000

1961 Series 700, 6-cyl.

4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Cpe	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag	640	1,920	3,200	7,200	11,200	16,000

1961 Monza, 6-cyl.

4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000

NOTE: Add $1,200 for A/C.

1962-63 Series 500, 6-cyl.

2d Cpe	440	1,320	2,200	4,950	7,700	11,000

1962-63 Series 700, 6-cyl.

4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Cpe	620	1,860	3,100	6,980	10,850	15,500
4d Sta Wag (1962 only)	640	1,920	3,200	7,200	11,200	16,000

1962-63 Series 900 Monza, 6-cyl.

4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Conv	1,120	3,360	5,600	12,600	19,600	28,000
4d Sta Wag (1962 only)	720	2,160	3,600	8,100	12,600	18,000

1962-63 Monza Spyder, 6-cyl.

2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000

NOTE: Add $1,600 for K.O. wire wheels. Add $1,000 for A/C.

1964 Series 500, 6-cyl.

2d Cpe	460	1,390	2,320	5,220	8,120	11,600

1964 Series 700, 6-cyl.

4d Sed	500	1,500	2,500	5,630	8,750	12,500

1964 Series 900 Monza, 6-cyl.

4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Conv	1,120	3,360	5,600	12,600	19,600	28,000

1964 Monza Spyder, 6-cyl.

2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000

NOTE: Add $1,600 for K.O. wire wheels. Add $1,000 for A/C except Spyder.

	6	5	4	3	2	1
1965 Series 500, 6-cyl.						
4d HT	400	1,200	2,000	4,500	7,000	10,000
2d HT	840	2,520	4,200	9,450	14,700	21,000
1965 Monza Series, 6-cyl.						
4d HT	440	1,320	2,200	4,950	7,700	11,000
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	980	2,940	4,900	11,030	17,150	24,500
NOTE: Add 20% for 140 hp engine.						
1965 Corsa Series, 6-cyl.						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,080	3,240	5,400	12,150	18,900	27,000
NOTE: Add 30% for 180 hp engine. Add $1,000 for A/C.						
1966 Series 500, 6-cyl.						
4d HT	400	1,200	2,000	4,500	7,000	10,000
2d HT	840	2,520	4,200	9,450	14,700	21,000
1966 Monza Series, 6-cyl.						
4d HT	440	1,320	2,200	4,950	7,700	11,000
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	980	2,940	4,900	11,030	17,150	24,500
NOTE: Add 20% for 140 hp engine.						
1966 Corsa Series, 6-cyl.						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,080	3,240	5,400	12,150	18,900	27,000
NOTE: Add 30% for 180 hp engine. Add $1,000 for A/C.						

CORVETTE

1953						
6-cyl. Conv	14,000	42,000	70,000	157,500	245,000	350,000
1954						
6-cyl. Conv	4,400	13,200	22,000	49,500	77,000	110,000
NOTE: Add $3,000 for hardtop.						
1955						
6-cyl. Conv	4,400	13,200	22,000	49,500	77,000	110,000
8-cyl. Conv	7,000	21,000	35,000	78,750	122,500	175,000
NOTE: Add $3,000 for hardtop.						
1956						
Conv	5,500	16,500	27,500	61,880	96,250	137,500
NOTE: Add 40% for 265 cid 225hp V-8. Add 50% for 265 cid 240hp V-8. Add $3,000 for hard top.						
1957						
Conv	10,000	30,000	50,000	112,500	175,000	250,000
NOTE: Add $3,000 for hardtop or power top. Add $3,000 for 4spd transmission. Add 10% for 283 cid 245 hp V-8. Add 30% for 283 cid 270 hp V-8. Add 50% for 283 cid 250 F.I. V-8. Add 60% for 283 cid 283 F.I. V-8.						
1958						
Conv	4,800	14,400	24,000	54,000	84,000	120,000
NOTE: Add $3,000 for hardtop or power top; Add $3,000 for 4 spd transmission; 25% for two 4 barrel carbs, 245 hp; 35% for two 4 barrel carbs, 270 hp; 40% for F.I., 250 hp; 60% for F.I., 290 hp.						
1959						
Conv	4,800	14,400	24,000	54,000	84,000	120,000
NOTE: Add $3,000 for hardtop; Add $3,000 for 4 spd transmission; 40% for F.I., 250 hp; 60% for F.I., 290 hp; 25% for two 4 barrel carbs, 245 hp; 35% for two 4 barrel carbs, 270 hp.						
1960						
Conv	4,800	14,400	24,000	54,000	84,000	120,000
NOTE: Add $3,000 for hardtop; Add $3,000 for 4 spd transmission; 40% for F.I., 275 hp; 60% for F.I., 315 hp; 25% for two 4 barrel carbs, 245 hp; 35% for two 4 barrel carbs, 270 hp.						
1961						
Conv	3,960	11,880	19,800	44,550	69,300	99,000
NOTE: Add $4,000 for hardtop; Add $3,000 for 4 spd transmission; 40% for F.I., 275 hp; 60% for F.I., 315 hp; 25% for two 4 barrel carbs, 245 hp; 35% for two 4 barrel carbs, 270 hp.						
1962						
Conv	4,000	12,000	20,000	45,000	70,000	100,000
NOTE: Add $3,000 for hardtop; Add $2,000 for 4 spd transmission; Add 20% for 327 cid 300hp V-8; Add 40% for 327 cid 340hp V-8; Add 60% for 327 cid 360hp F.I. V-8.						
1963						
Spt Cpe	7,400	22,200	37,000	83,250	129,500	185,000
Conv	4,400	13,200	22,000	49,500	77,000	110,000
GS			value not estimable			
NOTE: Add 60% for F.I.; $4,500 for A/C; 40% for 327 cid, 340 hp; $3,000 for hardtop; $3,000 for knock off wheels. Z06 option, value not estimable; Add $2,500 for 4spd transmission; Add 10% for 327 cid 360hp F.I. V-8.						
1964						
Spt Cpe	5,200	15,600	26,000	58,500	91,000	130,000
Conv	4,000	12,000	20,000	45,000	70,000	100,000
NOTE: Add 60% for F.I.; $4,500 for A/C; $3,000 for hardtop; $3,000 for knock off wheels; Add $2,500 for 4spd transmission; Add 10% for 327 cid 365hp V-8.						
1965						
Spt Cpe	5,200	15,600	26,000	58,500	91,000	130,000
Conv	4,000	12,000	20,000	45,000	70,000	100,000
NOTE: Add 40% for F.I.; $4,500 for A/C; 60% for 396 cid; $3,000 for knock off wheels; $3,000 for hardtop.						
1966						
Spt Cpe	5,240	15,720	26,200	58,950	91,700	131,000
Conv	4,600	13,800	23,000	51,750	80,500	115,000
NOTE: Add $4,500 for A/C; 30% for 427 engine - 390 hp; 50% for 427 engine - 425 hp (L72 listed by Chevrolet as having 425 hp, but, is believed to have more); $3,000 for knock off wheels; $3,000 for hardtop.						
Note: Add 20% for Cnetennial Edition; 5% each for Glass Roof, Dual Roof and 6-speed manual trans. Add 8% for Heritage Package. Add 10% for 4LT.						

CHRYSLER

1924 Model B, 6-cyl., 112.75" wb						
2d Rds	1,660	4,980	8,300	18,680	29,050	41,500
4d Phae	1,700	5,100	8,500	19,130	29,750	42,500
4d Tr	1,660	4,980	8,300	18,680	29,050	41,500
2d RS Cpe	1,420	4,260	7,100	15,980	24,850	35,500
4d Sed	1,260	3,780	6,300	14,180	22,050	31,500
2d Brgm	1,300	3,900	6,500	14,630	22,750	32,500
4d Imp Sed	1,460	4,380	7,300	16,430	25,550	36,500
4d Crw Imp	1,620	4,860	8,100	18,230	28,350	40,500
4d Twn Car	1,700	5,100	8,500	19,130	29,750	42,500
1925 Model B-70, 6-cyl., 112.75" wb						
2d Rds	1,660	4,980	8,300	18,680	29,050	41,500
4d Phae	1,700	5,100	8,500	19,130	29,750	42,500
4d Tr	1,660	4,980	8,300	18,680	29,050	41,500
2d Roy Cpe	1,420	4,260	7,100	15,980	24,850	35,500
4d Sed	1,260	3,780	6,300	14,180	22,050	31,500
2d Brgm	1,300	3,900	6,500	14,630	22,750	32,500
4d Imp Sed	1,460	4,380	7,300	16,430	25,550	36,500
4d Crw Imp	1,620	4,860	8,100	18,230	28,350	40,500
4d Twn Car	1,700	5,100	8,500	19,130	29,750	42,500
1926 Series 58, 4-cyl., 109" wb						
2d Rds	1,560	4,680	7,800	17,550	27,300	39,000
4d Tr	1,600	4,800	8,000	18,000	28,000	40,000
2d Clb Cpe	1,080	3,240	5,400	12,150	18,900	27,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	980	2,940	4,900	11,030	17,150	24,500
1926 Series 60, 6-cyl., 109"wb Introduced: May, 1926.						
2d Rds	1,600	4,800	8,000	18,000	28,000	40,000
4d Tr	1,660	4,980	8,300	18,680	29,050	41,500
2d Cpe	1,120	3,360	5,600	12,600	19,600	28,000
2d Sed	1,100	3,300	5,500	12,380	19,250	27,500
4d Lthr Tr Sed	1,160	3,480	5,800	13,050	20,300	29,000
4d Sed	1,240	3,720	6,200	13,950	21,700	31,000
4d Lan Sed	1,200	3,600	6,000	13,500	21,000	30,000
1926 Series G-70, 6-cyl., 112.75" wb						
2d Rds	1,660	4,980	8,300	18,680	29,050	41,500
4d Phae	1,700	5,100	8,500	19,130	29,750	42,500
2d Roy Cpe	1,420	4,260	7,100	15,980	24,850	35,500
2d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Lthr Trm Sed		1,240	3,720	6,200	13,950	21,700
31,000						
2d Brgm	1,300	3,900	6,500	14,630	22,750	32,500
4d Sed	1,260	3,780	6,300	14,180	22,050	31,500
4d Roy Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Crw Sed	1,620	4,860	8,100	18,230	28,350	40,500
1926 Series E-80 Imperial, 6-cyl., 120" wb						
2d RS Rds	2,280	6,840	11,400	25,650	39,900	57,000
4d Phae	2,400	7,200	12,000	27,000	42,000	60,000
2d Cpe	1,400	4,200	7,000	15,750	24,500	35,000
4d 5P Sed	1,240	3,720	6,200	13,950	21,700	31,000
4d 7P Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Berl	1,440	4,320	7,200	16,200	25,200	36,000
1927 Series I-50, 4-cyl., 106" wb						
2d 2P Rds	1,560	4,680	7,800	17,550	27,300	39,000
2d RS Rds	1,600	4,800	8,000	18,000	28,000	40,000
4d Tr	1,600	4,800	8,000	18,000	28,000	40,000
2d Cpe	1,080	3,240	5,400	12,150	18,900	27,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Lthr Trm Sed		1,080	3,240	5,400	12,150	18,900
4d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Lan Sed	1,120	3,360	5,600	12,600	19,600	28,000
1927 Series H-60, 6-cyl., 109" wb						
2d 2P Rds	1,600	4,800	8,000	18,000	28,000	40,000
2d RS Rds	1,680	5,040	8,400	18,900	29,400	42,000
4d Tr	1,660	4,980	8,300	18,680	29,050	41,500
2d 2P Cpe	1,120	3,360	5,600	12,600	19,600	28,000
2d RS Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	1,100	3,300	5,500	12,380	19,250	27,500
4d Lthr Trm Sed		1,160	3,480	5,800	13,050	20,300
4d Sed	1,240	3,720	6,200	13,950	21,700	31,000
1927 Series "Finer" 70, 6-cyl., 112.75" wb						
2d RS Rds	1,680	5,040	8,400	18,900	29,400	42,000
4d Phae	1,700	5,100	8,500	19,130	29,750	42,500
4d Spt Phae	1,720	5,160	8,600	19,350	30,100	43,000
4d Cus Spt Phae		1,760	5,280	8,800	19,800	30,800
2d RS Cabr	1,680	5,040	8,400	18,900	29,400	42,000
2d 2P Cpe	1,320	3,960	6,600	14,850	23,100	33,000
2d RS Cpe	1,360	4,080	6,800	15,300	23,800	34,000
2d 4P Cpe	1,380	4,140	6,900	15,530	24,150	34,500
2d Brgm	1,300	3,900	6,500	14,630	22,750	32,500
4d Lan Brgm	1,340	4,020	6,700	15,080	23,450	33,500
4d Roy Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Crw Sed	1,620	4,860	8,100	18,230	28,350	40,500
1927-Early 1928 Series E-80 Imperial, 6-cyl., 120" & 127" wb						
2d RS Rds	2,280	6,840	11,400	25,650	39,900	57,000
2d Spt Rds	2,360	7,080	11,800	26,550	41,300	59,000
4d 5P Phae	2,400	7,200	12,000	27,000	42,000	60,000
4d Spt Phae	2,600	7,800	13,000	29,250	45,500	65,000
4d 7P Phae	2,600	7,800	13,000	29,250	45,500	65,000
2d RS Cabr	2,400	7,200	12,000	27,000	42,000	60,000
2d Bus Cpe	1,320	3,960	6,600	14,850	23,100	33,000
2d 4P Cpe	1,360	4,080	6,800	15,300	23,800	34,000
2d 5P Cpe	1,380	4,140	6,900	15,530	24,150	34,500
4d Std Sed	1,240	3,720	6,200	13,950	21,700	31,000
4d Sed	1,260	3,780	6,300	14,180	22,050	31,500
4d Lan Sed	1,640	4,920	8,200	18,450	28,700	41,000
4d 7P Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Limo	1,360	4,080	6,800	15,300	23,800	34,000
4d Twn Car	1,600	4,800	8,000	18,000	28,000	40,000
1928 Series 52, 4-cyl., 106" wb						
2d RS Rds	1,600	4,800	8,000	18,000	28,000	40,000
4d Tr	1,560	4,680	7,800	17,550	27,300	39,000
2d Clb Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d DeL Cpe	1,080	3,240	5,400	12,150	18,900	27,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d DeL Sed	1,040	3,120	5,200	11,700	18,200	26,000
1928 Series 62, 6-cyl., 109" wb						
2d RS Rds	1,600	4,800	8,000	18,000	28,000	40,000
4d Tr	1,660	4,980	8,300	18,680	29,050	41,500
2d Bus Cpe	1,120	3,360	5,600	12,600	19,600	28,000
2d RS Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	1,020	3,060	5,100	11,480	17,850	25,500
4d Lan Sed	1,080	3,240	5,400	12,150	18,900	27,000
1928 Series 72, 6-cyl., 120.5" wb						
2d RS Rds	1,680	5,040	8,400	18,900	29,400	42,000
2d Spt Rds	1,800	5,400	9,000	20,250	31,500	45,000
2d Conv	1,720	5,160	8,600	19,350	30,100	43,000
2d RS Cpe	1,320	3,960	6,600	14,850	23,100	33,000
2d 4P Cpe	1,380	4,140	6,900	15,530	24,150	34,500
4d CC Sed	1,220	3,660	6,100	13,730	21,350	30,500
4d Roy Sed	1,180	3,540	5,900	13,280	20,650	29,500
4d Crw Sed	1,240	3,720	6,200	13,950	21,700	31,000
4d Twn Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d LeB Imp Twn Cabr	1,800	5,400	9,000	20,250	31,500	45,000
1928 Series 80 L Imperial, 6-cyl., 136" wb						
2d RS Rds	2,440	7,320	12,200	27,450	42,700	61,000
4d Sed	1,460	4,380	7,300	16,430	25,550	36,500
4d Twn Sed	1,540	4,620	7,700	17,330	26,950	38,500
4d 7P Sed	1,540	4,620	7,700	17,330	26,950	38,500
4d Limo	1,500	4,500	7,500	16,880	26,250	37,500
1928 Series 80 L Imperial, 6-cyl., 136" wb, Custom Bodies						
4d LeB DC Phae		8,200	24,600	41,000	92,250	143,500
4d LeB CC Conv Sed		8,000	24,000	40,000	90,000	140,000
2d LeB RS Conv		7,600	22,800	38,000	85,500	133,000
2d LeB Clb Cpe		2,120	6,360	10,600	23,850	37,100
2d LeB Twn Cpe		2,040	6,120	10,200	22,950	35,700
4d LeB Lan Limo		2,600	7,800	13,000	29,250	45,500
4d Der Conv Sed		8,400	25,200	42,000	94,500	147,000
4d Dtrch Conv Sed		8,800	26,400	44,000	99,000	154,000
4d 4P Dtrch Phae		8,880	26,640	44,400	99,900	155,400
4d 7P Dtrch Phae		8,800	26,400	44,000	99,000	154,000
4d Dtrch Sed	8,880	26,640	44,400	99,900	155,400	222,000
4d Lke Phae	7,800	23,400	39,000	87,750	136,500	195,000
1929 Series 65, 6-cyl., 112.75" wb						
2d RS Rds	1,600	4,800	8,000	18,000	28,000	40,000
4d Tr	1,660	4,980	8,300	18,680	29,050	41,500
2d Bus Cpe	1,160	3,480	5,800	13,050	20,300	29,000
2d RS Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	1,020	3,060	5,100	11,480	17,850	25,500
1929 Series 75, 6-cyl.						
2d RS Rds	1,800	5,400	9,000	20,250	31,500	45,000
4d 5P Phae	2,000	6,000	10,000	22,500	35,000	50,000
4d DC Phae	2,080	6,240	10,400	23,400	36,400	52,000
4d 7P Phae	2,160	6,480	10,800	24,300	37,800	54,000
2d RS Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Conv Sed	1,840	5,520	9,200	20,700	32,200	46,000
2d RS Cpe	1,320	3,960	6,600	14,850	23,100	33,000
2d Cpe	1,380	4,140	6,900	15,530	24,150	34,500
4d Roy Sed	1,180	3,540	5,900	13,280	20,650	29,500
4d Crw Sed	1,240	3,720	6,200	13,950	21,700	31,000
4d Twn Sed	1,200	3,600	6,000	13,500	21,000	30,000
1929-30 Series 80 L Imperial, 6-cyl., 136" wb						
2d RS Rds	7,000	21,000	35,000	78,750	122,500	175,000
4d Lke DC Spt Phae	8,000	24,000	40,000	90,000	140,000	200,000
4d Lke 7P Phae	7,800	23,400	39,000	87,750	136,500	195,000
4d Lke Conv Sed		8,120	24,360	40,600	91,350	142,100
2d Lke RS Conv		7,200	21,600	36,000	81,000	126,000
2d 2P Cpe	2,600	7,800	13,000	29,250	45,500	65,000
2d RS Cpe	2,280	6,840	11,400	25,650	39,900	57,000
4d Sed	1,640	4,920	8,200	18,450	28,700	41,000
4d Twn Sed	1,680	5,040	8,400	18,900	29,400	42,000
4d 7P Sed	1,700	5,100	8,500	19,130	29,750	42,500
4d Limo	1,680	5,040	8,400	18,900	29,400	42,000
1930-31 (through December) Series Six, 6-cyl., 109" wb						
NOTE: (Continued through Dec. 1930.)						
2d RS Rds	1,760	5,280	8,800	19,800	30,800	44,000
4d Tr	1,600	4,800	8,000	18,000	28,000	40,000
2d RS Conv	1,800	5,400	9,000	20,250	31,500	45,000
2d Bus Cpe	1,160	3,480	5,800	13,050	20,300	29,000
2d Roy Cpe	1,200	3,600	6,000	13,500	21,000	30,000
4d Roy Sed	1,240	3,720	6,200	13,950	21,700	31,000
1930-31 Series 66, 6-cyl., 112-3/4" wb						
NOTE: (Continued through May 1931).						
2d RS Rds	1,760	5,280	8,800	19,800	30,800	44,000
4d Phae	1,820	5,460	9,100	20,480	31,850	45,500
2d Bus Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Roy Cpe	1,240	3,720	6,200	13,950	21,700	31,000
2d Brgm	1,260	3,780	6,300	14,180	22,050	31,500
4d Roy Sed	1,260	3,780	6,300	14,180	22,050	31,500
1930-31 Series 70, 6 cyl., 116-1/2" wb						
NOTE: (Continued through Feb. 1931.)						
2d RS Rds	1,720	5,160	8,600	19,350	30,100	43,000
2d RS Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Phae	1,920	5,760	9,600	21,600	33,600	48,000
2d Bus Cpe	1,220	3,660	6,100	13,730	21,350	30,500
2d Roy Cpe	1,260	3,780	6,300	14,180	22,050	31,500
2d Brgm	1,280	3,840	6,400	14,400	22,400	32,000
4d Roy Sed	1,300	3,900	6,500	14,630	22,750	32,500
1930-31 Series 77, 6-cyl., 124.5" wb						
2d RS Rds	1,960	5,880	9,800	22,050	34,300	49,000
4d DC Phae	2,000	6,000	10,000	22,500	35,000	50,000
2d RS Conv	1,880	5,640	9,400	21,150	32,900	47,000
2d Bus Cpe	1,280	3,840	6,400	14,400	22,400	32,000
2d Roy RS Cpe	1,350	4,040	6,740	15,170	23,590	33,700
2d Crw Cpe	1,360	4,080	6,800	15,300	23,800	34,000
4d Roy Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Crw Sed	1,400	4,200	7,000	15,750	24,500	35,000
1931-32 New Series Six, CM, 6-cyl., 116" wb						
NOTE: (Produced Jan. - Dec. 1931.)						
2d RS Rds	1,800	5,400	9,000	20,250	31,500	45,000
4d Tr	1,760	5,280	8,800	19,800	30,800	44,000
2d RS Conv	1,820	5,460	9,100	20,480	31,850	45,500
2d Bus Cpe	1,220	3,660	6,100	13,730	21,350	30,500

	6	5	4	3	2	1
2d Roy Cpe	1,260	3,780	6,300	14,180	22,050	31,500
4d Roy Sed	1,260	3,780	6,300	14,180	22,050	31,500
1931-32 Series 70, 6-cyl., 116-1/2" wb						
2d Bus Cpe	1,720	5,160	8,600	19,350	30,100	43,000
2d Roy Cpe	1,260	3,780	6,300	14,180	22,050	31,500
2d Brgm	1,280	3,840	6,400	14,400	22,400	32,000
4d Roy Sed	1,300	3,900	6,500	14,630	22,750	32,500
1931-32 First Series, CD, 8-cyl., 80 hp, 124" wb						
NOTE: (Built 7/17/30 - 1/31.)						
2d RS Rds	2,200	6,610	11,020	24,780	38,550	55,075
2d Spt Rds	2,240	6,730	11,220	25,250	39,270	56,100
2d Conv	1,920	5,750	9,590	21,580	33,570	47,950
2d Cpe	1,390	4,160	6,940	15,600	24,270	34,675
2d Spl Cpe	1,430	4,280	7,140	16,070	24,990	35,700
4d Roy Sed	1,350	4,040	6,730	15,140	23,560	33,650
4d Spl Roy Sed	1,370	4,100	6,840	15,380	23,920	34,175
1931-32 Second Series, CD, 8-cyl., 88 hp, 124" wb						
NOTE: (Built 2/2/31 - 5/18/31.)						
2d RS Spt Rds	2,240	6,730	11,220	25,250	39,270	56,100
4d Lke DC Phae	2,430	7,280	12,140	27,320	42,490	60,700
2d RS Conv	1,920	5,750	9,590	21,580	33,570	47,950
2d Roy Cpe	1,630	4,900	8,160	18,360	28,560	40,800
2d Spl Roy Cpe	1,390	4,160	6,940	15,600	24,270	34,675
4d Roy Sed	1,350	4,040	6,730	15,140	23,560	33,650
1931-32 Second Series CD						
4d Spl Roy Sed	1,340	4,020	6,700	15,080	23,450	33,500
1931-32 DeLuxe Series, CD, 8-cyl., 100 hp, 124" wb						
NOTE: (Built 5/19/31 - 11/31.)						
2d RS Rds	2,200	6,600	11,000	24,750	38,500	55,000
4d Lke DC Phae	2,380	7,140	11,900	26,780	41,650	59,500
2d RS Conv	1,880	5,640	9,400	21,150	32,900	47,000
2d RS Cpe	1,600	4,800	8,000	18,000	28,000	40,000
2d Roy Cpe	1,360	4,080	6,800	15,300	23,800	34,000
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
1931-32 Imperial, CG, 8-cyl., 125 hp, 145" wb						
NOTE: (Built July 17, 1930 thru Dec . 1931.)						
1931-32 Standard Line						
4d CC Sed	1,730	5,200	8,670	19,510	30,350	43,350
4d 5P Sed	1,730	5,190	8,650	19,460	30,280	43,250
4d 7P Sed	1,730	5,190	8,650	19,460	30,280	43,250
4d Limo	1,840	5,510	9,180	20,660	32,130	45,900
1931-32 Custom Line						
2d LeB RS Rds	12,640	37,920	63,200	142,200	221,200	316,000
4d LeB DC Phae	12,770	38,310	63,850	143,660	223,480	319,250
4d LeB Conv Sed	12,570	37,700	62,830	141,370	219,910	314,150
2d LeB RS Cpe	6,940	20,810	34,680	78,030	121,380	173,400
2d Wths Conv Vic	11,340	34,030	56,710	127,600	198,490	283,550
2d LeB Conv Spds	10,890	32,680	54,470	122,560	190,650	272,350
1932 Second Series, CI, 6-cyl., 116-1/2" wb						
NOTE: (Began 1/1/32).						
2d RS Rds	1,610	4,840	8,060	18,140	28,210	40,300
4d Phae	1,580	4,750	7,920	17,810	27,700	39,575
2d RS Conv	1,540	4,610	7,690	17,300	26,920	38,454
4d Conv Sed	1,580	4,750	7,920	17,810	27,700	39,575
2d Bus Cpe	1,290	3,860	6,430	14,460	22,490	32,125
2d RS Cpe	1,330	3,980	6,630	14,920	23,210	33,150
4d Sed	1,160	3,490	5,820	13,080	20,350	29,075
1932 Series CP, 8-cyl., 125" wb, 100 hp						
NOTE: (Began 1/1/32).						
2d RS Conv	3,180	9,550	15,910	35,800	55,690	79,550
4d Conv Sed	3,220	9,670	16,120	36,260	56,400	80,575
2d RS Cpe	2,040	6,120	10,200	22,950	35,700	51,000
2d Cpe	1,880	5,630	9,390	21,120	32,850	46,925
4d Sed	1,550	4,650	7,750	17,440	27,130	38,750
4d LeB Twn Car	2,370	7,100	11,830	26,620	41,410	59,150
1932 Imperial Series, CH, 8-cyl., 135" wb, 125 hp						
NOTE: (Began 1/1/32.)						
1932 Standard Line						
4d Conv Sed	8,490	25,460	42,430	95,470	148,510	212,150
2d RS Cpe	2,770	8,320	13,870	31,210	48,550	69,350
4d Sed	1,960	5,870	9,790	22,030	34,270	48,950
1932 Imperial Series, CL, 8-cyl., 146" wb, 125 hp						
NOTE: (Began 1/1/32.)						
1932 Custom Line - LeBaron bodies						
2d RS Conv	12,000	35,990	59,980	134,940	209,910	299,875
4d DC Phae	16,080	48,230	80,380	180,850	281,320	401,880
4d Conv Sed	12,890	38,680	64,470	145,050	225,630	322,325
1933 Series CO, 6-cyl., 116.5" wb						
2d RS Conv	2,160	6,490	10,810	24,320	37,840	54,050
4d Conv Sed	2,290	6,860	11,430	25,710	39,990	57,125
2d Bus Cpe	1,160	3,490	5,820	13,080	20,350	29,075
2d RS Cpe	1,410	4,220	7,040	15,840	24,640	35,200
2d Brgm	1,240	3,730	6,220	14,000	21,770	31,100
4d Sed	1,240	3,730	6,220	14,000	21,770	31,100
1933 Royal Series CT, 8-cyl., 119.5" wb						
2d RS Conv	2,450	7,340	12,240	27,540	42,840	61,200
4d Conv Sed	2,550	7,650	12,750	28,690	44,630	63,750
2d Bus Cpe	1,200	3,610	6,020	13,550	21,070	30,100
2d RS Cpe	1,410	4,220	7,040	15,840	24,640	35,200
4d Sed	1,240	3,730	6,220	14,000	21,770	31,100
4d 7P Sed	1,290	3,860	6,430	14,460	22,490	32,125
1933 Imperial Series CQ, 8-cyl., 126" wb						
2d RS Conv	3,670	11,020	18,360	41,310	64,260	91,800
4d Conv Sed	4,370	13,100	21,830	49,120	76,410	109,150
2d RS Cpe	2,140	6,430	10,710	24,100	37,490	53,550
2d 5P Cpe	1,980	5,940	9,900	22,260	34,630	49,475
4d Sed	1,650	4,960	8,260	18,590	28,910	41,300
1933 Imperial Custom, Series CL, 8-cyl., 146" wb						
2d RS Conv	12,930	38,800	64,670	145,510	226,350	323,350
4d WS Phae	13,950	41,860	69,770	156,980	244,200	348,850
4d CC Sed	3,100	9,300	15,500	34,880	54,260	77,520
1934 Series CA, 6-cyl., 117" wb						
2d RS Conv	1,750	5,260	8,770	19,730	30,700	43,850
2d Bus Cpe	1,200	3,610	6,020	13,550	21,070	30,100
2d RS Cpe	1,240	3,730	6,220	14,000	21,770	31,100
2d Brgm	1,100	3,310	5,510	12,400	19,290	27,550
4d Sed	1,060	3,180	5,310	11,940	18,570	26,525
1934 Series CB, 6-cyl., 121" wb						
4d Conv Sed	1,940	5,810	9,690	21,800	33,920	48,450
4d CC Sed	1,240	3,730	6,220	14,000	21,770	31,100
1934 Airflow, Series CU, 8-cyl., 123" wb						
2d Cpe	2,570	7,710	12,850	28,910	44,980	64,250
2d Brgm	2,290	6,860	11,430	25,710	39,990	57,125
4d Sed	2,160	6,490	10,810	24,320	37,840	54,050
4d Twn Sed	2,370	7,100	11,830	26,620	41,410	59,150
1934 Imperial Airflow, Series CV, 8-cyl., 128" wb						
2d Cpe	2,820	8,450	14,080	31,670	49,260	70,375
4d Sed	2,610	7,830	13,060	29,370	45,690	65,275
4d Twn Sed	2,820	8,450	14,080	31,670	49,260	70,375
1934 Imperial Custom Airflow, Series CX, 8-cyl., 137.5" wb						
4d Sed	2,860	8,570	14,280	32,130	49,980	71,400
4d Twn Sed	2,940	8,810	14,690	33,050	51,420	73,450
4d Limo	3,000	9,000	15,000	33,750	52,500	75,000
4d Twn Limo	3,200	9,600	16,000	35,990	55,980	79,975
1934 Imperial Custom Airflow, Series CW, 8-cyl., 146.5" wb						
4d Sed	6,220	18,670	31,110	70,000	108,890	155,550
4d Twn Sed	6,480	19,430	32,380	72,840	113,310	161,875
4d Limo	6,570	19,700	32,830	73,860	114,890	164,125
1935 Airstream Series C-6, 6-cyl., 118" wb						
2d RS Conv	1,590	4,770	7,960	17,900	27,840	39,775
2d Bus Cpe	1,120	3,370	5,610	12,620	19,640	28,050
2d RS Cpe	1,180	3,550	5,920	13,310	20,700	29,575
4d Tr Brgm	1,140	3,430	5,710	12,850	19,990	28,550
4d Sed	1,120	3,370	5,610	12,620	19,640	28,050
4d Tr Sed	1,140	3,430	5,710	12,850	19,990	28,550
1935 Airstream Series CZ, 8-cyl., 121" wb						
2d Bus Cpe	1,140	3,430	5,710	12,850	19,990	28,550
2d RS Cpe	1,220	3,670	6,120	13,770	21,420	30,600
2d Tr Brgm	1,200	3,610	6,020	13,550	21,070	30,100
4d Sed	1,140	3,430	5,710	12,850	19,990	28,550
4d Tr Sed	1,180	3,550	5,920	13,310	20,700	29,575
1935 Airstream DeLuxe Series CZ, 121" wb						
2d RS Conv	1,590	4,770	7,960	17,900	27,840	39,775
2d Bus Cpe	1,270	3,800	6,330	14,230	22,140	31,625
2d RS Cpe	1,350	4,040	6,730	15,140	23,560	33,650
2d Tr Brgm	1,220	3,670	6,120	13,770	21,420	30,600
4d Sed	1,020	3,070	5,120	11,510	17,900	25,575
4d Tr Sed	1,220	3,670	6,120	13,770	21,420	30,600
1935 Airstream DeLuxe, Series CZ, 8-cyl., 133" wb						
4d Trav Sed	1,270	3,800	6,330	14,230	22,140	31,625
4d 7P Sed	1,270	3,800	6,330	14,230	22,140	31,625
1935 Airflow Series C-1, 8-cyl., 123" wb						
2d Bus Cpe	2,290	6,860	11,430	25,710	39,990	57,125
2d Cpe	2,330	6,980	11,630	26,170	40,710	58,150
4d Sed	2,040	6,120	10,200	22,950	35,700	51,000
1935 Imperial Airflow Series C-2, 8-cyl., 128" wb						
2d Cpe	2,650	7,960	13,260	29,840	46,410	66,300
4d Sed	2,610	7,830	13,060	29,370	45,690	65,275
1935 Imperial Custom Airflow Series C-3, 8-cyl., 137" wb						
4d Sed	2,860	8,570	14,280	32,130	49,980	71,400
4d Twn Sed	2,940	8,810	14,690	33,050	51,420	73,450
4d Sed Limo	3,040	9,120	15,200	34,200	53,200	76,000
4d Twn Limo	3,260	9,790	16,320	36,720	57,120	81,600
1935 Imperial Custom Airflow Series C-W, 8-cyl., 146.5" wb						
4d Sed	4,900	14,690	24,480	55,080	85,680	122,400
4d Sed Limo	5,100	15,300	25,500	57,380	89,250	127,500
4d Twn Limo	5,220	15,670	26,110	58,750	91,390	130,550
1935 Imperial Custom Airflow by Le Baron						
4d Twn Limo	8,160	24,480	40,800	91,800	142,800	204,000
4d Twn Limo	8,000	24,000	40,000	100,000	140,000	200,000
4d Twn Limo	8,000	24,000	40,000	100,000	140,000	200,000
1936 Airstream Series C-7, 6-cyl., 118" wb						
2d RS Conv	1,510	4,530	7,550	16,990	26,430	37,750
4d Conv Sed	1,550	4,650	7,750	17,440	27,130	38,750
2d Bus Cpe	1,060	3,180	5,310	11,940	18,570	26,525
2d RS Cpe	1,100	3,310	5,510	12,400	19,290	27,550
2d Tr Brgm	980	2,940	4,900	11,010	17,130	24,475
4d Tr Sed	1,020	3,060	5,100	11,480	17,850	25,500
1936 Airstream DeLuxe Series C-8, 8-cyl., 121" wb						
2d RS Conv	1,550	4,650	7,750	17,440	27,130	38,750
4d Conv Sed	1,590	4,770	7,960	17,900	27,840	39,775
2d Bus Cpe	1,120	3,370	5,610	12,620	19,640	28,050
2d RS Cpe	1,160	3,490	5,820	13,080	20,350	29,075
2d Tr Brgm	1,330	3,980	6,630	14,920	23,210	33,150
4d Tr Sed	1,040	3,120	5,200	11,700	18,200	26,000
1936 Airstream DeLuxe, Series C-8, 8-cyl., 133" wb						
4d Trav Sed	1,060	3,180	5,310	11,940	18,570	26,525
4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed Limo	1,080	3,240	5,410	12,160	18,920	27,025
4d LeB Twn Sed	1,470	4,410	7,350	16,530	25,710	36,725
1936 Airflow, 8-cyl., 123" wb						
2d Cpe	2,290	6,860	11,430	25,710	39,990	57,125
4d Sed	2,450	7,340	12,240	27,540	42,840	61,200
1936 Imperial Airflow, 8-cyl., 128" wb						
2d Cpe	2,370	7,100	11,830	26,620	41,410	59,150
4d Sed	2,290	6,860	11,430	25,710	39,990	57,125
1936 Imperial Custom Airflow, 8-cyl., 137" wb						
4d Sed	2,570	7,710	12,850	28,910	44,980	64,250
4d Sed Limo	2,690	8,080	13,470	30,300	47,130	67,325
1936 Imperial Custom Airflow, 8-cyl., 146.5" wb						
4d 8P Sed	5,770	17,320	28,870	64,950	101,030	144,325
4d Sed Limo	5,900	17,690	29,480	66,330	103,180	147,400
1937 Royal, 6-cyl., 116" wb						
2d RS Conv	2,160	6,490	10,810	24,320	37,840	54,050
4d Conv Sed	2,570	7,710	12,850	28,910	44,980	64,250
2d Bus Cpe	1,010	3,030	5,050	11,360	17,680	25,250
2d RS Cpe	1,130	3,400	5,660	12,740	19,810	28,300
2d Brgm	1,010	3,030	5,050	11,360	17,680	25,250
2d Tr Brgm	1,050	3,150	5,260	11,820	18,390	26,275
4d Sed	1,010	3,030	5,050	11,360	17,680	25,250
4d Tr Sed	980	2,930	4,890	11,000	17,120	24,450
1937 Royal, 6-cyl., 133" wb						
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed Limo	1,040	3,120	5,200	11,700	18,200	26,000
4d Der Twn Car	1,490	4,470	7,450	16,750	26,060	37,225
1937 Airflow, 8-cyl., 128" wb						
2d Cpe	2,370	7,100	11,830	26,620	41,410	59,150
4d Sed	2,290	6,860	11,430	25,710	39,990	57,125
1937 Imperial, 8-cyl., 121" wb						
2d RS Conv	2,770	8,320	13,870	31,210	48,550	69,350
4d Conv Sed	2,720	8,160	13,610	30,610	47,620	68,025
2d Bus Cpe	1,840	5,510	9,180	20,660	32,130	45,900
2d RS Cpe	1,880	5,630	9,390	21,120	32,850	46,925
2d Tr Brgm	1,880	5,630	9,390	21,120	32,850	46,925
4d Tr Sed	1,840	5,510	9,180	20,660	32,130	45,900
1937 Imperial Custom, 8-cyl., 140" wb						
4d 5P Sed	2,290	6,860	11,430	25,710	39,990	57,125
4d 7P Sed	2,370	7,100	11,830	26,620	41,410	59,150
4d Sed Limo	2,820	8,450	14,080	31,670	49,260	70,375
4d Twn Limo	2,860	8,570	14,280	32,130	49,980	71,400
1937 Custom Built Models						
4d Der Fml Conv Twn Car	4,080	12,240	20,400	45,900	71,400	102,000
4d Der Conv Vic	4,040	12,120	20,200	45,440	70,680	100,975
1937 Imperial Custom Airflow, 8-cyl., 146.5" wb						
4d Sed Limo	6,000	17,990	29,990	67,480	104,970	149,950
1938 Royal, 6-cyl., 119" wb						
2d RS Conv	1,550	4,650	7,750	17,440	27,130	38,750
4d Conv Sed	1,510	4,530	7,550	16,990	26,430	37,750
2d Bus Cpe	1,220	3,670	6,120	13,770	21,420	30,600
2d RS Cpe	1,140	3,430	5,710	12,850	19,990	28,550
2d Brgm	980	2,940	4,900	11,010	17,130	24,475
2d Tr Brgm	1,100	3,310	5,510	12,400	19,290	27,550
4d Sed	980	2,940	4,900	11,010	17,130	24,475
4d Tr Sed	1,020	3,060	5,100	11,480	17,850	25,500
1938 4d Royal, 6-cyl., 136" wb						
4d 7P Sed	1,100	3,310	5,510	12,400	19,290	27,550
4d 7P Limo Sed	1,100	3,310	5,510	12,400	19,290	27,550
1938 Imperial, 8-cyl., 125" wb						
2d RS Conv	2,570	7,710	12,850	28,910	44,980	64,250
4d Conv Sed	2,770	8,320	13,870	31,210	48,550	69,350
2d Bus Cpe	1,980	5,940	9,900	22,260	34,630	49,475
2d RS Cpe	2,020	6,060	10,100	22,730	35,350	50,500
4d Tr Brgm	1,900	5,690	9,490	21,340	33,200	47,425
4d Tr Sed	1,940	5,810	9,690	21,800	33,920	48,450
1938 New York Special, 8-cyl., 125" wb						
4d Tr Sed	1,960	5,870	9,790	22,030	34,270	48,950
1938 Imperial Custom, 8-cyl., 144" wb						
4d 5P Sed	2,430	7,280	12,140	27,320	42,490	60,700
4d Sed	2,380	7,150	11,920	26,810	41,700	59,575
4d Limo Sed	2,550	7,650	12,750	28,690	44,630	63,750
1938 Derham customs on C-20 chassis						
4d Twn Sed	2,040	6,120	10,200	22,950	35,700	51,000
4d Twn Limo	2,160	6,490	10,810	24,320	37,840	54,050
2d Conv Vic	4,200	12,610	21,010	47,270	73,540	105,050
4d Conv Sed	4,080	12,240	20,400	45,900	71,400	102,000
1939 Royal, 6-cyl., 119" wb						
2d Cpe	1,470	4,410	7,350	16,530	25,710	36,725
2d Vic Cpe	1,510	4,530	7,550	16,990	26,430	37,750
2d Brgm	1,350	4,040	6,730	15,140	23,560	33,650
4d Sed	1,390	4,160	6,940	15,600	24,270	34,675
1939 Royal, 6-cyl., 136" wb						
4d 7P Sed	1,510	4,530	7,550	16,990	26,430	37,750
4d Limo	1,550	4,650	7,750	17,440	27,130	38,750
1939 Royal Windsor, 6-cyl., 119" wb						
2d Cpe	1,100	3,310	5,510	12,400	19,290	27,550
2d Vic Cpe	1,140	3,430	5,710	12,850	19,990	28,550
2d Clb Cpe	1,180	3,550	5,920	13,310	20,700	29,575
4d Sed	1,140	3,430	5,710	12,850	19,990	28,550
1939 Imperial, 8-cyl., 125" wb						
2d Cpe	2,160	6,490	10,810	24,320	37,840	54,050
2d Vic Cpe	2,140	6,420	10,700	24,080	37,450	53,500
2d Brgm	1,730	5,200	8,670	19,510	30,350	43,350
4d Sed	1,820	5,450	9,080	20,430	31,780	45,400
1939 New Yorker, 8-cyl., 125" wb						
2d Cpe	1,290	3,860	6,430	14,460	22,490	32,125
2d Vic Cpe	1,330	3,980	6,630	14,920	23,210	33,150
2d Clb Cpe	1,310	3,920	6,530	14,690	22,860	32,650
4d Sed	1,290	3,860	6,430	14,460	22,490	32,125
1939 Saratoga, 8-cyl., 125" wb						
2d Clb Cpe	1,200	3,610	6,020	13,550	21,070	30,100
4d Sed	1,080	3,240	5,410	12,160	18,920	27,025
1939 Imperial Custom, 8-cyl., 144" wb						
4d 5P Sed	2,490	7,470	12,450	28,000	43,560	62,225
4d 7P Sed	2,530	7,590	12,650	28,460	44,280	63,250
4d Limo	2,530	7,590	12,650	28,460	44,280	63,250
1939 Special Derham customs on C-24 chassis						
4d 7P Tr	2,240	6,730	11,220	25,250	39,270	56,100
4d Conv Sed	4,080	12,240	20,400	45,900	71,400	102,000
4d Conv Twn Car	3,880	11,640	19,400	43,650	67,900	97,000
1940 Royal, 6-cyl., 122.5" wb						
2d 3P Cpe	1,450	4,350	7,260	16,320	25,390	36,275
2d 6P Cpe	1,490	4,470	7,450	16,750	26,060	37,225
2d Vic Sed	1,400	4,200	7,000	15,740	24,480	34,975
4d Sed	1,390	4,160	6,940	15,600	24,270	34,675
1940 Royal, 6-cyl., 139.5" wb						
4d 8P Sed	1,510	4,530	7,550	16,990	26,430	37,750
4d 8P Limo	1,550	4,650	7,750	17,440	27,130	38,750
1940 Windsor, 6-cyl., 122.5" wb						
2d Conv Cpe	1,840	5,510	9,180	20,660	32,130	45,900
2d 3P Cpe	1,100	3,310	5,510	12,400	19,290	27,550
2d 6P Cpe	1,200	3,610	6,020	13,550	21,070	30,100
2d Vic Sed	990	2,970	4,960	11,150	17,340	24,775
4d Sed	960	2,880	4,800	10,790	16,780	23,975
1940 Windsor, 6-cyl., 139.5" wb						
4d 8P Sed	1,020	3,060	5,100	11,480	17,850	25,500
4d 8P Limo	1,100	3,310	5,510	12,400	19,290	27,550
1940 Traveler, 8-cyl., 128" wb						
2d 3P Cpe	1,390	4,160	6,940	15,600	24,270	34,675
2d 6P Cpe	1,430	4,280	7,140	16,070	24,990	35,700
2d Vic Sed	1,280	3,830	6,390	14,370	22,350	31,925
4d Sed	1,280	3,830	6,390	14,370	22,350	31,925
1940 Saratoga, 8-cyl., 128.5" wb						
4d Sed	1,250	3,740	6,230	14,010	21,790	31,125
4d Fml Sed Div Twn Car	1,720	5,150	8,590	19,330	30,070	42,950

	6	5	4	3	2	1
	2,040	6,120	10,200	22,950	35,700	51,000
1940 New Yorker, 8-cyl., 128.5" wb						
2d Conv Cpe	2,040	6,120	10,200	22,950	35,700	51,000
2d 3P Cpe	1,430	4,280	7,140	16,070	24,990	35,700
2d 6P Cpe	1,470	4,410	7,350	16,530	25,710	36,725
2d Vic Sed	1,300	3,910	6,510	14,650	22,790	32,550
4d Sed	1,260	3,790	6,320	14,230	22,130	31,620
4d Fml Sed Div	1,960	5,870	9,790	22,030	34,270	48,950
1940 Crown Imperial, 8-cyl., 145.5" wb						
4d 6P Sed	1,880	5,630	9,390	21,120	32,850	46,925
4d 6P Twn Limo						
	2,000	6,000	10,000	22,490	34,980	49,975
4d 8P Twn Limo						
	2,000	6,000	10,000	22,490	34,980	49,975
4d 8P Sed	1,920	5,750	9,590	21,580	33,570	47,950
4d 8P Sed Limo						
	2,000	6,000	10,000	22,490	34,980	49,975
4d 8P Limo	2,000	6,000	10,000	22,490	34,980	49,975
4d Nwpt Parade Phae				value not estimable		
2d Thunderbolt				value not estimable		
1941 Royal, 6-cyl., 121.5" wb						
2d 3P Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d 6P Clb Cpe	1,020	3,060	5,100	11,480	17,850	25,500
2d Brgm	920	2,750	4,590	10,330	16,070	22,950
4d Sed	940	2,810	4,690	10,550	16,420	23,450
4d Twn Sed	960	2,880	4,800	10,790	16,780	23,975
4d 6P T&C Wag						
	15,500	46,510	77,520	174,420	271,320	387,600
4d 9P T&C Wag						
	16,320	48,960	81,600	183,600	285,600	408,000
1941 Royal, 6-cyl., 139.5" wb						
4d 8P Sed	960	2,880	4,800	10,790	16,780	23,975
4d 8P Limo Sed						
	1,000	3,000	5,000	11,250	17,500	25,000
1941 Windsor, 6-cyl., 121.5" wb						
2d Conv Cpe	1,630	4,900	8,160	18,360	28,560	40,800
2d 3P Cpe	1,140	3,430	5,710	12,850	19,990	28,550
2d 6P Clb Cpe	1,160	3,490	5,820	13,080	20,350	29,075
2d Brgm	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Twn Sed	1,080	3,240	5,410	12,160	18,920	27,025
1941 Windsor, 6-cyl., 139.5" wb						
4d 8P Sed	1,140	3,430	5,710	12,850	19,990	28,550
4d 8P Sed Limo						
	1,180	3,550	5,920	13,310	20,700	29,575
1941 Saratoga, 8-cyl., 127.5" wb						
2d 3P Cpe	1,180	3,550	5,920	13,310	20,700	29,575
2d 6P Clb Cpe	1,160	3,490	5,820	13,080	20,350	29,075
2d Brgm	1,020	3,060	5,100	11,480	17,850	25,500
4d Sed	1,060	3,180	5,310	11,940	18,570	26,525
4d Twn Sed	1,080	3,240	5,410	12,160	18,920	27,025
1941 New Yorker, 8-cyl., 127.5" wb						
2d Conv Cpe	2,120	6,370	10,610	23,870	37,140	53,050
3P Cpe	1,370	4,100	6,840	15,380	23,920	34,175
2d 6P Cpe	1,370	4,100	6,840	15,380	23,920	34,175
2d Brgm	1,160	3,490	5,820	13,080	20,350	29,075
4d Sed	1,200	3,610	6,020	13,550	21,070	30,100
4d Twn Sed	1,220	3,670	6,120	13,770	21,420	30,600
4d 6P Sed	1,310	3,920	6,530	14,690	22,860	32,650
4d 8P Sed	1,350	4,040	6,730	15,140	23,560	33,650
4d 8P Sedan Limo						
	1,550	4,650	7,750	17,440	27,130	38,750
4d 8P Limo	1,630	4,900	8,160	18,360	28,560	40,800
4d Laudalet Limo						
	1,960	5,870	9,790	22,030	34,270	48,950
4d LeB Twn Limo						
	2,040	6,120	10,200	22,950	35,700	51,000
1941 New Yorker Special/Crown Imperial, 8-cyl., 127.5" wb						
4d Twn Sed	2,000	6,000	10,000	22,490	34,980	49,975
C-33 Series.						
1942 Royal, 6-cyl., 121.5" wb						
2d 3P Cpe	1,100	3,310	5,510	12,400	19,290	27,550
2d 6P Clb Cpe	1,120	3,370	5,610	12,620	19,640	28,050
2d Brgm	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	1,020	3,060	5,100	11,480	17,850	25,500
4d Twn Sed	1,040	3,120	5,200	11,700	18,200	26,000
1942 Royal, 6-cyl., 139.5" wb						
4d 8P Sed	1,030	3,100	5,160	11,610	18,060	25,800
4d 8P Limo	1,050	3,160	5,270	11,850	18,430	26,325
1942 Windsor, 6-cyl., 121.5" wb						
2d Conv Cpe	2,040	6,120	10,200	22,950	35,700	51,000
2d 3P Cpe	1,200	3,610	6,020	13,550	21,070	30,100
2d 6P Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Brgm	1,060	3,180	5,310	11,940	18,570	26,525
4d Sed	1,080	3,240	5,410	12,160	18,920	27,025
4d Twn Sed	1,060	3,180	5,310	11,940	18,570	26,525
4d 6P T&C Wag						
	16,320	48,960	81,600	183,600	285,600	408,000
4d 9P T&C Wag						
	16,320	48,960	81,600	183,600	285,600	408,000
1942 Windsor, 6-cyl., 139.5" wb						
4d 8P Sed	1,140	3,430	5,710	12,850	19,990	28,550
4d 8P Limo	1,180	3,550	5,920	13,310	20,700	29,575
1942 Saratoga, 8-cyl., 127.5" wb						
2d 6P Cpe	1,290	3,860	6,430	14,460	22,490	32,125
2d 3P Cpe	1,270	3,800	6,330	14,230	22,140	31,625
2d Brgm	1,110	3,340	5,570	12,530	19,500	27,850
4d Sed	1,080	3,230	5,390	12,120	18,850	26,925
4d Twn Sed	1,120	3,370	5,610	12,620	19,640	28,050
1942 New Yorker, 8-cyl., 127.5" wb						
2d Conv Cpe	1,750	5,260	8,770	19,730	30,700	43,850
2d Der Conv Cpe						
	2,080	6,240	10,410	23,410	36,420	52,025
2d 6P Cpe	1,310	3,920	6,530	14,690	22,860	32,650
2d 3P Cpe	1,310	3,920	6,530	14,690	22,860	32,650
2d Brgm	1,140	3,430	5,710	12,850	19,990	28,550
4d Sed	1,140	3,430	5,710	12,850	19,990	28,550
4d Twn Sed	1,180	3,550	5,920	13,310	20,700	29,575
1942 Crown Imperial, 8-cyl., 145.5" wb						
4d 6P Sed	1,860	5,570	9,280	20,880	32,480	46,400
4d 8P Sed	1,900	5,690	9,490	21,340	33,200	47,425
4d 8P Sed Limo						
	1,980	5,940	9,900	22,260	34,630	49,475
1942 Derham Customs						
4d Conv Sed	4,080	12,240	20,400	45,900	71,400	102,000
4d Twn Car	2,450	7,340	12,240	27,540	42,840	61,200
4d Fml Twn Car	2,650	7,960	13,260	29,840	46,410	66,300
1946-48 Royal Series, 6-cyl., 121.5" wb						
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Clb Cpe	900	2,700	4,500	10,130	15,750	22,500
2d Sed	780	2,340	3,900	8,780	13,650	19,500
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1946-48 Royal Series, 6-cyl., 139.5" wb						
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Limo	1,040	3,120	5,200	11,700	18,200	26,000
1946-48 Windsor Series, 6-cyl., 121.5" wb						
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
2d Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Clb Cpe	940	2,820	4,700	10,580	16,450	23,500
2d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Sed	780	2,340	3,900	8,780	13,650	19,500
4d Trav Sed	840	2,520	4,200	9,450	14,700	21,000
1946-48 Windsor Series, 6-cyl., 139.5" wb						
4d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Limo	960	2,880	4,800	10,800	16,800	24,000
1946-48 Saratoga Series, 8-cyl., 127.5" wb						
2d 3P Cpe	940	2,820	4,700	10,580	16,450	23,500
2d Clb Cpe	960	2,880	4,800	10,800	16,800	24,000
2d Sed	780	2,340	3,900	8,780	13,650	19,500
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1946-48 New Yorker, 8-cyl., 127.5" wb						
2d Conv	1,440	4,320	7,200	16,200	25,200	36,000
2d Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Clb Cpe	940	2,820	4,700	10,580	16,450	23,500
2d Sed	840	2,520	4,200	9,450	14,700	21,000
4d Sed	860	2,580	4,300	9,680	15,050	21,500
1946-48 Town & Country						
2d Conv	9,000	27,000	45,000	101,250	157,500	225,000
4d Sed	6,000	18,000	30,000	67,500	105,000	150,000
1946-48 Imperial C-40						
4d Limo	1,120	3,360	5,600	12,600	19,600	28,000
4d 8P Sed	1,080	3,240	5,400	12,150	18,900	27,000
1949 Royal - Second Series, 6-cyl., 125.5" wb						
First Series 1949 is the same as 1948.						
2d Clb Cpe	800	2,400	4,000	9,000	14,000	20,000
4d Sed	740	2,220	3,700	8,330	12,950	18,500
4d Sta Wag (wood body)						
	3,400	10,200	17,000	38,250	59,500	85,000
1949 Royal - Second Series, 6-cyl., 139.5" wb						
4d Sed	752	2,256	3,760	8,460	13,160	18,800
1949 Windsor - Second Series, 6-cyl., 125.5" wb						
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
2d Clb Cpe	820	2,460	4,100	9,230	14,350	20,500
4d Sed	748	2,244	3,740	8,420	13,090	18,700
1949 Windsor - Second Series, 6-cyl., 139.5" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Limo	840	2,520	4,200	9,450	14,700	21,000
1949 Saratoga - Second Series, 8-cyl., 131.5" wb						
2d Clb Cpe	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1949 New Yorker - Second Series, 8-cyl., 131.5" wb						
2d Conv	3,200	9,600	16,000	36,000	56,000	80,000
2d Clb Cpe	1,280	3,840	6,400	14,400	22,400	32,000
4d Sed	900	2,700	4,500	10,130	15,750	22,500
1949 Town & Country - Second Series, 8-cyl., 131.5" wb						
2d Conv	4,000	12,000	20,000	45,000	70,000	100,000
1949 Imperial - Second Series, 8-cyl., 131.5" wb						
4d Sed Der	920	2,760	4,600	10,350	16,100	23,000
1949 Crown Imperial, 8-cyl., 145.5" wb						
4d 8P Sed	960	2,880	4,800	10,800	16,800	24,000
4d Limo	1,040	3,120	5,200	11,700	18,200	26,000
1950 Royal Series, 6-cyl., 125.5" wb						
4d Sed	810	2,440	4,070	9,160	14,250	20,350
2d Clb Cpe	760	2,280	3,800	8,550	13,300	19,000
4d Stl T&C Sta Wag						
	3,760	11,290	18,810	42,320	65,840	94,050
4d Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
1950 Royal Series, 6-cyl., 139.5" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
1950 Windsor Series, 6-cyl., 125.5" wb						
2d Conv	1,330	3,990	6,650	14,960	23,280	33,250
2d Newport HT	1,030	3,080	5,130	11,540	17,960	25,650
2d Clb Cpe	870	2,620	4,370	9,830	15,300	21,850
4d Sed	710	2,130	3,550	7,990	12,430	17,750
4d Trav Sed	840	2,510	4,180	9,410	14,630	20,900
1950 Windsor Series, 6-cyl., 139.5" wb						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Limo	800	2,390	3,990	8,980	13,970	19,950
1950 Saratoga, 8-cyl., 131.5" wb						
2d Clb Cpe	990	2,960	4,940	11,120	17,290	24,700
4d Sed	840	2,510	4,180	9,410	14,630	20,900
1950 New Yorker, 8-cyl., 131.5" wb						
2d Conv	1,330	3,980	6,630	14,920	23,210	33,150
2d Newport HT	1,120	3,360	5,600	12,600	19,600	28,000
2d Clb Cpe	1,180	3,530	5,890	13,250	20,620	29,450
4d Sed	850	2,540	4,230	9,510	14,790	21,125
1950 Town & Country, 8-cyl., 131.5" wb						
2d Newport HT	3,800	11,400	19,000	42,750	66,500	95,000
1950 Imperial, 8-cyl., 131.5" wb						
4d Sed	870	2,620	4,370	9,830	15,300	21,850
1950 Crown Imperial, 8-cyl., 145.5" wb						
4d Sed	910	2,740	4,560	10,260	15,960	22,800
4d Limo	990	2,960	4,940	11,120	17,290	24,700
1951-52 Windsor Series, 6-cyl., 125.5" wb						
2d Clb Cpe	910	2,740	4,560	10,260	15,960	22,800
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d T&C Sta Wag						
	2,010	6,040	10,070	22,660	35,250	50,350
1951-52 Windsor Series, 6-cyl., 139.5" wb						
4d Sed	860	2,570	4,290	9,650	15,020	21,450
1951-52 Windsor DeLuxe, 6-cyl., 125.5" wb						
2d Conv	1,710	5,130	8,550	19,240	29,930	42,750
2d Newport HT	910	2,740	4,560	10,260	15,960	22,800
2d Clb Cpe (1951 only)						
	760	2,280	3,800	8,550	13,300	19,000
4d Sed	860	2,570	4,290	9,650	15,020	21,450
4d Trav Sed (1951 only)						
	790	2,380	3,960	8,910	13,860	19,800
1951-52 Windsor DeLuxe, 6-cyl., 139.5" wb						
4d Sed	810	2,440	4,070	9,160	14,250	20,350
4d Limo	760	2,280	3,800	8,550	13,300	19,000
1951-52 Saratoga, V-8, 125.5" wb						
2d Clb Cpe	990	2,960	4,940	11,120	17,290	24,700
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d T&C Sta Wag (1951 only)						
	1,200	3,600	6,000	13,500	21,000	30,000
1951-52 Saratoga, V-8, 139.5" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Limo (1951 only)						
	840	2,510	4,180	9,410	14,630	20,900
1951-52 New Yorker, V-8, 131.5" wb						
2d Conv	1,820	5,470	9,120	20,520	31,920	45,600
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Clb Cpe (1951 only)						
	1,220	3,650	6,080	13,680	21,280	30,400
4d Sed	860	2,570	4,290	9,650	15,020	21,450
4d T&C Sta Wag (1951 only)						
	1,710	5,130	8,550	19,240	29,930	42,750
1951-52 Imperial, V-8, 131.5" wb						
2d Conv (1951 only)						
	2,660	7,980	13,300	29,930	46,550	66,500
2d HT	1,250	3,760	6,270	14,110	21,950	31,350
2d Clb Cpe	1,140	3,420	5,700	12,830	19,950	28,500
4d Sed	860	2,570	4,280	9,620	14,960	21,375
1951-52 Crown Imperial, V-8, 145.5" wb						
4d Sed	910	2,740	4,560	10,260	15,960	22,800
4d Limo	990	2,960	4,940	11,120	17,290	24,700
1953 Windsor Series, 6-cyl., 125.5" wb						
2d Clb Cpe	910	2,740	4,560	10,260	15,960	22,800
4d Sed	790	2,380	3,960	8,910	13,860	19,800
4d T&C Sta Wag						
	1,900	5,700	9,500	21,380	33,250	47,500
1953 Windsor Series, 6-cyl., 139.5" wb						
4d Sed	770	2,310	3,850	8,660	13,480	19,250
1953 Windsor DeLuxe Series, 6-cyl., 125.5" wb						
2d Conv	1,710	5,130	8,550	19,240	29,930	42,750
2d HT	950	2,850	4,750	10,690	16,630	23,750
4d Sed	810	2,420	4,030	9,060	14,090	20,125
1953 New Yorker, V-8, 125.5" wb						
2d Clb Cpe	1,100	3,310	5,510	12,400	19,290	27,550
2d HT	1,220	3,650	6,080	13,680	21,280	30,400
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d T&C Sta Wag						
	1,710	5,130	8,550	19,240	29,930	42,750
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1953 New Yorker Deluxe, V-8, 125.5" wb						
2d Conv	1,820	5,470	9,120	20,520	31,920	45,600
2d HT	1,250	3,760	6,270	14,110	21,950	31,350
2d Clb Cpe	1,140	3,420	5,700	12,830	19,950	28,500
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1953 Custom Imperial Series, V-8, 133.5" wb						
4d Sed	860	2,570	4,280	9,620	14,960	21,375
4d Twn Limo	970	2,910	4,850	10,900	16,960	24,225
1953 Custom Imperial, V-8, 131.5" wb						
2d HT	1,330	3,990	6,650	14,960	23,280	33,250
1953 Crown Imperial, V-8, 145.5" wb						
4d Sed	890	2,680	4,470	10,050	15,630	22,325
4d Limo	990	2,960	4,940	11,120	17,290	24,700
1954 Windsor DeLuxe Series, 6-cyl., 125.5" wb						
2d Conv	1,710	5,130	8,550	19,240	29,930	42,750
2d HT	1,010	3,020	5,040	11,330	17,620	25,175
2d Clb Cpe	840	2,510	4,180	9,410	14,630	20,900
4d Sed	850	2,540	4,230	9,510	14,790	21,125
4d T&C Sta Wag						
	1,250	3,760	6,270	14,110	21,950	31,350
1954 Windsor DeLuxe Series, 6-cyl., 139.5" wb						
4d Sed	820	2,450	4,090	9,200	14,320	20,450
1954 New Yorker Series, V-8, 125.5" wb						
2d HT	1,220	3,650	6,080	13,680	21,280	30,400
2d Clb Cpe	1,100	3,310	5,510	12,400	19,290	27,550
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d T&C Sta Wag						
	1,710	5,130	8,550	19,240	29,930	42,750
1954 New Yorker Series, V-8, 139.5" wb						
4d Sed	870	2,620	4,370	9,830	15,300	21,850
1954 New Yorker DeLuxe Series, V-8, 125.5" wb						
2d Conv	1,860	5,590	9,310	20,950	32,590	46,550
2d HT	1,240	3,710	6,180	13,890	21,610	30,875
2d Clb Cpe	1,060	3,190	5,320	11,970	18,620	26,600
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1954 Custom Imperial, V-8, 133.5" wb						
4d Sed	850	2,560	4,270	9,600	14,930	21,325
4d Limo	970	2,910	4,850	10,900	16,960	24,225
1954 Custom Imperial, V-8, 131" wb						
2d HT Newport	1,330	3,990	6,650	14,960	23,280	33,250
1954 Crown Imperial, V-8, 145.5" wb						
4d Sed	890	2,680	4,470	10,050	15,630	22,325
4d Limo	990	2,960	4,940	11,120	17,290	24,700

NOTE: In 1955, Imperial became a separate division of Chrysler Corporation, and was no longer just a model of Chrysler. 1955-1975 Imperial listings directly follow Chrysler\Eagle listings.

	6	5	4	3	2	1
1955 Windsor DeLuxe Series, V-8, 126" wb						
2d Conv	3,800	11,400	19,000	42,750	66,500	95,000
2d HT Newport	1,330	3,990	6,650	14,960	23,280	33,250
2d HT Nassau	1,480	4,450	7,410	16,670	25,940	37,050
4d Sed	990	2,960	4,940	11,120	17,290	24,700
4d T&C Sta Wag						
	1,250	3,760	6,270	14,110	21,950	31,350
1955 Windsor DeLuxe Series, V-8, 126"						

Note: Add 5% for Windsor Green Falcon or Blue Herron. Add 5% for St. Regis trim.

1955 New Yorker Deluxe Series, V-8, 126" wb						
2d Conv	4,920	14,760	24,600	55,350	86,100	123,000
2d HT St. Regis	2,510	7,520	12,540	28,220	43,890	62,700
2d HT Newport	2,130	6,380	10,640	23,940	37,240	53,200
4d Sed	1,370	4,100	6,840	15,390	23,940	34,200
4d T&C Sta Wag						

	6	5	4	3	2	1
	1,630	4,900	8,170	18,380	28,600	40,850
1955 300 Series, V-8, 126" wb						
2d Spt Cpe	5,130	15,390	25,650	57,710	89,780	128,250
1956 Windsor Series, V-8						
2d Conv	3,800	11,400	19,000	42,750	66,500	95,000
2d HT Newport	1,440	4,330	7,220	16,250	25,270	36,100
2d HT Nassau	1,480	4,440	7,400	16,650	25,900	37,000
4d HT	1,180	3,530	5,890	13,250	20,620	29,450
4d Sed	950	2,850	4,750	10,690	16,630	23,750
4d T&C Sta Wag	1,250	3,760	6,270	14,110	21,950	31,350
1956 New Yorker Series, V-8						
2d Conv	4,260	12,770	21,280	47,880	74,480	106,400
2d HT St. Regis	2,510	7,520	12,540	28,220	43,890	62,700
2d HT Newport	2,280	6,840	11,400	25,650	39,900	57,000
4d HT	1,350	4,060	6,770	15,220	23,680	33,825
4d Sed	1,330	3,990	6,650	14,960	23,280	33,250
4d T&C Sta Wag	1,620	4,850	8,080	18,170	28,260	40,375
1956 300 Letter Series "B", V-8						
2d HT	5,130	15,390	25,650	57,710	89,780	128,250
1957 Windsor Series, V-8						
2d HT	1,670	5,020	8,360	18,810	29,260	41,800
4d HT	1,180	3,530	5,890	13,250	20,620	29,450
4d Sed	1,060	3,190	5,320	11,970	18,620	26,600
4d T&C Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1957 Saratoga Series, V-8						
2d HT	2,110	6,330	10,550	23,730	36,910	52,725
4d HT	1,480	4,450	7,410	16,670	25,940	37,050
4d Sed	1,130	3,400	5,660	12,740	19,810	28,300
1957 New Yorker Series, V-8						
2d Conv	4,180	12,540	20,900	47,030	73,150	104,500
2d HT	2,390	7,180	11,970	26,930	41,900	59,850
4d HT	1,220	3,650	6,080	13,680	21,280	30,400
4d Sed	1,410	4,220	7,030	15,820	24,610	35,150
4d T&C Sta Wag	1,980	5,930	9,880	22,230	34,580	49,400
1957 300 Letter Series "C", V-8						
2d Conv	6,080	18,240	30,400	68,400	106,400	152,000
2d HT	3,420	10,260	17,100	38,480	59,850	85,500
1958 Windsor Series, V-8						
2d HT	1,670	5,020	8,360	18,810	29,260	41,800
4d HT	1,180	3,530	5,890	13,250	20,620	29,450
4d Sed	1,060	3,190	5,320	11,970	18,620	26,600
4d T&C Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1958 Saratoga Series, V-8						
2d HT	2,090	6,270	10,450	23,510	36,580	52,250
4d HT	1,480	4,450	7,410	16,670	25,940	37,050
4d Sed	1,140	3,420	5,700	12,830	19,950	28,500
1958 New Yorker Series, V-8						
2d Conv	4,180	12,540	20,900	47,030	73,150	104,500
2d HT	2,390	7,180	11,970	26,930	41,900	59,850
4d HT	1,410	4,220	7,030	15,820	24,610	35,150
4d Sed	1,220	3,650	6,080	13,680	21,280	30,400
4d 6P T&C Sta Wag	1,900	5,700	9,500	21,380	33,250	47,500
4d 9P T&C Sta Wag	1,920	5,760	9,600	21,600	33,600	48,000
1958 300 Letter Series "D"						
2d Conv	6,080	18,240	30,400	68,400	106,400	152,000
2d HT	3,420	10,260	17,100	38,480	59,850	85,500
NOTE: With EFI, value inestimable.						
1959 Windsor Series, V-8						
2d Conv	2,580	7,750	12,920	29,070	45,220	64,600
2d HT	1,710	5,130	8,550	19,240	29,930	42,750
4d HT	1,180	3,530	5,890	13,250	20,620	29,450
4d Sed	1,060	3,190	5,320	11,970	18,620	26,600
1959 Windsor, V-8						
4d 6P Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
4d 9P Sta Wag	1,560	4,670	7,790	17,530	27,270	38,950
1959 Saratoga Series, V-8						
4d Sed	1,140	3,420	5,700	12,830	19,950	28,500
4d HT	1,480	4,450	7,410	16,670	25,940	37,050
2d HT	2,110	6,340	10,570	23,780	37,000	52,850
1959 New Yorker Series, V-8						
2d Conv	4,100	12,310	20,520	46,170	71,820	102,600
2d HT	2,390	7,180	11,970	26,930	41,900	59,850
4d HT	1,410	4,220	7,030	15,820	24,610	35,150
4d Sed	1,220	3,650	6,080	13,680	21,280	30,400
1959 Town & Country, V-8						
4d 6P Sta Wag	1,900	5,700	9,500	21,380	33,250	47,500
4d 9P Sta Wag	1,940	5,810	9,690	21,800	33,920	48,450
1959 300 Letter Series "E", V-8						
2d Conv	6,270	18,810	31,350	70,540	109,730	156,750
2d HT	3,460	10,370	17,290	38,900	60,520	86,450
1960 Windsor Series, V-8						
2d Conv	2,960	8,880	14,800	33,300	51,800	74,000
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
4d HT	1,200	3,600	6,000	13,500	21,000	30,000
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1960 Town & Country Series, V-8						
4d 9P Sta Wag	1,600	4,800	8,000	18,000	28,000	40,000
4d 6P Sta Wag	1,640	4,920	8,200	18,450	28,700	41,000
1960 Saratoga Series, V-8						
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
4d HT	1,240	3,720	6,200	13,950	21,700	31,000
4d Sed	960	2,880	4,800	10,800	16,800	24,000
1960 New Yorker Series, V-8						
2d Conv	3,640	10,920	18,200	40,950	63,700	91,000
2d HT	1,960	5,880	9,800	22,050	34,300	49,000
4d HT	1,560	4,680	7,800	17,550	27,300	39,000
4d Sed	1,280	3,840	6,400	14,400	22,400	32,000
1960 Town & Country Series, V-8, 126" wb						
4d 9P Sta Wag	1,920	5,760	9,600	21,600	33,600	48,000
4d 6P Sta Wag	1,950	5,840	9,740	21,920	34,090	48,700
1960 300 Letter Series "F", V-8						
2d Conv	8,440	25,320	42,200	94,950	147,700	211,000
2d HT	4,000	12,000	20,000	45,000	70,000	100,000
NOTE: 300 Letter Series cars containing the Pont-A-Mousson 4-speed transmission, the value is not estimable.						
1961 Newport Series, V-8						
2d Conv	2,680	8,040	13,400	30,150	46,900	67,000
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
4d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	880	2,640	4,400	9,900	15,400	22,000
4d 6P Sta Wag	1,600	4,800	8,000	18,000	28,000	40,000
4d 9P Sta Wag	1,620	4,860	8,100	18,230	28,350	40,500
1961 Windsor Series, V-8						
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
4d HT	1,240	3,720	6,200	13,950	21,700	31,000
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1961 New Yorker Series, V-8						
2d Conv	3,480	10,440	17,400	39,150	60,900	87,000
2d HT	1,920	5,760	9,600	21,600	33,600	48,000
4d HT	1,400	4,200	7,000	15,750	24,500	35,000
4d Sed	1,240	3,720	6,200	13,950	21,700	31,000
4d 6P Sta Wag	1,720	5,160	8,600	19,350	30,100	43,000
4d 9P Sta Wag	1,820	5,460	9,100	20,480	31,850	45,500
1961 300 Letter Series "G", V-8						
2d Conv	7,640	22,920	38,200	85,950	133,700	191,000
2d HT	3,800	11,400	19,000	42,750	66,500	95,000
NOTE: Add 20% for 400 hp engine.						
1962 Newport Series, V-8						
4d Sed	620	1,870	3,120	7,020	10,920	15,600
4d HT	640	1,920	3,200	7,200	11,200	16,000
2d Conv	1,680	5,040	8,400	18,900	29,400	42,000
2d HT	760	2,280	3,800	8,550	13,300	19,000
4d 6P HT Wag	1,800	5,400	9,000	20,250	31,500	45,000
4d 9P HT Wag	1,840	5,520	9,200	20,700	32,200	46,000
1962 Sport 300 Series						
2d HT	1,120	3,360	5,600	12,600	19,600	28,000
4d HT	800	2,400	4,000	9,000	14,000	20,000
1962 300 Letter Series "H", V-8						
2d Conv	4,160	12,480	20,800	46,800	72,800	104,000
2d HT	2,280	6,840	11,400	25,650	39,900	57,000
1962 New Yorker Series, V-8						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d HT	700	2,100	3,500	7,880	12,250	17,500
4d 6P HT Wag	1,920	5,760	9,600	21,600	33,600	48,000
4d 9P HT Wag	1,960	5,880	9,800	22,050	34,300	49,000
1963 Newport Series, V-8						
2d Conv	1,680	5,040	8,400	18,900	29,400	42,000
2d HT	880	2,640	4,400	9,900	15,400	22,000
4d HT	640	1,920	3,200	7,200	11,200	16,000
4d Sed	560	1,680	2,800	6,300	9,800	14,000
4d 6P Sta Wag	1,800	5,400	9,000	20,250	31,500	45,000
4d 9P Sta Wag	1,840	5,520	9,200	20,700	32,200	46,000
1963 Sport 300 Series, "383" V-8						
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
2d HT	1,120	3,360	5,600	12,600	19,600	28,000
4d HT	800	2,400	4,000	9,000	14,000	20,000
1963 300 "Pacesetter" Series, "383" V-8						
2d Conv	2,040	6,120	10,200	22,950	35,700	51,000
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
1963 300 Letter Series "J", "413" V-8						
2d HT	2,400	7,200	12,000	27,000	42,000	60,000
1963 New Yorker Series, V-8						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d HT	700	2,100	3,500	7,880	12,250	17,500
4d HT Salon	740	2,220	3,700	8,330	12,950	18,500
4d 6P Sta Wag	1,880	5,640	9,400	21,150	32,900	47,000
4d 9P Sta Wag	1,940	5,820	9,700	21,830	33,950	48,500
1964 Newport Series, V-8						
2d Conv	1,680	5,040	8,400	18,900	29,400	42,000
2d HT	800	2,400	4,000	9,000	14,000	20,000
4d HT	720	2,160	3,600	8,100	12,600	18,000
4d Sed	680	2,040	3,400	7,650	11,900	17,000
1964 Town & Country Series, V-8						
4d 9P Sta Wag	1,800	5,400	9,000	20,250	31,500	45,000
4d 6P Sta Wag	1,840	5,520	9,200	20,700	32,200	46,000
1964 Sport 300 Series						
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d HT	780	2,340	3,900	8,780	13,650	19,500
1964 300 Letter Series "K", V-8						
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
2d HT	1,520	4,560	7,600	17,100	26,600	38,000
NOTE: Add 10% for two 4-barrel carbs. Add 15% for Silver Edition introduced in Spring 1964.						
1964 New Yorker Series, V-8						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d HT	700	2,100	3,500	7,880	12,250	17,500
4d HT Salon	740	2,220	3,700	8,330	12,950	18,500
1964 Town & Country Series, V-8						
4d 9P HT Wag	1,880	5,640	9,400	21,150	32,900	47,000
4d 6P HT Wag	1,920	5,760	9,600	21,600	33,600	48,000
1965 Newport Series, V-8						
2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	840	2,520	4,200	9,450	14,700	21,000
4d HT	680	2,040	3,400	7,650	11,900	17,000
4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d 6W Sed	612	1,836	3,060	6,890	10,710	15,300
1965 Town & Country Series, V-8						
4d 6P Wag	800	2,400	4,000	9,000	14,000	20,000
4d 9P Wag	880	2,640	4,400	9,900	15,400	22,000
1965 300 Series						
2d Conv	1,120	3,360	5,600	12,600	19,600	28,000
2d HT	920	2,760	4,600	10,350	16,100	23,000
4d HT	660	1,980	3,300	7,430	11,550	16,500
1965 300 Letter Series "L", V-8						
2d Conv	1,480	4,440	7,400	16,650	25,900	37,000
2d HT	1,260	3,780	6,300	14,180	22,050	31,500
1965 New Yorker Series, V-8						
2d HT	740	2,220	3,700	8,330	12,950	18,500
4d HT	680	2,040	3,400	7,650	11,900	17,000
4d 6W Sed	640	1,920	3,200	7,200	11,200	16,000
1965 Town & Country Series, V-8						
4d 6P Wag	960	2,880	4,800	10,800	16,800	24,000
4d 9P Wag	1,000	3,000	5,000	11,250	17,500	25,000
1966 Newport Series, V-8						
2d Conv	900	2,700	4,500	10,130	15,750	22,500
2d HT	740	2,220	3,700	8,330	12,950	18,500
4d HT	680	2,040	3,400	7,650	11,900	17,000
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d 6W Sed	640	1,920	3,200	7,200	11,200	16,000
1966 Town & Country Series, V-8						
4d 6P Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d 9P Sta Wag	880	2,640	4,400	9,900	15,400	22,000
1966 Chrysler 300, V-8						
2d Conv	1,120	3,360	5,600	12,600	19,600	28,000
2d HT	920	2,760	4,600	10,350	16,100	23,000
4d HT	650	1,960	3,260	7,340	11,410	16,300
1966 New Yorker, V-8						
2d HT	760	2,280	3,800	8,550	13,300	19,000
4d HT	720	2,160	3,600	8,100	12,600	18,000
4d 6W Sed	720	2,160	3,600	8,100	12,600	18,000

IMPERIAL

	6	5	4	3	2	1
1955 Imperial, V-8						
4d Sed	1,250	3,760	6,270	14,110	21,950	31,350
2d HT Newport	3,040	9,120	15,200	34,200	53,200	76,000
1955 Crown Imperial, V-8						
4d 8P Sed	3,800	11,400	19,000	42,750	66,500	95,000
4d 8P Limo	4,370	13,110	21,850	49,160	76,480	109,250
1956 Imperial, V-8						
4d Sed	1,250	3,760	6,270	14,110	21,950	31,350
4d HT S Hamp	1,900	5,700	9,500	21,380	33,250	47,500
2d HT S Hamp	2,430	7,300	12,160	27,360	42,560	60,800
1956 Crown Imperial, V-8						
4d 8P Sed	3,420	10,260	17,100	38,480	59,850	85,500
4d 8P Limo	4,370	13,110	21,850	49,160	76,480	109,250
1957 Imperial Custom, V-8						
2d HT S Hamp	2,280	6,840	11,400	25,650	39,900	57,000
4d HT S Hamp	1,600	4,790	7,980	17,960	27,930	39,900
4d Sed	1,290	3,880	6,460	14,540	22,610	32,300
1957 Imperial Crown, V-8						
2d Conv	5,430	16,300	27,170	61,130	95,100	135,850
2d HT S Hamp	2,470	7,410	12,350	27,790	43,230	61,750
4d HT S Hamp	1,710	5,130	8,550	19,240	29,930	42,750
4d Sed	1,480	4,450	7,410	16,670	25,940	37,050
1957 Imperial LeBaron, V-8						
4d Sed	1,710	5,130	8,550	19,240	29,930	42,750
4d HT S Hamp	1,670	5,020	8,360	18,810	29,260	41,800
1957 Crown Imperial Ghia, V-8						
4d 8P Limo	5,600	16,800	28,000	63,000	98,000	140,000
1958 Imperial Custom, V-8						
2d HT S Hamp	2,010	6,040	10,070	22,660	35,250	50,350
4d HT S Hamp	1,600	4,790	7,980	17,960	27,930	39,900
4d Sed	1,370	4,100	6,840	15,390	23,940	34,200
1958 Imperial Crown, V-8						
2d Conv	5,430	16,300	27,170	61,130	95,100	135,850
2d HT S Hamp	2,360	7,070	11,780	26,510	41,230	58,900
4d HT S Hamp	1,820	5,470	9,120	20,520	31,920	45,600
4d Sed	1,600	4,790	7,980	17,960	27,930	39,900
1958 Imperial LeBaron, V-8						
4d Sed	1,630	4,900	8,170	18,380	28,600	40,850
4d HT S Hamp	1,670	5,020	8,360	18,810	29,260	41,800
1958 Crown Imperial Ghia, V-8						
4d Limo	5,600	16,800	28,000	63,000	98,000	140,000
1959 Imperial Custom, V-8						
4d Sed	1,180	3,530	5,890	13,250	20,620	29,450
4d HT S Hamp	1,560	4,670	7,790	17,530	27,270	38,950
2d HT S Hamp	2,280	6,840	11,400	25,650	39,900	57,000
1959 Imperial Crown, V-8						
2d Conv	7,220	21,660	36,100	81,230	126,350	180,500
2d HT S Hamp	2,620	7,870	13,110	29,500	45,890	65,550
4d Sed	1,480	4,450	7,410	16,670	25,940	37,050
4d HT S Hamp	1,630	4,900	8,170	18,380	28,600	40,850
1959 Imperial LeBaron, V-8						
4d Sed	1,330	3,990	6,650	14,960	23,280	33,250
4d HT S Hamp	1,670	5,020	8,360	18,810	29,260	41,800
1959 Crown Imperial Ghia, V-8						
4d Limo	5,600	16,800	28,000	63,000	98,000	140,000
1960 Imperial Custom, V-8						
2d HT S Hamp	1,600	4,800	8,000	18,000	28,000	40,000
4d HT S Hamp	1,200	3,600	6,000	13,500	21,000	30,000
4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
1960 Imperial Crown, V-8						
2d Conv	5,560	16,680	27,800	62,550	97,300	139,000
2d HT S Hamp	2,000	6,000	10,000	22,500	35,000	50,000
4d HT S Hamp	1,600	4,800	8,000	18,000	28,000	40,000
4d Sed	1,400	4,200	7,000	15,750	24,500	35,000
1960 Imperial LeBaron, V-8						
4d Sed	1,480	4,440	7,400	16,650	25,900	37,000
4d HT S Hamp	2,080	6,240	10,400	23,400	36,400	52,000
1960 Crown Imperial Ghia, V-8						
4d Limo	5,560	16,680	27,800	62,550	97,300	139,000
1961 Imperial Custom, V-8						
2d HT S Hamp	1,400	4,200	7,000	15,750	24,500	35,000
4d HT S Hamp	1,140	3,420	5,700	12,830	19,950	28,500
1961 Imperial Crown, V-8						
2d Conv	4,560	13,680	22,800	51,300	79,800	114,000
2d HT S Hamp	1,480	4,440	7,400	16,650	25,900	37,000
4d HT S Hamp	1,200	3,600	6,000	13,500	21,000	30,000
1961 Imperial LeBaron, V-8						
4d HT S Hamp	1,280	3,840	6,400	14,400	22,400	32,000
1961 Crown Imperial Ghia, V-8						
4d Limo	5,560	16,680	27,800	62,550	97,300	139,000
1962 Imperial Custom, V-8						
2d HT S Hamp	1,360	4,080	6,800	15,300	23,800	34,000
4d HT S Hamp	1,140	3,420	5,700	12,830	19,950	28,500
1962 Imperial Crown, V-8						
2d Conv	4,560	13,680	22,800	51,300	79,800	114,000
2d HT S Hamp	1,460	4,380	7,300	16,430	25,550	36,500
4d HT S Hamp	1,200	3,600	6,000	13,500	21,000	30,000
1962 Imperial LeBaron, V-8						
4d HT S Hamp	1,280	3,840	6,400	14,400	22,400	32,000
1963 Imperial Custom, V-8						
2d HT S Hamp	1,320	3,960	6,600	14,850	23,100	33,000
4d HT S Hamp	1,080	3,240	5,400	12,150	18,900	27,000
1963 Imperial Crown, V-8						
2d Conv	4,560	13,680	22,800	51,300	79,800	114,000
2d HT S Hamp	1,460	4,380	7,300	16,430	25,550	36,500
4d HT S Hamp	1,200	3,600	6,000	13,500	21,000	30,000
1963 Imperial LeBaron, V-8						

	6	5	4	3	2	1
4d HT S Hamp	1,240	3,720	6,200	13,950	21,700	31,000
1963 Crown Imperial Ghia, V-8						
4d 8P Sed	3,560	10,680	17,800	40,050	62,300	89,000
4d 8P Limo	4,000	12,000	20,000	45,000	70,000	100,000
1964 Imperial Crown, V-8						
2d Conv	3,800	11,400	19,000	42,750	66,500	95,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d HT	840	2,520	4,200	9,450	14,700	21,000
1964 Imperial LeBaron, V-8						
4d HT	1,200	3,600	6,000	13,500	21,000	30,000
1964 Crown Imperial Ghia, V-8						
4d Limo	2,760	8,280	13,800	31,050	48,300	69,000
1965 Imperial Crown, V-8						
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
2d HT	760	2,280	3,800	8,550	13,300	19,000
4d HT	720	2,160	3,600	8,100	12,600	18,000
1965 Imperial LeBaron, V-8						
4d HT	780	2,340	3,900	8,780	13,650	19,500
1965 Crown Imperial Ghia, V-8						
4d Limo	1,040	3,120	5,200	11,700	18,200	26,000
1966 Imperial Crown, V-8						
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
2d HT	800	2,400	4,000	9,000	14,000	20,000
4d HT	760	2,280	3,800	8,550	13,300	19,000
1966 Imperial LeBaron, V-8						
4d HT	840	2,520	4,200	9,450	14,700	21,000

CORD

1930 Series L-29, 8-cyl., 137.5" wb						
4d 5P Sed	4,440	13,320	22,200	49,950	77,700	111,000
4d 5P Brgm	4,600	13,800	23,000	51,750	80,500	115,000
2d 4P Conv 2-4 Pas	10,000	30,000	50,000	112,500	175,000	250,000
4d Conv Sed	10,400	31,200	52,000	117,000	182,000	260,000
1931 Series L-29, 8-cyl., 137.5" wb						
4d 5P Sed	4,500	13,500	22,500	50,630	78,750	112,500
4d 5P Brgm	4,680	14,040	23,400	52,650	81,900	117,000
2d 2-4P Cabr	13,000	39,000	65,000	146,250	227,500	325,000
4d Conv Sed	13,200	39,600	66,000	148,500	231,000	330,000
1932 Series L-29, 8-cyl., 137.5" wb						
4d 5P Sed	4,500	13,500	22,500	50,630	78,750	112,500
4d 5P Brgm	4,680	14,040	23,400	52,650	81,900	117,000
2d 2-4P Conv	10,000	30,000	50,000	112,500	175,000	250,000
4d Conv Sed	10,400	31,200	52,000	117,000	182,000	260,000
1936 Model 810, 8-cyl., 125" wb						
4d West Sed	4,400	13,200	22,000	49,500	77,000	110,000
4d Bev Sed	4,760	14,280	23,800	53,550	83,300	119,000
2d Sportsman	9,400	28,200	47,000	105,750	164,500	235,000
2d Phae	11,000	33,000	55,000	123,750	192,500	275,000
1937 Model 812, 8-cyl., 125" wb						
4d West Sed	4,400	13,200	22,000	49,500	77,000	110,000
4d Bev Sed	4,760	14,280	23,800	53,550	83,300	119,000
2d Sportsman	9,400	28,200	47,000	105,750	164,500	235,000
2d Phae	11,000	33,000	55,000	123,750	192,500	275,000
1937 Model 812, 8-cyl., 132" wb						
4d Cus Bev	4,800	14,400	24,000	54,000	84,000	120,000
4d Cus Berline	4,060	12,180	20,300	45,680	71,050	101,500

NOTE: Add 50% for S/C models. Values for custom-bodied cars are inestimable.

CROSLEY

1939 Series C1A, 2-cyl., 80" wb						
2d Conv Cpe	740	2,220	3,700	8,330	12,950	18,500
2d Conv Sed	760	2,280	3,800	8,550	13,300	19,000
1940 Series C2A, 2-cyl., 80" wb						
2d Conv Cpe	740	2,220	3,700	8,330	12,950	18,500
2d Conv Sed	760	2,280	3,800	8,550	13,300	19,000
2d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
1941 Series CB41, 2-cyl., 80" wb						
2d Conv Cpe	740	2,220	3,700	8,330	12,950	18,500
2d Conv Sed	760	2,280	3,800	8,550	13,300	19,000
2d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
2d Covered Wag	1,080	3,240	5,400	12,150	18,900	27,000
1942 Series CB42, 2-cyl., 80" wb						
2d Conv Cpe	740	2,220	3,700	8,330	12,950	18,500
2d Conv Sed	760	2,280	3,800	8,550	13,300	19,000
2d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
2d Covered Wag	1,080	3,240	5,400	12,150	18,900	27,000
2d Liberty Sedan	800	2,400	4,000	9,000	14,000	20,000
1946 Series CC, 4-cyl., 80" wb						
2d Conv	660	1,980	3,300	7,430	11,550	16,500
2d Sed	540	1,620	2,700	6,080	9,450	13,500
1947 Series CC, 4-cyl., 80" wb						
2d Conv	660	1,980	3,300	7,430	11,550	16,500
2d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sta Wag	580	1,740	2,900	7,250	10,150	14,500
1948 Series CC, 4-cyl., 80" wb						
2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
2d Sport Utility	840	2,520	4,200	9,450	14,700	21,000
1949 Standard Series, 4-cyl., 80" wb						
2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
Sed	660	1,980	3,300	7,430	11,550	16,500
Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1949 Deluxe Series CD, 4-cyl., 80" wb						
2d Conv	1,020	3,060	5,100	11,480	17,850	25,500
2d Sed	680	2,040	3,400	7,650	11,900	17,000
2d Sta Wag	820	2,460	4,100	9,230	14,350	20,500
1949 Series VC, 4-cyl., 85" wb						
Hotshot Rds	1,200	3,600	6,000	13,500	21,000	30,000
1950 Standard Series CD, 4-cyl., 80" wb						
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	750	2,240	3,740	8,420	13,090	18,700
2d Sta Wag	800	2,390	3,990	8,980	13,970	19,950
1950 Deluxe Series CD, 4-cyl., 80" wb						
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	790	2,380	3,960	8,910	13,860	19,800
2d Sta Wag	840	2,510	4,180	9,410	14,630	20,900
1950 Series VC, 4-cyl., 85" wb						
Hotshot Rds	1,320	3,960	6,600	14,850	23,100	33,000
2d Super Hotshot Rds	1,330	3,990	6,650	14,960	23,280	33,250
1951 Deluxe Series CD, 4-cyl., 80" wb						
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	750	2,240	3,740	8,420	13,090	18,700
2d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
2d Bus Cpe	730	2,180	3,630	8,170	12,710	18,150
1951 Super Series CD, 4-cyl., 80" wb						
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	770	2,310	3,850	8,660	13,480	19,250
2d Sta Wag	800	2,390	3,990	8,980	13,970	19,950
1951 Series VC, 4-cyl., 85" wb						
Hotshot Rds	1,200	3,600	6,000	13,500	21,000	30,000
2d Super Sports Rds	1,180	3,530	5,890	13,250	20,620	29,450
1952 Deluxe Series CD, 4-cyl., 80" wb						
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	750	2,240	3,740	8,420	13,090	18,700
2d Sta Wag	820	2,460	4,100	9,230	14,350	20,500
2d Bus Cpe	730	2,180	3,630	8,170	12,710	18,150
1952 Super Series CD, 4-cyl., 80" wb						
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	770	2,310	3,850	8,660	13,480	19,250
2d Sta Wag	800	2,390	3,990	8,980	13,970	19,950
1952 Series VC, 4-cyl., 85" wb						
Hotshot Rds	1,200	3,600	6,000	13,500	21,000	30,000
2d Super Sports Rds	1,180	3,530	5,890	13,250	20,620	29,450

DESOTO

1929 Model K, 6-cyl.						
2d Rds	1,800	5,400	9,000	20,250	31,500	45,000
4d Phae	1,920	5,760	9,600	21,600	33,600	48,000
2d Bus Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d DeL Cpe	1,020	3,060	5,100	11,480	17,850	25,500
2d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sed	950	2,850	4,750	10,690	16,630	23,750
4d DeL Sed	960	2,880	4,800	10,800	16,800	24,000
1930 Model CK, 6-cyl.						
2d Rds	1,800	5,400	9,000	20,250	31,500	45,000
4d Phae	1,920	5,760	9,600	21,600	33,600	48,000
2d Bus Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d DeL Cpe	1,020	3,060	5,100	11,480	17,850	25,500
2d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sed	950	2,850	4,750	10,690	16,630	23,750
1930 Model CF, 8-cyl.						
2d Rds	1,800	5,400	9,000	20,250	31,500	45,000
4d Phae	1,920	5,760	9,600	21,600	33,600	48,000
2d Bus Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d DeL Cpe	1,020	3,060	5,100	11,480	17,850	25,500
4d Sed	950	2,850	4,750	10,690	16,630	23,750
4d DeL Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
1931 Model SA, 6-cyl.						
2d Rds	1,760	5,280	8,800	19,800	30,800	44,000
4d Phae	2,000	6,000	10,000	22,500	35,000	50,000
2d Cpe	940	2,820	4,700	10,580	16,450	23,500
2d DeL Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	860	2,580	4,300	9,680	15,050	21,500
4d Sed	870	2,600	4,340	9,770	15,190	21,700
4d Sed	900	2,700	4,500	10,130	15,750	22,500
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1931 Model CF, 8-cyl.						
2d Rds	1,800	5,400	9,000	20,250	31,500	45,000
2d Bus Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d DeL Cpe	1,020	3,060	5,100	11,480	17,850	25,500
4d Sed	950	2,850	4,750	10,690	16,630	23,750
4d DeL Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
1932 SA, 6-cyl., 109" wb						
4d Phae	2,000	6,000	10,000	22,500	35,000	50,000
2d Rds	1,760	5,280	8,800	19,800	30,800	44,000
2d Cpe	940	2,820	4,700	10,580	16,450	23,500
2d DeL Cpe	100	300	500	1,130	1,750	2,500
2d Conv	180	540	900	2,030	3,150	4,500
2d Sed	860	2,580	4,300	9,680	15,050	21,500
4d Sed	870	2,600	4,340	9,770	15,190	21,700
4d DeL Sed	900	2,700	4,500	10,130	15,750	22,500
1932 SC, 6-cyl., 112" wb						
2d Conv Sed	2,000	6,000	10,000	22,500	35,000	50,000
2d Rds	1,800	5,400	9,000	20,250	31,500	45,000
4d Phae	2,080	6,240	10,400	23,400	36,400	52,000
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000
2d Bus Cpe	1,020	3,060	5,100	11,480	17,850	25,500
2d RS Cpe	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	900	2,700	4,500	10,130	15,750	22,500
4d DeL Sed	920	2,760	4,600	10,350	16,100	23,000
1932 CF, 8-cyl., 114" wb						
2d Rds	1,800	5,400	9,000	20,250	31,500	45,000
2d Bus Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d DeL Cpe	1,000	3,000	5,000	11,250	17,500	25,000
4d Brgm	940	2,820	4,700	10,580	16,450	23,500
4d Sed	950	2,850	4,750	10,690	16,630	23,750
4d DeL Sed	1,000	3,000	5,000	11,250	17,500	25,000
1933 SD, 6-cyl.						
2d Conv	1,960	5,880	9,800	22,050	34,300	49,000
2d Conv Sed	2,000	6,000	10,000	22,500	35,000	50,000
2d 2P Cpe	1,020	3,060	5,100	11,480	17,850	25,500
2d RS Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d DeL Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d Std Brgm	940	2,820	4,700	10,580	16,450	23,500
4d Cus Brgm	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	950	2,850	4,750	10,690	16,630	23,750
4d Cus Sed	1,000	3,000	5,000	11,250	17,500	25,000
1934 Airflow SE, 6-cyl.						
2d Cpe	1,980	5,940	9,900	22,280	34,650	49,500
4d Brgm	2,000	6,000	10,000	22,500	35,000	50,000
4d Sed	2,000	6,000	10,000	22,500	35,000	50,000
4d Twn Sed	1,960	5,880	9,800	22,050	34,300	49,000
1935 Airstream, 6-cyl.						
2d Bus Cpe	1,080	3,240	5,400	12,150	18,900	27,000
2d Cpe	1,100	3,300	5,500	12,380	19,250	27,500
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
2d Sed	940	2,820	4,700	10,580	16,450	23,500
2d Tr Sed	980	2,950	4,920	11,070	17,220	24,600
4d Sed	770	2,320	3,860	8,690	13,510	19,300
4d Tr Sed	770	2,320	3,860	8,690	13,510	19,300
1935 Airflow, 6-cyl.						
2d Bus Cpe	1,980	5,940	9,900	22,280	34,650	49,500
2d Cpe	2,000	6,000	10,000	22,500	35,000	50,000
4d Sed	2,000	6,000	10,000	22,500	35,000	50,000
4d Twn Sed	1,960	5,880	9,800	22,050	34,300	49,000
1936 DeLuxe Airstream S-1, 6-cyl.						
2d Bus Cpe	1,080	3,240	5,400	12,150	18,900	27,000
4d Tr Brgm	1,000	3,000	5,000	11,250	17,500	25,000
4d Tr Sed	770	2,320	3,860	8,690	13,510	19,300
1936 Custom Airstream S-1, 6-cyl.						
2d Bus Cpe	1,100	3,300	5,500	12,380	19,250	27,500
2d Cpe	1,100	3,300	5,500	12,380	19,250	27,500
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Tr Brgm	770	2,320	3,860	8,690	13,510	19,300
4d Tr Sed	960	2,880	4,800	10,800	16,800	24,000
4d Conv Sed	1,800	5,400	9,000	20,250	31,500	45,000
4d Trv Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d 7P Sed	920	2,760	4,600	10,350	16,100	23,000
1936 Airflow III S-2, 6-cyl.						
2d Cpe	2,000	6,000	10,000	22,500	35,000	50,000
4d Sed	2,400	7,200	12,000	27,000	42,000	60,000
1937 S-3, 6-cyl.						
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Conv Sed	1,920	5,760	9,600	21,600	33,600	48,000
2d Bus Cpe	1,100	3,300	5,500	12,380	19,250	27,500
2d Cpe	1,100	3,300	5,500	12,380	19,250	27,500
4d Brgm	760	2,280	3,800	8,550	13,300	19,000
4d Tr Brgm	770	2,320	3,860	8,690	13,510	19,300
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Tr Sed	960	2,880	4,800	10,800	16,800	24,000
4d 7P Sed	920	2,760	4,600	10,350	16,100	23,000
4d Limo	860	2,580	4,300	9,680	15,050	21,500
1938 S-5, 6-cyl.						
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Conv Sed	1,920	5,760	9,600	21,600	33,600	48,000
2d Bus Cpe	1,100	3,300	5,500	12,380	19,250	27,500
2d Cpe	1,100	3,310	5,520	12,420	19,320	27,600
4d Tr Brgm	760	2,290	3,820	8,600	13,370	19,100
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Tr Sed	960	2,880	4,800	10,800	16,800	24,000
4d 7P Sed	920	2,760	4,600	10,350	16,100	23,000
4d Limo	860	2,580	4,300	9,680	15,050	21,500
1939 S-6 DeLuxe, 6-cyl.						
2d Bus Cpe	1,100	3,300	5,500	12,380	19,250	27,500
2d Cpe	1,100	3,310	5,520	12,420	19,320	27,600
2d Tr Sed	1,160	3,480	5,800	13,050	20,300	29,000
4d Tr Sed	960	2,880	4,800	10,800	16,800	24,000
4d Limo	860	2,580	4,300	9,680	15,050	21,500
1939 S-6 Custom, 6-cyl.						
2d Cpe	1,100	3,300	5,500	12,380	19,250	27,500
2d Cus Cpe	1,140	3,420	5,700	12,830	19,950	28,500
2d Cus Clb Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Tr Sed	920	2,760	4,600	10,350	16,100	23,000
4d Tr Sed	960	2,880	4,800	10,800	16,800	24,000
4d 7P Sed	900	2,700	4,500	10,130	15,750	22,500
4d Limo	860	2,580	4,300	9,680	15,050	21,500
1940 S-7 DeLuxe, 6-cyl.						
2d Bus Cpe	1,100	3,300	5,500	12,380	19,250	27,500
2d Cpe	1,080	3,240	5,400	12,150	18,900	27,000
2d Tr Sed	920	2,760	4,600	10,350	16,100	23,000
4d Tr Sed	960	2,880	4,800	10,800	16,800	24,000
4d 7P Sed	860	2,580	4,300	9,680	15,050	21,500
1940 S-7 Custom, 6-cyl.						
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
2d 2P Cpe	1,100	3,300	5,500	12,380	19,250	27,500
2d Clb Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d 7P Sed	900	2,700	4,500	10,130	15,750	22,500
4d Limo	860	2,580	4,300	9,680	15,050	21,500
1941 S-8 DeLuxe, 6-cyl.						
2d Bus Cpe	1,100	3,300	5,500	12,380	19,250	27,500
2d Cpe	1,080	3,240	5,400	12,150	18,900	27,000
2d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Sed	960	2,880	4,800	10,800	16,800	24,000
2d 7P Sed	860	2,580	4,300	9,680	15,050	21,500
1941 S-8 Custom, 6-cyl.						
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
2d Cpe	1,100	3,300	5,500	12,380	19,250	27,500
2d Clb Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Brgm	940	2,820	4,700	10,580	16,450	23,500
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Twn Sed	920	2,760	4,600	10,350	16,100	23,000
4d 7P Sed	900	2,700	4,500	10,130	15,750	22,500
4d Limo	860	2,580	4,300	9,680	15,050	21,500
1942 S-10 DeLuxe, 6-cyl.						
2d Bus Cpe	1,100	3,300	5,500	12,380	19,250	27,500
2d Cpe	1,080	3,240	5,400	12,150	18,900	27,000
2d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Twn Sed	880	2,640	4,400	9,900	15,400	22,000
4d 7P Sed	860	2,580	4,300	9,680	15,050	21,500
1942 2d S-10 Custom, 6-cyl.						
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
2d Cpe	1,100	3,300	5,500	12,380	19,250	27,500
2d Clb Cpe	1,000	3,000	5,000	11,250	17,500	25,000
4d Brgm	940	2,820	4,700	10,580	16,450	23,500
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Twn Sed	920	2,760	4,600	10,350	16,100	23,000
4d 7P Sed	900	2,700	4,500	10,130	15,750	22,500
4d Limo	860	2,580	4,300	9,680	15,050	21,500
1946-48 S-11 DeLuxe, 6-cyl.						
2d Cpe	700	2,100	3,500	7,880	12,250	17,500
2d Clb Cpe	760	2,280	3,800	8,550	13,300	19,000
2d Sed	640	1,920	3,200	7,200	11,200	16,000
4d Sed	652	1,956	3,260	7,340	11,410	16,300

	6	5	4	3	2	1
1946-48 S-11 Custom, 6-cyl.						
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
2d Clb Cpe	780	2,340	3,900	8,780	13,650	19,500
2d Sed	652	1,956	3,260	7,340	11,410	16,300
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d 7P Sed	680	2,040	3,400	7,650	11,900	17,000
4d Limo	840	2,520	4,200	9,450	14,700	21,000
4d Sub	940	2,820	4,700	10,580	16,450	23,500
1949 S-13 DeLuxe, 6-cyl.						
First Series values and same as 1947-48.						
2d Clb Cpe	720	2,160	3,600	8,100	12,600	18,000
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d C-A Sed	680	2,040	3,400	7,650	11,900	17,000
4d Sta Wag	3,200	9,600	16,000	36,000	56,000	80,000
1949 S-13 Custom, 6-cyl.						
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
2d Clb Cpe	800	2,400	4,000	9,000	14,000	20,000
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d 8P Sed	740	2,220	3,700	8,330	12,950	18,500
4d Sub	1,000	3,000	5,000	11,250	17,500	25,000
1950 S-14 DeLuxe, 6-cyl.						
2d Clb Cpe	790	2,380	3,960	8,910	13,860	19,800
4d Sed	620	1,850	3,080	6,930	10,780	15,400
4d C-A Sed	750	2,240	3,740	8,420	13,090	18,700
4d 8P Sed	810	2,440	4,070	9,160	14,250	20,350
1950 S-14 Custom, 6-cyl.						
2d Conv	2,660	7,980	13,300	29,930	46,550	66,500
2d HT Sptman	1,200	3,600	6,000	13,500	21,000	30,000
2d Clb Cpe	760	2,280	3,800	8,550	13,300	19,000
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d 6P Sta Wag	3,040	9,120	15,200	34,200	53,200	76,000
4d Stl Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
4d 8P Sed	810	2,440	4,070	9,160	14,250	20,350
4d Sub Sed	760	2,280	3,800	8,550	13,300	19,000
1951-52 DeLuxe, 6-cyl., 125.5" wb						
4d Sed	620	1,850	3,080	6,930	10,780	15,400
2d Clb Cpe	790	2,380	3,960	8,910	13,860	19,800
4d C-A Sed	750	2,240	3,740	8,420	13,090	18,700
1951-52 DeLuxe, 6-cyl., 139.5" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
1951-52 Custom, 6-cyl., 125.5" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Clb Cpe	760	2,280	3,800	8,550	13,300	19,000
2d HT Sptman	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	2,470	7,410	12,350	27,790	43,230	61,750
4d Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
1951-52 Custom, 6-cyl., 139.5" wb						
4d Sed	680	2,050	3,410	7,670	11,940	17,050
4d Sub	760	2,280	3,800	8,550	13,300	19,000
1951-52 Firedome, V-8, 125.5" wb (1952 only)						
4d Sed	700	2,110	3,520	7,920	12,320	17,600
2d Clb Cpe	840	2,510	4,180	9,410	14,630	20,900
2d HT Sptman	1,330	3,990	6,650	14,960	23,280	33,250
2d Conv	2,660	7,980	13,300	29,930	46,550	66,500
4d Sta Wag	1,440	4,330	7,220	16,250	25,270	36,100
1951-52 Firedome, V-8, 139.5" wb (1952 only)						
4d 8P Sed	800	2,400	4,000	9,000	14,000	20,000
1953-54 Powermaster Six, 6-cyl., 125.5" wb						
4d Sed	700	2,110	3,520	7,920	12,320	17,600
2d Clb Cpe	770	2,310	3,850	8,660	13,480	19,250
4d Sta Wag	1,600	4,790	7,980	17,960	27,930	39,900
2d HT Sptman (1953 only)	1,250	3,760	6,270	14,110	21,950	31,350
1953-54 Powermaster Six, 6-cyl., 139.5" wb						
4d Sed	730	2,180	3,630	8,170	12,710	18,150
1953-54 Firedome, V-8, 125.5" wb						
4d Sed	750	2,240	3,740	8,420	13,090	18,700
2d Clb Cpe	950	2,850	4,750	10,690	16,630	23,750
2d HT Sptman	1,800	5,400	9,000	20,250	31,500	45,000
2d Conv	2,660	7,980	13,300	29,930	46,550	66,500
4d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1953-54 Firedome, V-8, 139.5" wb						
4d Sed	770	2,310	3,850	8,660	13,480	19,250
1955 Firedome, V-8						
4d Sed	790	2,380	3,960	8,910	13,860	19,800
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d HT Sptman	1,800	5,400	9,000	20,250	31,500	45,000
2d Conv	4,800	14,400	24,000	54,000	84,000	120,000
4d Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1955 Fireflite, V-8						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d HT Sptman	1,820	5,470	9,120	20,520	31,920	45,600
2d Conv	5,000	15,000	25,000	56,250	87,500	125,000
1956 Firedome, V-8						
4d Sed	790	2,380	3,960	8,910	13,860	19,800
4d HT Sev	1,330	3,990	6,650	14,960	23,280	33,250
4d HT Sptman	930	2,790	4,650	10,460	16,280	23,250
2d HT Sev	1,440	4,320	7,200	16,200	25,200	36,000
2d HT Sptman	1,710	5,130	8,550	19,240	29,930	42,750
2d Conv	5,400	16,200	27,000	60,750	94,500	135,000
4d Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1956 Fireflite, V-8						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d HT Sptman	1,140	3,420	5,700	12,830	19,950	28,500
2d HT Sptman	1,710	5,130	8,550	19,240	29,930	42,750
2d Conv	5,000	15,000	25,000	56,250	87,500	125,000
2d Conv IPC	6,000	18,000	30,000	67,500	105,000	150,000
1956 Adventurer						
2d HT	5,000	15,000	25,000	56,250	87,500	125,000
1957 Firesweep, V-8, 122" wb						
4d Sed	790	2,380	3,960	8,910	13,860	19,800
4d HT Sptman	950	2,850	4,750	10,690	16,630	23,750
2d HT Sptman	1,590	4,780	7,960	17,910	27,860	39,800
4d 2S Sta Wag	1,600	4,790	7,980	17,960	27,930	39,900
4d 3S Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1957 Firedome, V-8, 126" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d HT Sptman	910	2,740	4,560	10,260	15,960	22,800
2d HT Sptman	1,710	5,130	8,550	19,240	29,930	42,750
2d Conv	5,400	16,200	27,000	60,750	94,500	135,000
1957 Fireflite, V-8, 126" wb						
4d Sed	860	2,570	4,290	9,650	15,020	21,450
4d HT Sptman	1,060	3,190	5,320	11,970	18,620	26,600
2d HT Sptman	1,790	5,360	8,930	20,090	31,260	44,650
2d Conv	5,330	16,000	26,670	60,000	93,330	133,325
4d 2S Sta Wag	1,650	4,960	8,270	18,600	28,930	41,325
4d 3S Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1957 Fireflite Adventurer, 126" wb						
2d HT	2,960	8,890	14,820	33,350	51,870	74,100
2d Conv	6,000	18,000	30,000	67,500	105,000	150,000
1958 Firesweep, V-8						
4d Sed	790	2,380	3,960	8,910	13,860	19,800
4d HT Sptman	950	2,850	4,750	10,690	16,630	23,750
2d HT Sptman	1,900	5,700	9,500	21,380	33,250	47,500
2d Conv	4,750	14,250	23,750	53,440	83,130	118,750
4d 2S Sta Wag	1,620	4,850	8,080	18,170	28,260	40,375
4d 3S Sta Wag	1,690	5,070	8,460	19,020	29,590	42,275
1958 Firedome, V-8						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d HT Sptman	910	2,740	4,560	10,260	15,960	22,800
2d HT Sptman	1,710	5,130	8,550	19,240	29,930	42,750
2d Conv	5,400	16,200	27,000	60,750	94,500	135,000
1958 Fireflite, V-8						
4d Sed	860	2,570	4,290	9,650	15,020	21,450
4d HT Sptman	1,060	3,190	5,320	11,970	18,620	26,600
2d HT Sptman	1,790	5,360	8,930	20,090	31,260	44,650
2d Conv	5,440	16,320	27,200	61,200	95,200	136,000
4d 2S Sta Wag	1,650	4,960	8,270	18,600	28,930	41,325
4d 3S Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1958 Adventurer, V-8						
2d HT	2,960	8,890	14,820	33,350	51,870	74,100
2d Conv	6,000	18,000	30,000	67,500	105,000	150,000
NOTE: With EFI, value inestimable.						
1959 Firesweep, V-8						
4d Sed	750	2,240	3,740	8,420	13,090	18,700
4d HT Sptman	950	2,850	4,750	10,690	16,630	23,750
2d HT Sptman	1,820	5,470	9,120	20,520	31,920	45,600
2d Conv	4,750	14,250	23,750	53,440	83,130	118,750
4d 2S Sta Wag	1,650	4,960	8,270	18,600	28,930	41,325
4d 3S Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1959 Firedome, V-8						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d HT Sptman	910	2,740	4,560	10,260	15,960	22,800
2d HT Sptman	1,710	5,130	8,550	19,240	29,930	42,750
2d Conv	5,400	16,200	27,000	60,750	94,500	135,000
1959 Fireflite, V-8						
4d Sed	860	2,570	4,290	9,650	15,020	21,450
4d HT Sptman	1,060	3,190	5,320	11,970	18,620	26,600
2d HT Sptman	1,790	5,360	8,930	20,090	31,260	44,650
2d Conv	5,440	16,320	27,200	61,200	95,200	136,000
4d 2S Sta Wag	1,650	4,960	8,270	18,600	28,930	41,325
4d 3S Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1959 Adventurer, V-8						
2d HT	2,960	8,890	14,820	33,350	51,870	74,100
2d Conv	5,600	16,800	28,000	63,000	98,000	140,000
1960 Fireflite, V-8						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d HT	1,960	5,880	9,800	22,050	34,300	49,000
1960 Adventurer, V-8						
4d Sed	780	2,340	3,900	8,780	13,650	19,500
4d HT	1,080	3,240	5,400	12,150	18,900	27,000
2d HT	2,800	8,400	14,000	31,500	49,000	70,000
1961 Fireflite, V-8						
4d HT	1,100	3,300	5,500	12,380	19,250	27,500
2d HT	3,000	9,000	15,000	33,750	52,500	75,000

DODGE

	6	5	4	3	2	1
1914 4-cyl., 110" wb						
NOTE: (Serial # 1-249)						
4d Tr	1,160	3,480	5,800	13,050	20,300	29,000
1915 4-cyl., 110" wb						
2d Rds	1,130	3,400	5,660	12,740	19,810	28,300
4d Tr	1,140	3,420	5,700	12,830	19,950	28,500
1916 4-cyl., 110" wb						
2d Rds	1,130	3,400	5,660	12,740	19,810	28,300
2d W.T. Rds	1,140	3,420	5,700	12,830	19,950	28,500
4d Tr	1,140	3,420	5,700	12,830	19,950	28,500
4d W.T. Tr	1,240	3,720	6,200	13,950	21,700	31,000
1916 4-cyl. 110" wb						
NOTE: Add 15% for California Top.						
1917 4-cyl., 114" wb						
2d Rds	1,130	3,400	5,660	12,740	19,810	28,300
2d W.T. Rds	1,140	3,420	5,700	12,830	19,950	28,500
4d Tr	1,140	3,420	5,700	12,830	19,950	28,500
4d W.T. Tr	1,240	3,720	6,200	13,950	21,700	31,000
2d Cpe	840	2,520	4,200	9,450	14,700	21,000
4d C.D. Sed	820	2,460	4,100	9,230	14,350	20,500
NOTE: Add 15% for California Top.						
1918 4-cyl., 114" wb						
2d Rds	1,130	3,400	5,660	12,740	19,810	28,300
2d W.T. Rds	1,140	3,420	5,700	12,830	19,950	28,500
4d Tr	1,140	3,420	5,700	12,830	19,950	28,500
4d W.T. Tr	1,240	3,720	6,200	13,950	21,700	31,000
2d Cpe	840	2,520	4,200	9,450	14,700	21,000
4d Sed	820	2,460	4,100	9,230	14,350	20,500
NOTE: Add 15% for California Top.						
1919 4-cyl., 114" wb						
2d Rds	1,130	3,400	5,660	12,740	19,810	28,300
4d Tr	1,140	3,420	5,700	12,830	19,950	28,500
2d Cpe	900	2,700	4,500	10,130	15,750	22,500
2d Rex Cpe	1,000	3,000	5,000	11,250	17,500	25,000
4d Rex Sed	960	2,880	4,800	10,800	16,800	24,000
4d Sed	820	2,460	4,100	9,230	14,350	20,500
4d Dep Hk	1,080	3,240	5,400	12,150	18,900	27,000
2d Sed Dely	1,040	3,120	5,200	11,700	18,200	26,000
1920 4-cyl., 114" wb						
2d Rds	1,130	3,400	5,660	12,740	19,810	28,300
4d Tr	1,140	3,420	5,700	12,830	19,950	28,500
2d Cpe	900	2,700	4,500	10,130	15,750	22,500
4d Sed	820	2,460	4,100	9,230	14,350	20,500
1921 4-cyl., 114" wb						
2d Rds	1,130	3,400	5,660	12,740	19,810	28,300
4d Tr	1,140	3,420	5,700	12,830	19,950	28,500
2d Cpe	900	2,700	4,500	10,130	15,750	22,500
4d Sed	820	2,460	4,100	9,230	14,350	20,500
1922 1st series, 4-cyl., 114" wb, (low hood models)						
2d Rds	1,130	3,400	5,660	12,740	19,810	28,300
4d Tr	1,140	3,420	5,700	12,830	19,950	28,500
2d Cpe	900	2,700	4,500	10,130	15,750	22,500
4d Sed	820	2,460	4,100	9,230	14,350	20,500
1922 2nd series, 4-cyl., 114" wb, (high hood models)						
2d Rds	1,130	3,400	5,660	12,740	19,810	28,300
4d Tr	1,140	3,420	5,700	12,830	19,950	28,500
2d Bus Cpe	900	2,700	4,500	10,130	15,750	22,500
4d Bus Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	820	2,460	4,100	9,230	14,350	20,500
1923 4-cyl., 114" wb						
2d Rds	1,130	3,400	5,660	12,740	19,810	28,300
4d Tr	1,140	3,420	5,700	12,830	19,950	28,500
2d Bus Cpe	900	2,700	4,500	10,130	15,750	22,500
4d Bus Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	820	2,460	4,100	9,230	14,350	20,500
1924 4-cyl., 116" wb						
2d Rds	1,130	3,400	5,660	12,740	19,810	28,300
4d Tr	1,140	3,420	5,700	12,830	19,950	28,500
2d Bus Cpe	900	2,700	4,500	10,130	15,750	22,500
2d 4P Cpe	920	2,760	4,600	10,350	16,100	23,000
4d Bus Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	820	2,460	4,100	9,230	14,350	20,500
1924 Special Series (deluxe equip. - introduced Jan. 1924)						
2d Rds	1,160	3,480	5,800	13,050	20,300	29,000
4d Tr	1,200	3,600	6,000	13,500	21,000	30,000
2d Bus Cpe	900	2,700	4,500	10,130	15,750	22,500
2d 4P Cpe	920	2,760	4,600	10,350	16,100	23,000
4d Bus Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	810	2,440	4,060	9,140	14,210	20,300
1925 4-cyl., 116" wb						
2d Rds	1,160	3,480	5,800	13,050	20,300	29,000
2d Spl Rds	1,200	3,600	6,000	13,500	21,000	30,000
4d Tr	1,200	3,600	6,000	13,500	21,000	30,000
4d Spl Tr	1,220	3,660	6,100	13,730	21,350	30,500
2d Bus Cpe	900	2,700	4,500	10,130	15,750	22,500
2d Spl Bus Cpe	910	2,730	4,550	10,240	15,930	22,750
2d 4P Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Sp Cpe	900	2,700	4,500	10,130	15,750	22,500
4d Bus Sed	800	2,400	4,000	9,000	14,000	20,000
4d Spl Bus Sed	840	2,520	4,200	9,450	14,700	21,000
4d Sed	820	2,460	4,100	9,230	14,350	20,500
4d Spl Sed	910	2,730	4,550	10,240	15,930	22,750
2d Sed	800	2,400	4,000	9,000	14,000	20,000
2d Spl Sed	820	2,460	4,100	9,230	14,350	20,500
1926 4-cyl., 116" wb						
2d Rds	1,160	3,480	5,800	13,050	20,300	29,000
2d Spl Rds	1,200	3,600	6,000	13,500	21,000	30,000
2d Spt Rds	1,220	3,660	6,100	13,730	21,350	30,500
4d Tr	1,200	3,600	6,000	13,500	21,000	30,000
4d Spl Tr	1,220	3,660	6,100	13,730	21,350	30,500
4d Spt Tr	1,240	3,720	6,200	13,950	21,700	31,000
2d Cpe	900	2,700	4,500	10,130	15,750	22,500
2d Spl Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Sed	800	2,400	4,000	9,000	14,000	20,000
2d Spl Sed	860	2,580	4,300	9,680	15,050	21,500
4d Bus Sed	800	2,400	4,000	9,000	14,000	20,000
4d Spl Bus Sed	840	2,520	4,200	9,450	14,700	21,000
4d Sed	820	2,460	4,100	9,230	14,350	20,500
4d Spl Sed	910	2,730	4,550	10,240	15,930	22,750
4d DeL Sed	920	2,760	4,600	10,350	16,100	23,000
1927-28 4-cyl., 116" wb						
2d Rds	1,160	3,480	5,800	13,050	20,300	29,000
2d Spl Rds	1,200	3,600	6,000	13,500	21,000	30,000
2d Spt Rds	1,220	3,660	6,100	13,730	21,350	30,500
2d Cabr	1,280	3,840	6,400	14,400	22,400	32,000
4d Tr	1,200	3,600	6,000	13,500	21,000	30,000
4d Spl Tr	1,220	3,660	6,100	13,730	21,350	30,500
4d Spt Tr	1,240	3,720	6,200	13,950	21,700	31,000
2d Cpe	780	2,340	3,900	8,780	13,650	19,500
2d Spl Cpe	880	2,640	4,400	9,900	15,400	22,000
4d Sed	820	2,460	4,100	9,230	14,350	20,500
4d Spl Sed	910	2,730	4,550	10,240	15,930	22,750
4d DeL Sed	920	2,760	4,600	10,350	16,100	23,000
4d A-P Sed	800	2,400	4,000	9,000	14,000	20,000
1928 "Fast Four", 4-cyl., 108" wb						
2d Cabr	1,280	3,840	6,400	14,400	22,400	32,000
2d Cpe	780	2,340	3,900	8,780	13,650	19,500
4d Sed	820	2,460	4,100	9,230	14,350	20,500
4d DeL Sed	920	2,760	4,600	10,350	16,100	23,000
1928 Standard Series, 6-cyl., 110" wb						
2d Cabr	1,300	3,900	6,500	14,630	22,750	32,500
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
4d Sed	840	2,520	4,200	9,450	14,700	21,000
4d DeL Sed	940	2,820	4,700	10,580	16,450	23,500
1928 Victory Series, 6-cyl., 112" wb						
4d Tr	1,320	3,960	6,600	14,850	23,100	33,000
2d Cpe	850	2,540	4,240	9,540	14,840	21,200
2d RS Cpe	910	2,720	4,540	10,220	15,890	22,700
4d Brgm	960	2,880	4,800	10,800	16,800	24,000
1928 Series 2249, Standard 6-cyl., 116" wb						
2d Cabr	1,340	4,020	6,700	15,080	23,450	33,500
4d Brgm	980	2,940	4,900	11,030	17,150	24,500
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d DeL Sed	1,000	3,000	5,000	11,250	17,500	25,000
1928 Series 2251, Senior 6-cyl., 116" wb						
2d Cabr	1,400	4,200	7,000	15,750	24,500	35,000
2d Spt Cabr	1,460	4,380	7,300	16,430	25,550	36,500
2d RS Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Spt Cpe	940	2,820	4,700	10,580	16,450	23,500
4d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Spt Sed	1,000	3,000	5,000	11,250	17,500	25,000
1929 Standard Series, 6-cyl., 110" wb						
2d Bus Cpe	760	2,280	3,800	8,550	13,300	19,000
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
4d Sed	820	2,460	4,100	9,230	14,350	20,500
4d DeL Sed	920	2,760	4,600	10,350	16,100	23,000
4d Spt DeL Sed	940	2,820	4,700	10,580	16,450	23,500
4d A-P Sed	980	2,940	4,900	11,030	17,150	24,500
1929 Victory Series, 6-cyl., 112" wb						
2d Rds	1,600	4,800	8,000	18,000	28,000	40,000
2d Spt Rds	1,720	5,160	8,600	19,350	30,100	43,000

	6	5	4	3	2	1
4d Tr	1,320	3,960	6,600	14,850	23,100	33,000
4d Spt Tr	1,400	4,200	7,000	15,750	24,500	35,000
2d Cpe	850	2,540	4,240	9,540	14,840	21,200
2d DeL Cpe	920	2,760	4,600	10,350	16,100	23,000
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Spt Sed	980	2,940	4,900	11,030	17,150	24,500
1929 Standard Series DA, 6-cyl., 63 hp, 112" wb						
NOTE: (Introduced Jan. 1, 1929)						
2d Rds	1,800	5,400	9,000	20,250	31,500	45,000
2d Spt Rds	1,840	5,520	9,200	20,700	32,200	46,000
4d Phae	1,880	5,640	9,400	21,150	32,900	47,000
4d Spt Phae	1,920	5,760	9,600	21,600	33,600	48,000
2d Bus Cpe	960	2,880	4,800	10,800	16,800	24,000
2d DeL RS Cpe	980	2,940	4,900	11,030	17,150	24,500
2d Vic	940	2,820	4,700	10,580	16,450	23,500
4d Brgm	880	2,640	4,400	9,900	15,400	22,000
4d Sed	860	2,580	4,300	9,680	15,050	21,500
4d DeL Sed	860	2,590	4,320	9,720	15,120	21,600
4d DeL Spt Sed	880	2,640	4,400	9,900	15,400	22,000
1929 Senior Series, 6-cyl., 120" wb						
2d Rds	1,920	5,760	9,600	21,600	33,600	48,000
2d 2P Cpe	1,080	3,240	5,400	12,150	18,900	27,000
2d RS Spt Cpe	1,120	3,360	5,600	12,600	19,600	28,000
2d Vic Brgm	1,080	3,240	5,400	12,150	18,900	27,000
4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Spt Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Lan Sed	1,100	3,300	5,500	12,380	19,250	27,500
4d Spt Lan Sed	1,120	3,360	5,600	12,600	19,600	28,000
1930 Series DA, 6-cyl., 112" wb						
2d Rds	1,800	5,400	9,000	20,250	31,500	45,000
4d Phae	1,880	5,640	9,400	21,150	32,900	47,000
2d Bus Cpe	960	2,880	4,800	10,800	16,800	24,000
2d DeL Cpe	980	2,940	4,900	11,030	17,150	24,500
2d Vic	940	2,820	4,700	10,580	16,450	23,500
4d Brgm	880	2,640	4,400	9,900	15,400	22,000
2d Sed	860	2,580	4,300	9,680	15,050	21,500
4d Sed	860	2,590	4,320	9,720	15,120	21,600
4d DeL Sed	870	2,620	4,360	9,810	15,260	21,800
2d RS Rds	1,840	5,520	9,200	20,700	32,200	46,000
2d RS Cpe	980	2,940	4,900	11,030	17,150	24,500
4d Lan Sed	1,000	3,000	5,000	11,250	17,500	25,000
1930 Series DD, 6-cyl., 109" wb						
NOTE: (Introduced Jan. 1, 1930)						
2d RS Rds	1,800	5,400	9,000	20,250	31,500	45,000
4d Phae	1,840	5,520	9,200	20,700	32,200	46,000
2d RS Conv	1,960	5,880	9,800	22,050	34,300	49,000
2d Bus Cpe	880	2,640	4,400	9,900	15,400	22,000
2d RS Cpe	960	2,880	4,800	10,800	16,800	24,000
4d Sed	800	2,400	4,000	9,000	14,000	20,000
1930 Series DC, 8-cyl., 114" wb						
NOTE: (Introduced Jan. 1, 1930)						
2d Rds	1,880	5,640	9,400	21,150	32,900	47,000
2d RS Conv	1,920	5,760	9,600	21,600	33,600	48,000
4d Phae	1,960	5,880	9,800	22,050	34,300	49,000
2d Bus Cpe	960	2,880	4,800	10,800	16,800	24,000
2d RS Cpe	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	840	2,520	4,200	9,450	14,700	21,000
1931 Series DH, 6-cyl., 114" wb						
NOTE: (Introduced Dec. 1, 1930)						
2d Rds	1,800	5,400	9,000	20,250	31,500	45,000
2d RS Conv	1,880	5,640	9,400	21,150	32,900	47,000
2d Bus Cpe	880	2,640	4,400	9,900	15,400	22,000
2d RS Cpe	960	2,880	4,800	10,800	16,800	24,000
4d Sed	800	2,400	4,000	9,000	14,000	20,000
1931 Series DG, 8-cyl., 118.3" wb						
NOTE: (Introduced Jan. 1, 1931)						
2d RS Rds	1,960	5,880	9,800	22,050	34,300	49,000
2d RS Conv	2,000	6,000	10,000	22,500	35,000	50,000
4d Phae	2,040	6,120	10,200	22,950	35,700	51,000
2d RS Cpe	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	840	2,520	4,200	9,450	14,700	21,000
2d 5P Cpe	960	2,880	4,800	10,800	16,800	24,000
1932 Series DL, 6-cyl., 114.3" wb						
NOTE: (Introduced Jan. 1, 1932)						
2d RS Conv	1,840	5,520	9,200	20,700	32,200	46,000
2d Bus Cpe	920	2,760	4,600	10,350	16,100	23,000
2d RS Cpe	980	2,940	4,900	11,030	17,150	24,500
4d Sed	880	2,640	4,400	9,900	15,400	22,000
1932 Series DK, 8-cyl., 122" wb						
NOTE: (Introduced Jan. 1, 1932)						
2d Conv	1,880	5,640	9,400	21,150	32,900	47,000
4d Conv Sed	1,960	5,880	9,800	22,050	34,300	49,000
2d RS Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d 5P Cpe	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	900	2,700	4,500	10,130	15,750	22,500
1933 Series DP, 6-cyl., 111.3" wb						
2d RS Conv	1,840	5,520	9,200	20,700	32,200	46,000
2d Bus Cpe	960	2,880	4,800	10,800	16,800	24,000
2d RS Cpe	1,200	3,600	6,000	13,500	21,000	30,000
4d Sed	880	2,640	4,400	9,900	15,400	22,000
4d Brgm	900	2,700	4,500	10,130	15,750	22,500
4d DeL Brgm	920	2,760	4,600	10,350	16,100	23,000
1933 Series DP, 6 Cyl 113.3" wb						
Westchester Woody Wag			2,720	8,160	13,600	30,600
47,600	68,000					
1933 Series DP, 6-cyl., 111.3" wb						
NOTE: Second Series DP introduced April 5, 1933 increasing wb from 111" to 115" included in above.						
1933 Series DO, 8-cyl., 122" wb						
2d RS Conv	2,000	6,000	10,000	22,500	35,000	50,000
4d Conv Sed	2,060	6,180	10,300	23,180	36,050	51,500
2d RS Cpe	1,080	3,240	5,400	12,150	18,900	27,000
2d Cpe	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	920	2,760	4,600	10,350	16,100	23,000
1934 DeLuxe Series DR, 6-cyl., 117" wb						
2d RS Conv	1,840	5,520	9,200	20,700	32,200	46,000
2d Bus Cpe	960	2,880	4,800	10,800	16,800	24,000
2d RS Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	880	2,640	4,400	9,900	15,400	22,000
4d Sed	920	2,760	4,600	10,350	16,100	23,000
1934 Series DS, 6-cyl., 121" wb						
4d Conv Sed	2,000	6,000	10,000	22,500	35,000	50,000
4d Brgm	960	2,880	4,800	10,800	16,800	24,000
1934 DeLuxe Series DRXX, 6-cyl., 117" wb						
NOTE: (Introduced June 2, 1934)						
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000
2d Bus Cpe	960	2,880	4,800	10,800	16,800	24,000
2d Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d Sed	880	2,640	4,400	9,900	15,400	22,000
4d Sed	920	2,760	4,600	10,350	16,100	23,000
1935 Series DU, 6-cyl., 116" wb - 128" wb, (*)						
2d RS Conv	1,840	5,520	9,200	20,700	32,200	46,000
2d Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d RS Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	880	2,640	4,400	9,900	15,400	22,000
2d Tr Sed	900	2,700	4,500	10,130	15,750	22,500
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Tr Sed	940	2,820	4,700	10,580	16,450	23,500
4d Car Sed (*)	870	2,620	4,360	9,810	15,260	21,800
4d 7P Sed (*)	890	2,680	4,460	10,040	15,610	22,300
1936 Series D2, 6-cyl., 116" wb - 128" wb, (*)						
2d RS Conv	1,840	5,520	9,200	20,700	32,200	46,000
4d Conv Sed	1,960	5,880	9,800	22,050	34,300	49,000
2d 2P Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d RS Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	880	2,640	4,400	9,900	15,400	22,000
2d Tr Sed	900	2,700	4,500	10,130	15,750	22,500
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Tr Sed	940	2,820	4,700	10,580	16,450	23,500
4d 7P Sed (*)	900	2,700	4,500	10,130	15,750	22,500
1937 Series D5, 6-cyl., 115" wb - 132" wb, (*)						
2d RS Conv	1,840	5,520	9,200	20,700	32,200	46,000
4d Conv Sed	1,960	5,880	9,800	22,050	34,300	49,000
2d Bus Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d RS Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	880	2,640	4,400	9,900	15,400	22,000
2d Tr Sed	900	2,700	4,500	10,130	15,750	22,500
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Tr Sed	940	2,820	4,700	10,580	16,450	23,500
4d 7P Sed (*)	940	2,820	4,700	10,580	16,450	23,500
4d Limo (*)	900	2,700	4,500	10,130	15,750	22,500
1938 Series D8, 6-cyl., 115" wb - 132" wb, (*)						
2d Conv Cpe	1,840	5,520	9,200	20,700	32,200	46,000
4d Conv Sed	1,960	5,880	9,800	22,050	34,300	49,000
2d Bus Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d Cpe 2-4	1,060	3,180	5,300	11,930	18,550	26,500
2d Sed	880	2,640	4,400	9,900	15,400	22,000
2d Tr Sed	900	2,700	4,500	10,130	15,750	22,500
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Tr Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sta Wag	2,400	7,200	12,000	27,000	42,000	60,000
4d 7P Sed (*)	940	2,820	4,700	10,580	16,450	23,500
4d Limo	900	2,700	4,500	10,130	15,750	22,500
1939 Special Series D11S, 6-cyl., 117" wb						
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	840	2,520	4,200	9,450	14,700	21,000
1939 DeLuxe Series D11, 6-cyl., 117" wb - 134" wb, (*)						
2d Cpe	1,120	3,360	5,600	12,600	19,600	28,000
2d A/S Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Twn Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	880	2,640	4,400	9,900	15,400	22,000
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Ewb Sed (*)	940	2,820	4,700	10,580	16,450	23,500
4d Limo (*)	900	2,700	4,500	10,130	15,750	22,500
1940 Special Series D17, 6-cyl., 119.5" wb						
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	840	2,520	4,200	9,450	14,700	21,000
1940 DeLuxe Series D14, 6-cyl., 119.5" wb - 139.5" wb, (*)						
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000
2d Cpe	1,120	3,360	5,600	12,600	19,600	28,000
2d 4P Cpe	960	2,880	4,800	10,800	16,800	24,000
2d Sed	880	2,640	4,400	9,900	15,400	22,000
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Ewb Sed (*)	940	2,820	4,700	10,580	16,450	23,500
4d Limo (*)	900	2,700	4,500	10,130	15,750	22,500
1941 DeLuxe Series D19, 6-cyl., 119.5" wb						
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	860	2,580	4,300	9,680	15,050	21,500
1941 Custom Series D19, 6-cyl., 119.5" wb - 137.5" wb, (*)						
2d Conv	1,960	5,880	9,800	22,050	34,300	49,000
2d Clb Cpe	1,020	3,060	5,100	11,480	17,850	25,500
2d Brgm	980	2,940	4,900	11,030	17,150	24,500
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Twn Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d 7P Sed (*)	1,030	3,080	5,140	11,570	17,990	25,700
4d Limo (*)	960	2,880	4,800	10,800	16,800	24,000
1942 DeLuxe Series D22, 6-cyl., 119.5" wb						
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Clb Cpe	910	2,740	4,560	10,260	15,960	22,800
2d Sed	830	2,500	4,160	9,360	14,560	20,800
4d Sed	840	2,510	4,180	9,410	14,630	20,900
1942 Custom Series D22, 6-cyl., 119.5" wb - 137.5" wb, (*)						
2d Conv	1,960	5,880	9,800	22,050	34,300	49,000
2d Clb Cpe	980	2,940	4,900	11,030	17,150	24,500
2d Brgm	920	2,760	4,600	10,350	16,100	23,000
4d Sed	910	2,740	4,560	10,260	15,960	22,800
4d Twn Sed	920	2,750	4,580	10,310	16,030	22,900
4d 7P Sed (*)	930	2,800	4,660	10,490	16,310	23,300
4d Limo (*)	960	2,880	4,800	10,800	16,800	24,000
1946-48 DeLuxe Series D24, 6-cyl., 119.5" wb						
2d Cpe	676	2,028	3,380	7,610	11,830	16,900
2d Sed	608	1,824	3,040	6,840	10,640	15,200
4d Sed	612	1,836	3,060	6,890	10,710	15,300
1946-48 Custom Series D24, 6-cyl., 119.5" wb - 137.5" wb, (*)						
2d Conv	1,160	3,480	5,800	13,050	20,300	29,000
2d Clb Cpe	660	1,980	3,300	7,430	11,550	16,500
4d Sed	620	1,860	3,100	6,980	10,850	15,500
4d Twn Sed	624	1,872	3,120	7,020	10,920	15,600
4d 7P Sed (*)	628	1,884	3,140	7,070	10,990	15,700
1949 Series D29 Wayfarer, 6-cyl., 115" wb						
NOTE: First Series 1949 is the same as 1948.						
2d Rds	1,800	5,400	9,000	20,250	31,500	45,000
2d Bus Cpe	660	1,980	3,300	7,430	11,550	16,500
2d Sed	644	1,932	3,220	7,250	11,270	16,100
1949 Series D30 Meadowbrook, 6-cyl., 123.5" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
1949 Series D30 Coronet, 6-cyl., 123.5" wb - 137.5" wb, (*)						
2d Conv	1,720	5,160	8,600	19,350	30,100	43,000
2d Clb Cpe	680	2,040	3,400	7,650	11,900	17,000
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Twn Sed	660	1,980	3,300	7,430	11,550	16,500
4d Sta Wag	3,600	10,800	18,000	40,500	63,000	90,000
4d 8P Sed (*)	540	1,620	2,700	6,080	9,450	13,500
1950 Series D33 Wayfarer, 6-cyl., 115" wb						
2d Rds	1,800	5,400	9,000	20,250	31,500	45,000
2d Cpe	770	2,310	3,850	8,660	13,480	19,250
2d Sed	750	2,240	3,740	8,420	13,090	18,700
1950 Series D34 Meadowbrook, 6-cyl., 123.5" wb						
4d Sed	570	1,720	2,860	6,440	10,010	14,300
1950 Series D34 Coronet, 123.5" wb - 137.5" wb, (*)						
2d Conv	1,900	5,700	9,500	21,380	33,250	47,500
2d Clb Cpe	750	2,240	3,740	8,420	13,090	18,700
2d HT Dipl	950	2,850	4,750	10,690	16,630	23,750
4d Sed	620	1,850	3,080	6,930	10,780	15,400
4d Twn Sed	660	1,980	3,300	7,430	11,550	16,500
4d Sta Wag	3,420	10,260	17,100	38,480	59,850	85,500
4d Mtl Sta Wag	760	2,280	3,800	8,550	13,300	19,000
4d 8P Sed (*)	640	1,920	3,200	7,200	11,200	16,000
1951-52 Wayfarer Series D41, 6-cyl., 115" wb						
2d Rds (1951 only)	1,800	5,400	9,000	20,250	31,500	45,000
2d Sed	750	2,240	3,740	8,420	13,090	18,700
2d Cpe	770	2,310	3,850	8,660	13,480	19,250
1951-52 Meadowbrook Series D42, 6-cyl., 123.5" wb						
4d Sed	590	1,780	2,970	6,680	10,400	14,850
1951-52 Coronet Series D42, 6-cyl., 123.5" wb						
4d Sed	620	1,850	3,080	6,930	10,780	15,400
2d Clb Cpe	750	2,240	3,740	8,420	13,090	18,700
2d HT Dipl	950	2,850	4,750	10,690	16,630	23,750
2d Conv	1,900	5,700	9,500	21,380	33,250	47,500
4d Mtl Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d 8P Sed	640	1,920	3,200	7,200	11,200	16,000
1953 Meadowbrook Special, 6-cyl., disc 4/53						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
2d Clb Cpe	770	2,310	3,850	8,660	13,480	19,250
1953 Series D46 Meadowbrook, 6-cyl., 119"						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
2d Clb Cpe	770	2,310	3,850	8,660	13,480	19,250
2d Sub	760	2,280	3,800	8,550	13,300	19,000
1953 Coronet, 6-cyl., 119"						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Clb Cpe	720	2,160	3,600	8,100	12,600	18,000
1953 Series D44 Coronet, V-8, 119"						
4d Sed	680	2,050	3,410	7,670	11,940	17,050
2d Clb Cpe	740	2,220	3,700	8,330	12,950	18,500
1953 Series D48 Coronet, V-8, 119" wb - 114" wb, (*)						
2d HT Dipl	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,900	5,700	9,500	21,380	33,250	47,500
2d Sta Wag (*)	800	2,400	4,000	9,000	14,000	20,000
1954 Series D51-1 Meadowbrook, 6-cyl., 119"						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
2d Clb Cpe	780	2,340	3,910	8,790	13,670	19,525
1954 Series D51-2 Coronet, 6-cyl., 119"						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Clb Cpe	780	2,340	3,910	8,790	13,670	19,525
1954 Series D52 Coronet, 6-cyl., 114"						
2d Sub	730	2,180	3,630	8,170	12,710	18,150
4d 6P Sta Wag	840	2,510	4,180	9,410	14,630	20,900
4d 8P Sta Wag	760	2,280	3,800	8,550	13,300	19,000
1954 Series D50-1 Meadowbrook, V-8, 119"						
4d Sed	700	2,110	3,520	7,920	12,320	17,600
2d Clb Cpe	770	2,310	3,850	8,660	13,480	19,250
1954 Series D50-2 Coronet, V-8, 119"						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Clb Cpe	780	2,340	3,910	8,790	13,670	19,525
1954 Series D53-2 Coronet, V-8, 114"						
2d Sub	730	2,180	3,630	8,170	12,710	18,150
4d 2S Sta Wag	840	2,510	4,180	9,410	14,630	20,900
4d 3S Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1954 Series D50-3 Royal, V-8, 119"						
4d Sed	680	2,050	3,410	7,670	11,940	17,050
2d Clb Cpe	790	2,380	3,960	8,910	13,860	19,800
1954 Series D53-3 Royal, V-8, 114"						
2d HT	950	2,850	4,750	10,690	16,630	23,750
2d Conv	1,980	5,930	9,880	22,230	34,580	49,400
2d Pace Car Replica Conv	2,320	6,950	11,590	26,080	40,570	57,950
1955 Coronet, V-8, 120"						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
2d Sed	980	2,940	4,900	11,030	17,150	24,500
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Sub Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
4d 6P Sta Wag	1,180	3,530	5,890	13,250	20,620	29,450
4d 8P Sta Wag	1,220	3,650	6,080	13,680	21,280	30,400
NOTE: Deduct 5% for 6-cyl. models.						
1955 Royal, V-8, 120"						
4d Sed	690	2,080	3,470	7,800	12,130	17,325
2d HT	1,330	3,990	6,650	14,960	23,280	33,250
4d 6P Sta Wag	1,270	3,820	6,370	14,320	22,280	31,825
4d 8P Sta Wag	1,290	3,880	6,460	14,540	22,610	32,300
1955 Custom Royal, V-8, 120"						
4d Sed	700	2,110	3,520	7,920	12,320	17,600
4d Lancer	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,560	4,670	7,790	17,530	27,270	38,950
2d Conv	2,850	8,550	14,250	32,060	49,880	71,250
NOTE: Add 25% for La-Femme. Deduct 5% for 6-cyl. models.						
1956 Coronet, V-8, 120"						
4d Sed	650	1,950	3,250	7,300	11,360	16,225
4d HT	700	2,110	3,520	7,920	12,320	17,600
2d Clb Sed	1,250	3,760	6,270	14,110	21,950	31,350
2d HT	1,390	4,180	6,970	15,690	24,410	34,865
2d Conv	2,470	7,410	12,350	27,790	43,230	61,750
2d Sub Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500

	6	5	4	3	2	1
4d 6P Sta Wag	1,220	3,650	6,080	13,680	21,280	30,400
4d 8P Sta Wag	1,250	3,760	6,270	14,110	21,950	31,350

NOTE: Deduct 5% for 6-cyl. models.

1956 Royal, V-8, 120" wb

4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d HT	750	2,250	3,750	8,440	13,130	18,750
2d HT	1,600	4,790	7,980	17,960	27,930	39,900
2d Sub Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
4d 6P Sta Wag	1,410	4,220	7,030	15,820	24,610	35,150
4d 8P Sta Wag	1,430	4,280	7,130	16,030	24,940	35,625

1956 Custom Royal, V-8, 120" wb

4d Sed	680	2,050	3,410	7,670	11,940	17,050
4d HT	750	2,240	3,740	8,420	13,090	18,700
2d HT	1,710	5,130	8,550	19,240	29,930	42,750
2d Conv	2,470	7,410	12,350	27,790	43,230	61,750

NOTE: Add 30% for D500 option; 20% for Golden Lancer; 20% for La-Femme or Texan options; 20% for 315/218 V-8 in Coronet.

1957 Coronet, V-8, 122" wb

4d Sed	700	2,110	3,520	7,920	12,320	17,600
4d HT	770	2,310	3,850	8,660	13,480	19,250
2d Sed	790	2,380	3,960	8,910	13,860	19,800
2d HT	1,410	4,220	7,030	15,820	24,610	35,150

NOTE: Deduct 20% for 6-cyl. models. Add 30% for 325/310 V-8.

1957 Coronet Lancer

2d Conv	2,660	7,980	13,300	29,930	46,550	66,500

1957 Royal, V-8, 122" wb

4d Sed	730	2,180	3,630	8,170	12,710	18,150
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,600	4,800	8,000	18,000	28,000	40,000

1957 Royal Lancer

2d Conv	2,960	8,890	14,820	33,350	51,870	74,100

NOTE: Add 30% for 325/310 V-8.

1957 Custom Royal, V-8, 122" wb

4d Sed	790	2,380	3,960	8,910	13,860	19,800
4d HT	850	2,560	4,270	9,600	14,930	21,325
2d HT	1,710	5,130	8,550	19,240	29,930	42,750
4d 6P Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
4d 9P Sta Wag	1,220	3,650	6,080	13,680	21,280	30,400
2d Sub Sta Wag	1,120	3,360	5,610	12,610	19,620	28,025

1957 Custom Royal Lancer

2d Conv	4,400	13,200	22,000	49,500	77,000	110,000

NOTE: Add 35% for D500 option on Royal/Club Sedan & convertible; 30% for 325/310 V-8.

1958 Coronet, V-8, 122" wb

4d Sed	700	2,110	3,520	7,920	12,320	17,600
4d HT	770	2,310	3,850	8,660	13,480	19,250
2d Sed	790	2,380	3,960	8,910	13,860	19,800
2d HT	1,410	4,220	7,030	15,820	24,610	35,150
2d Conv	2,660	7,980	13,300	29,930	46,550	66,500

NOTE: Deduct 5% for 6-cyl. models.

1958 Royal

4d Sed	730	2,180	3,630	8,170	12,710	18,150
4d HT	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,600	4,800	8,000	18,000	28,000	40,000

1958 Custom Royal

4d Sed	810	2,440	4,070	9,160	14,250	20,350
4d HT	860	2,570	4,280	9,620	14,960	21,375
2d HT	1,710	5,130	8,550	19,240	29,930	42,750
2d Conv	4,400	13,200	22,000	49,500	77,000	110,000
4d 6P Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
4d 9P Sta Wag	1,220	3,650	6,080	13,680	21,280	30,400
4d 6P Cus Wag	1,220	3,650	6,080	13,680	21,280	30,400
4d 9P Cus Wag	1,250	3,760	6,270	14,110	21,950	31,350
2d Sub Sta Wag	1,120	3,360	5,610	12,610	19,620	28,025

NOTE: Add 20% for Regal Lancer;30% for 325/210 V-8; 35% for D500 option. Super D500 with EFI, value inestimable.

1959 Coronet, V-8

4d Sed	790	2,380	3,960	8,910	13,860	19,800
4d HT	810	2,440	4,070	9,160	14,250	20,350
2d Sed	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,410	4,220	7,030	15,820	24,610	35,150
2d Conv	2,660	7,980	13,300	29,930	46,550	66,500

1959 Royal, V-8

4d Sed	730	2,180	3,630	8,170	12,710	18,150
4d HT	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,520	4,560	7,600	17,100	26,600	38,000

1959 Custom Royal, V-8

4d Sed	810	2,440	4,070	9,160	14,250	20,350
4d HT	860	2,570	4,280	9,620	14,960	21,375
2d HT	1,710	5,130	8,550	19,240	29,930	42,750
2d Conv	4,400	13,200	22,000	49,500	77,000	110,000

1959 Sierra, V-8

4d 6P Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
4d 9P Sta Wag	1,160	3,480	5,800	13,040	20,280	28,975
4d 6P Cus Wag	1,180	3,530	5,890	13,250	20,620	29,450
4d 9P Cus Wag	1,200	3,590	5,990	13,470	20,950	29,925

NOTE: Add 30% for D500 option; 30% for 383/345 V-8; $2,000 for swivel bucket seats. Deduct 10% for 6-cyl. models.

1960 Dart,Seneca, V-8, 118" wb

4d Sed	560	1,680	2,800	6,300	9,800	14,000

1960 Dart, Seneca, V-8, 118" wb

2d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000

1960 Dart, Pioneer, V-8, 118" wb

4d Sed	600	1,800	3,000	6,750	10,500	15,000
2d Sed	960	2,880	4,800	10,800	16,800	24,000
2d HT	1,120	3,360	5,600	12,600	19,600	28,000
4d 6P Sta Wag	940	2,820	4,700	10,580	16,450	23,500
4d 9P Sta Wag	960	2,880	4,800	10,800	16,800	24,000

1960 Dart, Phoenix, V-8, 118" wb

4d Sed	610	1,820	3,040	6,840	10,640	15,200
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000

NOTE: Add 10% for 361/295 V-8; 20% for 383/325 V-8 or 330 V-8. Deduct 10% for 6-cylinder.

1960 Matador

4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d HT	740	2,220	3,700	8,330	12,950	18,500
2d HT	1,240	3,720	6,200	13,950	21,700	31,000
4d 6P Sta Wag	960	2,880	4,800	10,800	16,800	24,000
4d 9P Sta Wag	980	2,940	4,900	11,030	17,150	24,500

NOTE: Add 20% for 383/325 V-8.

1960 Polara

4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d HT	750	2,260	3,760	8,460	13,160	18,800
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	3,400	10,200	17,000	38,250	59,500	85,000
4d 6P Sta Wag	1,540	4,620	7,700	17,330	26,950	38,500
4d 9P Sta Wag	1,560	4,680	7,800	17,550	27,300	39,000

NOTE: Add 15% for 383/330 V-8; $2,000 for swivel bucket seats.

1961 Lancer, 6-cyl., 106.5" wb

4d Sed	540	1,630	2,720	6,120	9,520	13,600
2d HT	680	2,040	3,400	7,650	11,900	17,000
2d Spt Cpe	840	2,520	4,200	9,450	14,700	21,000

1961 Lancer 770

4d Sta Wag	790	2,360	3,940	8,870	13,790	19,700

NOTE: Add 20% for Hyper Pak 170-180 hp engine option; 25% for Hyper Pak 225-200 hp; 10% for Big Six.

1961 Dart, Seneca, V-8, 118" wb

4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000

1961 Dart, Pioneer, V-8, 118" wb

4d Sed	580	1,740	2,900	6,530	10,150	14,500
2d Sed	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,120	3,360	5,600	12,600	19,600	28,000
4d 6P Sta Wag	940	2,820	4,700	10,580	16,450	23,500
4d 9P Sta Wag	960	2,880	4,800	10,800	16,800	24,000

1961 Dart, Phoenix, V-8, 118" wb

4d Sed	610	1,820	3,040	6,840	10,640	15,200
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000

NOTE: Add 15% for 361/265 V-8; 20% for 361/305-325-340 V-8; 35% for 413/350-375 V-8. Deduct 10% for six cylinder.

1961 Polara

4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d HT	750	2,260	3,760	8,460	13,160	18,800
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	3,400	10,200	17,000	38,250	59,500	85,000
4d 6P Sta Wag	1,540	4,620	7,700	17,330	26,950	38,500
4d 9P Sta Wag	1,560	4,680	7,800	17,550	27,300	39,000

1962 Lancer, 6-cyl., 106.5" wb

4d Sed	540	1,630	2,720	6,120	9,520	13,600
2d Sed	840	2,520	4,200	9,450	14,700	21,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000

1962 Lancer 770, 6-cyl., 106.5" wb

4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sed	860	2,580	4,300	9,680	15,050	21,500
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
2d GT Cpe	1,000	3,000	5,000	11,250	17,500	25,000

1962 Dart, V-8, 116" wb

4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,120	3,360	5,600	12,600	19,600	28,000
4d 6P Sta Wag	940	2,820	4,700	10,580	16,450	23,500
4d 9P Sta Wag	960	2,880	4,800	10,800	16,800	24,000

1962 Dart 440, V-8, 116" wb

4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,160	3,480	5,800	13,050	20,300	29,000
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
4d 6P Sta Wag	940	2,820	4,700	10,580	16,450	23,500
4d 9P Sta Wag	960	2,880	4,800	10,800	16,800	24,000

1962 Polara 500, V-8, 116" wb

4d HT	750	2,260	3,760	8,460	13,160	18,800
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	3,400	10,200	17,000	38,250	59,500	85,000

NOTE: Add 20% for Daytona 500 Pace Car.

1962 Custom 880, V-8, 122" wb

4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	880	2,640	4,400	9,900	15,400	22,000
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
4d 6P Sta Wag	880	2,640	4,400	9,900	15,400	22,000
4d 9P Sta Wag	960	2,880	4,800	10,800	16,800	24,000

NOTE: Deduct 5% for 6-cyl. models. Ramcharger 413 (Max Wedge cars), value inestimable.

1963 Dart 170, 6-cyl., 111" wb

4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sta Wag	920	2,760	4,600	10,350	16,100	23,000

1963 Dart 270, 6-cyl., 111" wb

4d Sed	580	1,740	2,900	6,530	10,150	14,500
2d Sed	960	2,880	4,800	10,800	16,800	24,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
4d Sta Wag	960	2,880	4,800	10,800	16,800	24,000

1963 Dart GT

2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000

1963 Dodge, 330/440, V-8, 119" wb

4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	740	2,220	3,700	8,330	12,950	18,500
2d HT	880	2,640	4,400	9,900	15,400	22,000
4d 6P Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d 9P Sta Wag	960	2,880	4,800	10,800	15,400	22,000

NOTE: Deduct 10% for six cylinder. Add 10% for 383/305 V-8; 25% for 383/320 V-8; 200% for MAX WEDGE 426/425 V-8.

1963 Dodge 330, Superstock 426/415

2d Sed	6,800	20,400	34,000	85,000	119,000	170,000

1963 Dodge, 330, Superstock 426/415

NOTE: Add 20% for 426/425 HEMI.

1963 Polara, 318 cid V-8, 119" wb

4d Sed	476	1,428	2,380	5,360	8,330	11,900
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,640	4,920	8,200	18,450	28,700	41,000

1963 Polara 500, 383 cid V-8, 119" wb

2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	3,400	10,200	17,000	38,250	59,500	85,000

NOTE: Deduct 20% for six cylinder. Add 20% for 383/330 V-8.

1963 880, V-8, 122" wb

4d Sed	496	1,488	2,480	5,580	8,680	12,400
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	740	2,220	3,700	8,330	12,950	18,500
2d Conv	1,500	4,500	7,500	16,880	26,250	37,500
4d 6P Sta Wag	880	2,640	4,400	9,900	15,400	22,000
4d 9P Sta Wag	920	2,760	4,600	10,350	16,100	23,000

NOTE: Deduct 5% for 6-cyl. models. Ramcharger 426 (Max Wedge cars), value inestimable.

1964 Dart 170, 6-cyl., 111" wb

4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sta Wag	940	2,830	4,720	10,620	16,520	23,600

1964 Dart 270, 6-cyl., 106" wb

4d Sed	580	1,740	2,900	6,530	10,150	14,500
2d Sed	960	2,880	4,800	10,800	16,800	24,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
4d Sta Wag	960	2,880	4,800	10,800	16,800	24,000

1964 Dart GT

2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000

NOTE: Add 5% for 225/145 six cylinder; 15% for 273/180 V-8.

1964 Dodge 330/440, V-8, 119" wb

4d Sed	470	1,400	2,340	5,270	8,190	11,700
2d Sed	460	1,390	2,320	5,220	8,120	11,600
2d HT	600	1,800	3,000	6,750	10,500	15,000
4d 6P Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d 9P Sta Wag	880	2,640	4,400	9,900	15,400	22,000

NOTE: Deduct 10% for six cylinder. Add 10% for 361/265 V-8; 15% for 383/305 V-8; 20% for 383/330 V-8; 30% for 426/365 V-8.

1964 Dodge, 330, Superstock 426/415

2d Sed	6,800	20,400	34,000	85,000	119,000	170,000

1964 Polara, V-8, 119" wb

4d Sed	480	1,430	2,380	5,360	8,330	11,900
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,640	4,920	8,200	18,450	28,700	41,000

NOTE: Dedcut 20% for six cylinder. Add 20% for 383/330 V-8; 20% for 500 package.

1964 880, V-8, 122" wb

4d Sed	500	1,490	2,480	5,580	8,680	12,400
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	740	2,220	3,700	8,330	12,950	18,500
2d Conv	1,500	4,500	7,500	16,880	26,250	37,500
4d 6P Sta Wag	880	2,640	4,400	9,900	15,400	22,000
4d 9P Sta Wag	940	2,830	4,720	10,620	16,520	23,600

NOTE: Add 100% for 426/365 V-8.

1965 Dart, V8, 106" wb

4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sta Wag	940	2,830	4,720	10,620	16,520	23,600

1965 Dart 270, V-8, 106" wb

4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	960	2,880	4,800	10,800	16,800	24,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
4d Sta Wag	960	2,880	4,800	10,800	16,800	24,000

1965 Dart GT

2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000

NOTE: Add 15% for 273/180 V-8; 40% for Dart Charger package (54 convertibles & 126 hardtops made)

1965 Coronet, V-8, 117" wb

4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	740	2,220	3,700	8,330	12,950	18,500

1965 Coronet Deluxe, V-8, 117" wb

4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000

1965 Coronet 440, V-8, 117" wb

4d Sed	550	1,650	2,750	6,190	9,630	13,750
2d HT	880	2,640	4,400	9,900	15,400	22,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
4d 6P Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d 9P Sta Wag	880	2,640	4,400	9,900	15,400	22,000

1965 Coronet 500, V-8, 117" wb

2d HT	1,030	3,090	5,150	11,590	18,030	25,750
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000

NOTE: Deduct 10% for six cylinder. Add 20% for 361/270 V-8; 30% for 383/315 V-8; 50% for 413/340 V-8; 300% for 426/365 V-8.

1965 Polara, V-8, 121" wb

4d Sed	480	1,430	2,380	5,360	8,330	11,900
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,640	4,920	8,200	18,450	28,700	41,000
4d 6P Sta Wag	940	2,820	4,700	10,580	16,450	23,500
4d 9P Sta Wag	940	2,820	4,700	10,580	16,450	23,500

NOTE: Add 20% for 500 package; 10% for 413/340 V-8; 100% for 426/365 V-8.

1965 Custom 880, V-8, 121" wb

4d Sed	540	1,620	2,700	6,080	9,450	13,500
4d HT	740	2,220	3,700	8,330	12,950	18,500
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,660	4,980	8,300	18,680	29,050	41,500
4d 6P Sta Wag	900	2,700	4,500	10,130	15,750	22,500
4d 9P Sta Wag	960	2,880	4,800	10,800	16,800	24,000

NOTE: Add 100% for 426/365 V-8.

1965 Monaco, V-8, 121" wb

2d HT	1,320	3,960	6,600	14,850	23,100	33,000

NOTE: Add 10% for 413/340 V-8.

1966 Dart, 6-cyl., 111" wb

4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sta Wag	940	2,830	4,720	10,620	16,520	23,600

1966 Dart 270, V-8, 111" wb

4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	960	2,880	4,800	10,800	16,800	24,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
4d Sta Wag	960	2,880	4,800	10,800	16,800	24,000

	6	5	4	3	2	1
1966 Dart GT, V-8, 111" wb						
2d HT	1,120	3,360	5,600	12,600	19,600	28,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Add 10% for 273/180 V-8; 30% for 273/235 V-8.						
1966 Coronet, V-8, 117" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	560	1,680	2,800	6,300	9,800	14,000
1966 Coronet DeLuxe, V-8, 117" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	560	1,680	2,800	6,300	9,800	14,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1966 Coronet 440, V-8, 117" wb						
4d Sed	550	1,650	2,750	6,190	9,630	13,750
2d HT	880	2,640	4,400	9,900	15,400	22,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1966 Coronet 500, V-8, 117" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d HT	1,030	3,090	5,150	11,590	18,030	25,750
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
NOTE: Deduct 10% for six cylinder. Add 15% for 361/265 V-8; 30% for 383/325 V-8; 300% for 426/425 V-8.						
1966 Polara, V-8, 121" wb						
4d Sed	480	1,430	2,380	5,360	8,330	11,900
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,640	4,920	8,200	18,450	28,700	41,000
4d Sta Wag	940	2,820	4,700	10,580	16,450	23,500
NOTE: Add 10% for 383/325 V-8; 15% for 440/350 V-8.						
1966 Monaco, V-8, 121" wb						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d HT	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
4d Sta Wag	880	2,640	4,400	9,900	15,400	22,000
1966 Monaco 500						
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
NOTE: Add 10% for 440/350 V-8.						
1966 Charger, 117" wb						
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Add 15% for 361/265 V-8; 30% for 383/325 V-8; 150% for 426/425 HEMI V-8. Deduct 5% for all Dodge 6-cyl. Autos equipped with 426 Hemi, value inestimable.						

EDSEL

	6	5	4	3	2	1
1958 Ranger Series, V-8, 118" wb						
2d Sed	730	2,190	3,650	8,210	12,780	18,250
4d Sed	810	2,440	4,070	9,160	14,250	20,350
4d HT	730	2,180	3,630	8,170	12,710	18,150
2d HT	1,030	3,080	5,130	11,540	17,960	25,650
1958 Pacer Series, V-8, 118" wb						
4d Sed	680	2,050	3,410	7,670	11,940	17,050
4d HT	750	2,240	3,740	8,420	13,090	18,700
2d HT	1,060	3,190	5,320	11,970	18,620	26,600
2d Conv	2,470	7,410	12,350	27,790	43,230	61,750
1958 Corsair Series, V-8, 124" wb						
4d HT	790	2,380	3,960	8,910	13,860	19,800
2d HT	1,100	3,310	5,510	12,400	19,290	27,550
1958 Citation Series, V-8, 124" wb						
4d HT	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	3,230	9,690	16,150	36,340	56,530	80,750
1958 Station Wagons, V-8						
4d Vill	2,660	7,980	13,300	29,930	46,550	66,500
4d Ber	2,850	8,550	14,250	32,060	49,880	71,250
4d 9P Vill	2,740	8,210	13,680	30,780	47,880	68,400
4d 9P Ber	3,040	9,120	15,200	34,200	53,200	76,000
2d Rdup	2,680	8,040	13,400	30,150	46,900	67,000
1959 Ranger Series, V-8, 120" wb						
2d Sed	730	2,180	3,630	8,170	12,710	18,150
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d HT	730	2,180	3,630	8,170	12,710	18,150
2d HT	1,030	3,080	5,130	11,540	17,960	25,650
1959 Corsair Series, V-8, 120" wb						
4d Sed	680	2,050	3,410	7,670	11,940	17,050
4d HT	790	2,380	3,960	8,910	13,860	19,800
2d HT	1,100	3,310	5,510	12,400	19,290	27,550
2d Conv	2,510	7,520	12,540	28,220	43,890	62,700
1959 Station Wagons, V-8, 118" wb						
4d Vill	2,660	7,980	13,300	29,930	46,550	66,500
4d 9P Vill	2,720	8,160	13,600	30,600	47,600	68,000
NOTE: Deduct 5% for 6-cyl.						
1960 Ranger Series, V-8, 120" wb						
2d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,560	4,680	7,800	17,550	27,300	39,000
2d Conv	4,000	12,000	20,000	45,000	70,000	100,000
1960 Station Wagons, V-8, 120" wb						
4d 6P Vill	2,800	8,400	14,000	31,500	49,000	70,000
4d 9P Vill	2,880	8,640	14,400	32,400	50,400	72,000
NOTE: Deduct 5% for 6-cyl.						

EXCALIBUR

	6	5	4	3	2	1
1952 Excalibur I, Willys F-Head 4-cyl.						
2d Rds	11,400	34,200	57,000	128,250	199,500	285,000
1965 Excalibur I, Chevrolet Corvette V8						
2d SSK Rds 2P	2,000	6,000	10,000	25,000	35,000	50,000
1966 Excalibur I, Chevrolet Corvette V8						
2d SSK Rds 2P	1,800	5,400	9,000	22,500	31,500	45,000
2d SS Rds 2P	1,600	4,800	8,000	18,000	28,000	40,000
1966 Excalibur 35X						
2d Rds 2P	2,000	6,000	10,000	25,000	35,000	50,000

FORD

	6	5	4	3	2	1
1903 Model A, 2-cyl., Ser. No. 1-670, 8 hp 1904, 2-cyl., Ser. No. 671-1708, 10 hp						
Rbt	2,000	6,000	10,000	22,500	35,000	50,000
Rbt W/ton	2,080	6,240	10,400	23,400	36,400	52,000
1903 Model B 10 hp, 4-cyl.						
Tr			value not estimable			
1903 Model C 10 hp, 2-cyl., Ser. No. 1709-2700						
Rbt	2,040	6,120	10,200	22,950	35,700	51,000
Rbt W/ton	2,080	6,240	10,400	23,400	36,400	52,000
Dr's Mdl	2,120	6,360	10,600	23,850	37,100	53,000
1903 Model F 16 hp, 2-cyl., (Produced 1904-05-06)						
Tr	2,080	6,240	10,400	23,400	36,400	52,000
1903 Model K 40 hp, 6-cyl., (Produced 1905-06-07-08)						
Tr	3,360	10,080	16,800	37,800	58,800	84,000
Rds	3,400	10,200	17,000	38,250	59,500	85,000
1903 Model N 18 hp, 4-cyl., (Produced 1906-07-08)						
Rbt	2,120	6,360	10,600	23,850	37,100	53,000
1903 Model R 4-cyl., (Produced 1907-08)						
Rbt	2,040	6,120	10,200	22,950	35,700	51,000
1903 Model S 4-cyl.						
Rbt	2,160	6,480	10,800	24,300	37,800	54,000
1908 Model T, 4-cyl., 2 levers, 2 foot pedals (1,000 produced)						
Tr	1,680	5,040	8,400	18,900	29,400	42,000
1909 Model T, 4-cyl.						
Rbt	1,200	3,600	6,000	13,500	21,000	30,000
Tr	1,220	3,660	6,100	13,730	21,350	30,500
Trbt	1,100	3,300	5,500	12,380	19,250	27,500
Cpe	920	2,760	4,600	10,350	16,100	23,000
Twn Car	1,600	4,800	8,000	18,000	28,000	40,000
Lan'let	1,400	4,200	7,000	15,750	24,500	35,000
1910 Model T, 4-cyl.						
Rbt	1,200	3,600	6,000	13,500	21,000	30,000
Tr	1,220	3,660	6,100	13,730	21,350	30,500
Cpe	920	2,760	4,600	10,350	16,100	23,000
Twn Car	1,600	4,800	8,000	18,000	28,000	40,000
C'ml Rds	1,200	3,600	6,000	13,500	21,000	30,000
1911 Model T, 4-cyl.						
Rbt	1,200	3,600	6,000	13,500	21,000	30,000
Tor Rds	1,600	4,800	8,000	18,000	28,000	40,000
Tr	1,220	3,660	6,100	13,730	21,350	30,500
Trbt	1,120	3,360	5,600	12,600	19,600	28,000
Cpe	960	2,880	4,800	10,800	16,800	24,000
Twn Car	1,600	4,800	8,000	18,000	28,000	40,000
C'ml Rds	1,200	3,600	6,000	13,500	21,000	30,000
Dely Van	960	2,880	4,800	10,800	16,800	24,000
1912 Model T, 4-cyl.						
Rds	1,200	3,600	6,000	13,500	21,000	30,000
Tor Rds	1,600	4,800	8,000	18,000	28,000	40,000
Tr	1,220	3,660	6,100	13,730	21,350	30,500
Twn Car	1,600	4,800	8,000	18,000	28,000	40,000
Dely Van	1,200	3,600	6,000	13,500	21,000	30,000
C'ml Rds	1,220	3,660	6,100	13,730	21,350	30,500
1913 Model T, 4-cyl.						
Rds	1,200	3,600	6,000	13,500	21,000	30,000
Tr	1,220	3,660	6,100	13,730	21,350	30,500
Twn Car	1,600	4,800	8,000	18,000	28,000	40,000
1914 Model T, 4-cyl.						
Rds	1,040	3,120	5,200	11,700	18,200	26,000
Tr	1,080	3,240	5,400	12,150	18,900	27,000
Twn Car	1,400	4,200	7,000	15,750	24,500	35,000
Cpe	840	2,520	4,200	9,450	14,700	21,000
1915 & early 1916 Model T, 4-cyl., (brass rad.)						
Rds	1,040	3,120	5,200	11,700	18,200	26,000
Tr	1,080	3,240	5,400	12,150	18,900	27,000
Conv Cpe	1,120	3,360	5,600	12,600	19,600	28,000
Ctr dr Sed	800	2,400	4,000	9,000	14,000	20,000
Twn Car	1,400	4,200	7,000	15,750	24,500	35,000
1916 Model T, 4-cyl., (steel rad.)						
Rds	1,040	3,120	5,200	11,700	18,200	26,000
Tr	1,080	3,240	5,400	12,150	18,900	27,000
Conv Cpe	1,120	3,360	5,600	12,600	19,600	28,000
Ctr dr Sed	800	2,400	4,000	9,000	14,000	20,000
Twn Car	3,400	10,200	17,000	38,250	59,500	85,000
1917 Model T, 4-cyl.						
Rds	1,040	3,120	5,200	11,700	18,200	26,000
Tr	1,080	3,240	5,400	12,150	18,900	27,000
Conv Cpe	1,120	3,360	5,600	12,600	19,600	28,000
Twn Car	1,400	4,200	7,000	15,750	24,500	35,000
Ctr dr Sed	800	2,400	4,000	9,000	14,000	20,000
Cpe	680	2,040	3,400	7,650	11,900	17,000
1918 Model T, 4-cyl.						
Rds	1,040	3,120	5,200	11,700	18,200	26,000
Tr	1,080	3,240	5,400	12,150	18,900	27,000
Cpe	800	2,400	4,000	9,000	14,000	20,000
Ctr dr Sed	800	2,400	4,000	9,000	14,000	20,000
1919 Model T, 4-cyl.						
Rds	1,040	3,120	5,200	11,700	18,200	26,000
Tr	1,080	3,240	5,400	12,150	18,900	27,000
Cpe	800	2,400	4,000	9,000	14,000	20,000
Ctr dr Sed	800	2,400	4,000	9,000	14,000	20,000
1920-21 Model T, 4-cyl.						
Rds	1,000	3,000	5,000	11,250	17,500	25,000
Tr	1,020	3,060	5,100	11,480	17,850	25,500
Cpe	800	2,400	4,000	9,000	14,000	20,000
Ctr dr Sed	800	2,400	4,000	9,000	14,000	20,000
1922-23 Model T, 4-cyl.						
Rds	1,000	3,000	5,000	11,250	17,500	25,000
'22 Tr	1,000	3,000	5,000	11,250	17,500	25,000
'23 Tr	1,040	3,120	5,200	11,700	18,200	26,000
Cpe	800	2,400	4,000	9,000	14,000	20,000
4d Sed	800	2,400	4,000	9,000	14,000	20,000
2d Sed	760	2,280	3,800	8,550	13,300	19,000
Ctr dr Sed	800	2,400	4,000	9,000	14,000	20,000
1924 Model T, 4-cyl.						
Rds	1,000	3,000	5,000	11,250	17,500	25,000
Tr	1,020	3,060	5,100	11,480	17,850	25,500
Cpe	800	2,400	4,000	9,000	14,000	20,000
4d Sed	800	2,400	4,000	9,000	14,000	20,000
2d Sed	760	2,280	3,800	8,550	13,300	19,000
Rds PU	840	2,520	4,200	9,450	14,700	21,000
1925 Model T, 4-cyl.						
Rds	1,000	3,000	5,000	11,250	17,500	25,000
Tr	1,000	3,000	5,000	11,250	17,500	25,000
Cpe	800	2,400	4,000	9,000	14,000	20,000
2d	760	2,280	3,800	8,550	13,300	19,000
4d	800	2,400	4,000	9,000	14,000	20,000
1926 Model T, 4-cyl.						
Rds	1,000	3,000	5,000	11,250	17,500	25,000
Tr	1,020	3,060	5,100	11,480	17,850	25,500
Cpe	800	2,400	4,000	9,000	14,000	20,000
2d	760	2,280	3,800	8,550	13,300	19,000
4d	800	2,400	4,000	9,000	14,000	20,000
1927 Model T, 4-cyl.						
Rds	1,000	3,000	5,000	11,250	17,500	25,000
Tr	1,020	3,060	5,100	11,480	17,850	25,500
Cpe	800	2,400	4,000	9,000	14,000	20,000
2d	760	2,280	3,800	8,550	13,300	19,000
4d	800	2,400	4,000	9,000	14,000	20,000
1928 Model A, 4-cyl.						
NOTE: Add 20% average for early "AR" features.						
2d Rds	1,260	3,780	6,300	14,180	22,050	31,500
4d Phae	1,400	4,200	7,000	15,750	24,500	35,000
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Spl Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Bus Cpe	680	2,040	3,400	7,650	11,900	17,000
2d Spt Cpe	860	2,580	4,300	9,680	15,050	21,500
2d Sed	740	2,220	3,700	8,330	12,950	18,500
4d Sed	780	2,340	3,900	8,780	13,650	19,500
1929 Model A, 4-cyl.						
2d Rds	1,260	3,780	6,300	14,180	22,050	31,500
4d Phae	1,400	4,200	7,000	15,750	24,500	35,000
2d Cabr	1,400	4,200	7,000	15,750	24,500	35,000
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Bus Cpe	720	2,160	3,600	8,100	12,600	18,000
2d Spl Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Spt Cpe	860	2,580	4,300	9,680	15,050	21,500
2d Sed	920	2,760	4,600	10,350	16,100	23,000
4d 3W Sed	760	2,280	3,800	8,550	13,300	19,000
4d 5W Sed	780	2,340	3,900	8,780	13,650	19,500
4d DeL Sed	840	2,520	4,200	9,450	14,700	21,000
4d Twn Sed	820	2,460	4,100	9,230	14,350	20,500
4d Taxi	1,000	3,000	5,000	11,250	17,500	25,000
4d Twn Car	2,000	6,000	10,000	22,500	35,000	50,000
4d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
1930 Model A, 4-cyl.						
2d Rds	1,300	3,900	6,500	14,630	22,750	32,500
2d DeL Rds	1,320	3,960	6,600	14,850	23,100	33,000
4d Phae	1,400	4,200	7,000	15,750	24,500	35,000
2d DeL Phae	1,440	4,320	7,200	16,200	25,200	36,000
2d Cabr	1,440	4,320	7,200	16,200	25,200	36,000
2d Cpe	820	2,460	4,100	9,230	14,350	20,500
2d DeL Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Spt Cpe	900	2,700	4,500	10,130	15,750	22,500
2d Std Sed	680	2,040	3,400	7,650	11,900	17,000
2d DeL Sed	880	2,640	4,400	9,900	15,400	22,000
2d 3W Cpe	800	2,400	4,000	9,000	14,000	20,000
2d 5W Cpe	840	2,520	4,200	9,450	14,700	21,000
4d DeL Sed	920	2,760	4,600	10,350	16,100	23,000
4d Twn Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d Vic	1,360	4,080	6,800	15,300	23,800	34,000
4d Sta Wag	1,280	3,840	6,400	14,400	22,400	32,000
1931 Model A, 4-cyl.						
2d Rds	1,480	4,440	7,400	16,650	25,900	37,000
2d DeL Rds	1,520	4,560	7,600	17,100	26,600	38,000
4d Phae	1,600	4,800	8,000	18,000	28,000	40,000
2d DeL Phae	1,640	4,920	8,200	18,450	28,700	41,000
2d Cabr	1,480	4,440	7,400	16,650	25,900	37,000
2d Conv Sed	1,600	4,800	8,000	18,000	28,000	40,000
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d DeL Cpe	900	2,700	4,500	10,130	15,750	22,500
2d Spt Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Sed	720	2,160	3,600	8,100	12,600	18,000
2d DeL Sed	740	2,220	3,700	8,330	12,950	18,500
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d DeL Sed	880	2,640	4,400	9,900	15,400	22,000
4d Twn Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d Vic	1,360	4,080	6,800	15,300	23,800	34,000
4d Sta Wag	1,400	4,200	7,000	15,750	24,500	35,000
1932 Model B, 4-cyl.						
2d Rds	2,520	7,560	12,600	28,350	44,100	63,000
4d Phae	2,560	7,680	12,800	28,800	44,800	64,000
2d Cabr	2,760	8,280	13,800	31,050	48,300	69,000
4d Conv Sed	2,800	8,400	14,000	31,500	49,000	70,000
2d Cpe	2,360	7,080	11,800	26,550	41,300	59,000
2d Spt Cpe	2,520	7,560	12,600	28,350	44,100	63,000
2d Sed	1,920	5,760	9,600	21,600	33,600	48,000
4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
2d Vic	1,940	5,820	9,700	21,830	33,950	48,500
4d Sta Wag	3,200	9,600	16,000	36,000	56,000	80,000
1932 Model 18, V-8						
2d Rds	3,400	10,200	17,000	38,250	59,500	85,000
2d DeL Rds	3,480	10,440	17,400	39,150	60,900	87,000
4d Phae	3,280	9,840	16,400	36,900	57,400	82,000
4d DeL Phae	3,400	10,200	17,000	38,250	59,500	85,000
2d Cabr	3,200	9,600	16,000	36,000	56,000	80,000
4d Conv Sed	3,320	9,960	16,600	37,350	58,100	83,000
2d Cpe	2,800	8,400	14,000	31,500	49,000	70,000
2d DeL Cpe	3,000	9,000	15,000	33,750	52,500	75,000
2d Spt Cpe	3,000	9,000	15,000	33,750	52,500	75,000
2d Sed	2,200	6,600	11,000	24,750	38,500	55,000
2d DeL Sed	2,300	6,900	11,500	25,880	40,250	57,500
4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
4d DeL Sed	1,700	5,100	8,500	19,130	29,750	42,500
2d Vic	2,160	6,480	10,800	24,300	37,800	54,000
4d Sta Wag	3,480	10,440	17,400	39,150	60,900	87,000
1933 Model 40, V-8						
4d Phae	3,000	9,000	15,000	33,750	52,500	75,000
4d DeL Phae	3,320	9,960	16,600	37,350	58,100	83,000
2d Rds	2,960	8,880	14,800	33,300	51,800	74,000
2d DeL Rds	3,280	9,840	16,400	36,900	57,400	82,000
2d 3W Cpe	2,480	7,440	12,400	27,900	43,400	62,000
2d 3W DeL Cpe	2,600	7,800	13,000	29,250	45,500	65,000
2d 5W Cpe	2,640	7,920	13,200	29,700	46,200	66,000
2d 5W DeL Cpe	2,680	8,040	13,400	30,150	46,900	67,000
2d Cabr	3,400	10,200	17,000	38,250	59,500	85,000
2d Sed	1,520	4,560	7,600	17,100	26,600	38,000
2d DeL Sed	1,600	4,800	8,000	18,000	28,000	40,000
4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
4d DeL Sed	1,680	5,040	8,400	18,900	29,400	42,000
2d Vic	1,800	5,400	9,000	20,250	31,500	45,000
4d Sta Wag	3,000	9,000	15,000	33,750	52,500	75,000
1933 Model 40, 4-cyl.						

	6	5	4	3	2	1
NOTE: All models deduct 20% average from V-8 models.						
1934 Model 40, V-8						
2d Rds	3,040	9,120	15,200	34,200	53,200	76,000
4d Phae	3,400	10,200	17,000	38,250	59,500	85,000
2d Cabr	3,200	9,600	16,000	36,000	56,000	80,000
5W Cpe	2,720	8,160	13,600	30,600	47,600	68,000
2d 3W DeL Cpe	2,680	8,040	13,400	30,150	46,900	67,000
2d 5W DeL Cpe	2,640	7,920	13,200	29,700	46,200	66,000
2d Sed	1,460	4,380	7,300	16,430	25,550	36,500
2d DeL Sed	1,500	4,500	7,500	16,880	26,250	37,500
4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
4d DeL Sed	1,200	3,600	6,000	13,500	21,000	30,000
2d Vic	1,920	5,760	9,600	21,600	33,600	48,000
4d Sta Wag	3,640	10,920	18,200	40,950	63,700	91,000
1935 Model 48, V-8						
4d Phae	3,400	10,200	17,000	38,250	59,500	85,000
2d Rds	3,080	9,240	15,400	34,650	53,900	77,000
2d Cabr	3,200	9,600	16,000	36,000	56,000	80,000
4d Conv Sed	3,280	9,840	16,400	36,900	57,400	82,000
2d 3W DeL Cpe	2,600	7,800	13,000	29,250	45,500	65,000
2d 5W Cpe	2,680	8,040	13,400	30,150	46,900	67,000
2d 5W DeL Cpe	2,720	8,160	13,600	30,600	47,600	68,000
2d Sed	1,480	4,440	7,400	16,650	25,900	37,000
2d DeL Sed	1,600	4,800	8,000	18,000	28,000	40,000
4d Sed	1,060	3,180	5,300	11,930	18,550	26,500
4d DeL Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Sta Wag	3,640	10,920	18,200	40,950	63,700	91,000
4d C'ham Twn Car	3,000	9,000	15,000	33,750	52,500	75,000
1936 Model 68, V-8						
2d Rds	3,080	9,240	15,400	34,650	53,900	77,000
4d Phae	3,440	10,320	17,200	38,700	60,200	86,000
2d Cabr	3,000	9,000	15,000	33,750	52,500	75,000
2d Clb Cabr	3,200	9,600	16,000	36,000	56,000	80,000
4d Conv Trk Sed	3,000	9,000	15,000	33,750	52,500	75,000
4d Conv Sed	3,240	9,720	16,200	36,450	56,700	81,000
2d 3W Cpe	2,600	7,800	13,000	29,250	45,500	65,000
2d 5W Cpe	2,480	7,440	12,400	27,900	43,400	62,000
2d 5W DeL Cpe	2,640	7,920	13,200	29,700	46,200	66,000
2d Sed	1,460	4,380	7,300	16,430	25,550	36,500
2d Tr Sed	1,480	4,440	7,400	16,650	25,900	37,000
2d DeL Sed	1,480	4,440	7,400	16,650	25,900	37,000
4d Sed	1,060	3,180	5,300	11,930	18,550	26,500
4d Tr Sed	1,280	3,840	6,400	14,400	22,400	32,000
4d DeL Sed	1,280	3,840	6,400	14,400	22,400	32,000
4d DeL Tr Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Sta Wag	3,640	10,920	18,200	40,950	63,700	91,000
1937 Model 74, V-8, 60 hp						
2d Sed	1,200	3,600	6,000	13,500	21,000	30,000
2d Tr Sed	1,240	3,720	6,200	13,950	21,700	31,000
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Tr Sed	980	2,940	4,900	11,030	17,150	24,500
2d Cpe	1,600	4,800	8,000	18,000	28,000	40,000
2d Cpe PU	1,640	4,920	8,200	18,450	28,700	41,000
4d Sta Wag	3,000	9,000	15,000	33,750	52,500	75,000
1937 Model 78, V-8, 85 hp						
2d Rds	2,760	8,280	13,800	31,050	48,300	69,000
4d Phae	2,600	7,800	13,000	29,250	45,500	65,000
2d Cabr	2,640	7,920	13,200	29,700	46,200	66,000
2d Clb Cabr	2,680	8,040	13,400	30,150	46,900	67,000
4d Conv Sed	2,800	8,400	14,000	31,500	49,000	70,000
2d Cpe	1,600	4,800	8,000	18,000	28,000	40,000
2d Clb Cpe	1,680	5,040	8,400	18,900	29,400	42,000
2d Sed	1,200	3,600	6,000	13,500	21,000	30,000
2d Tr Sed	1,240	3,720	6,200	13,950	21,700	31,000
4d Sed	1,250	3,760	6,260	14,090	21,910	31,300
4d Tr Sed	1,280	3,840	6,400	14,400	22,400	32,000
4d Sta Wag	3,400	10,200	17,000	38,250	59,500	85,000
1938 Model 81A Standard, V-8						
2d Cpe	1,340	4,020	6,700	15,080	23,450	33,500
2d Sed	920	2,770	4,620	10,400	16,170	23,100
4d Sed	920	2,760	4,600	10,350	16,100	23,000
1938 Model 81A DeLuxe, V-8						
4d Phae	2,440	7,320	12,200	27,450	42,700	61,000
2d Conv	2,480	7,440	12,400	27,900	43,400	62,000
2d Clb Conv	2,520	7,560	12,600	28,350	44,100	63,000
4d Conv Sed	2,520	7,560	12,600	28,350	44,100	63,000
2d Cpe	2,560	7,680	12,800	28,800	44,800	64,000
2d Clb Cpe	1,560	4,680	7,800	17,550	27,300	39,000
2d Sed	1,600	4,800	8,000	18,000	28,000	40,000
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Sta Wag	3,520	10,560	17,600	39,600	61,600	88,000
NOTE: Deduct 10% average for 60 hp 82A Ford.						
1939 Standard, V-8						
2d Cpe	1,640	4,920	8,200	18,450	28,700	41,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Sta Wag	3,200	9,600	16,000	36,000	56,000	80,000
1939 DeLuxe, V-8						
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
4d Conv Sed	2,920	8,760	14,600	32,850	51,100	73,000
2d Cpe	1,800	5,400	9,000	20,250	31,500	45,000
2d Sed	1,060	3,180	5,300	11,930	18,550	26,500
4d Sed	1,140	3,420	5,700	12,830	19,950	28,500
4d Sta Wag	3,800	11,400	19,000	42,750	66,500	95,000
NOTE: Deduct 10% average for V-8, 60 hp models.						
1940 Standard & DeLuxe, V-8						
2d Conv	3,200	9,600	16,000	36,000	56,000	80,000
2d Cpe	1,720	5,160	8,600	19,350	30,100	43,000
2d DeL Cpe	1,920	5,760	9,600	21,600	33,600	48,000
2d Sed	1,140	3,430	5,720	12,870	20,020	28,600
2d DeL Sed	1,160	3,490	5,820	13,100	20,370	29,100
4d Sed	880	2,640	4,400	9,900	15,400	22,000
4d DeL Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Sta Wag	3,800	11,400	19,000	42,750	66,500	95,000
NOTE: Deduct 10% average for V-8, 60 hp models.						
1941 Model 11A Special, V-8						
2d Cpe	1,360	4,080	6,800	15,300	23,800	34,000
2d Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
1941 DeLuxe						
3P Cpe	1,480	4,440	7,400	16,650	25,900	37,000
5P Cpe	1,440	4,320	7,200	16,200	25,200	36,000
2d Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Sta Wag	3,600	10,800	18,000	40,500	63,000	90,000
1941 Super DeLuxe						
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
3P Cpe	1,600	4,800	8,000	18,000	28,000	40,000
5P Cpe	1,640	4,920	8,200	18,450	28,700	41,000
2d Sed	1,160	3,480	5,800	13,050	20,300	29,000
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Sta Wag	3,800	11,400	19,000	42,750	66,500	95,000
NOTE: Deduct 10% average for 6-cyl.						
1942 Model 2GA Special, 6-cyl.						
3P Cpe	1,280	3,840	6,400	14,400	22,400	32,000
2d Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
1942 Model 21A DeLuxe, V-8						
2d Cpe	1,280	3,840	6,400	14,400	22,400	32,000
5P Cpe	1,320	3,960	6,600	14,850	23,100	33,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Sta Wag	3,400	10,200	17,000	38,250	59,500	85,000
1942 Super DeLuxe						
2d Conv	2,520	7,560	12,600	28,350	44,100	63,000
3P Cpe	1,480	4,440	7,400	16,650	25,900	37,000
5P Cpe	1,520	4,560	7,600	17,100	26,600	38,000
2d Sed	1,120	3,360	5,600	12,600	19,600	28,000
4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
4d Sta Wag	3,920	11,760	19,600	44,100	68,600	98,000
NOTE: Deduct 10% average for 6-cyl.						
1946-48 Model 89A DeLuxe, V-8						
3P Cpe	1,240	3,720	6,200	13,950	21,700	31,000
2d Sed	760	2,290	3,820	8,600	13,370	19,100
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1946-48 Model 89A Super DeLuxe, V-8						
2d Conv	2,080	6,240	10,400	23,400	36,400	52,000
2d Sptman Conv	8,380	25,140	41,900	94,280	146,650	209,500
2d 3P Cpe	1,280	3,840	6,400	14,400	22,400	32,000
2d 5P Cpe	1,320	3,960	6,600	14,850	23,100	33,000
2d Sed	780	2,350	3,920	8,820	13,720	19,600
4d Sed	780	2,340	3,900	8,780	13,650	19,500
4d Sta Wag	3,720	11,160	18,600	41,850	65,100	93,000
NOTE: Deduct 5% average for 6-cyl.						
1949-50 DeLuxe, V-8, 114" wb						
2d Bus Cpe	950	2,850	4,750	10,690	16,630	23,750
2d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Sed	680	2,040	3,400	7,650	11,900	17,000
1949-50 Custom DeLuxe, V-8, 114" wb						
2d Clb Cpe	1,030	3,080	5,130	11,540	17,960	25,650
2d Sed	950	2,850	4,750	10,690	16,630	23,750
4d Sed	790	2,380	3,960	8,910	13,860	19,800
2d Crest (1950 only)	1,060	3,190	5,320	11,970	18,620	26,600
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
2d Sta Wag	4,750	14,250	23,750	53,440	83,130	118,750
NOTE: Deduct 5% average for 6-cyl.						
1951 DeLuxe, V-8, 114" wb						
2d Bus Cpe	1,030	3,080	5,130	11,540	17,960	25,650
2d Sed	1,130	3,380	5,630	12,670	19,710	28,150
4d Sed	790	2,380	3,960	8,910	13,860	19,800
1951 Custom DeLuxe, V-8, 114" wb						
2d Clb Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d Sed	990	2,960	4,940	11,120	17,290	24,700
4d Sed	810	2,440	4,070	9,160	14,250	20,350
2d Crest	1,100	3,310	5,510	12,400	19,290	27,550
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	2,470	7,410	12,350	27,790	43,230	61,750
2d Ctry Sq Sta Wag	4,750	14,250	23,750	53,440	83,130	118,750
NOTE: Deduct 5% average for 6-cyl.						
1952-53 Mainline, V-8, 115" wb						
2d Bus Cpe	840	2,510	4,180	9,410	14,630	20,900
2d Sed	800	2,390	3,980	8,950	13,920	19,890
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
1952-53 Customline, V-8, 115" wb						
2d Clb Cpe	760	2,280	3,800	8,550	13,300	19,000
2d Sed	810	2,440	4,070	9,160	14,250	20,350
4d Sed	680	2,050	3,410	7,670	11,940	17,050
4d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1952-53 Crestline, 8-cyl., 115" wb						
2d HT	950	2,850	4,750	10,690	16,630	23,750
2d Conv	1,520	4,560	7,600	17,100	26,600	38,000
4d Ctry Sq Sta Wag	2,090	6,270	10,450	23,510	36,580	52,250
NOTE: Add 50% for 1953 Indy Pace Car replica convertible. Deduct 5% average for 6-cyl.						
1954 Mainline, 8-cyl., 115.5" wb						
2d Bus Cpe	840	2,510	4,180	9,410	14,630	20,900
2d Sed	790	2,380	3,960	8,910	13,860	19,800
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
1954 Customline, V-8, 115.5" wb						
2d Clb Cpe	760	2,280	3,800	8,550	13,300	19,000
2d Sed	810	2,440	4,070	9,160	14,250	20,350
4d Sed	680	2,050	3,410	7,670	11,940	17,050
2/4d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1954 Crestline, V-8, 115.5" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d HT	950	2,850	4,750	10,690	16,630	23,750
2d Sky Cpe	1,670	5,020	8,360	18,810	29,260	41,800
2d Conv	1,710	5,130	8,550	19,240	29,930	42,750
4d Ctry Sq Sta Wag	2,090	6,270	10,450	23,510	36,580	52,250
NOTE: Deduct 5% average for 6-cyl.						
1955 Mainline, V-8, 115.5" wb						
2d Bus Sed	700	2,110	3,520	7,920	12,320	17,600
2d Sed	840	2,510	4,180	9,410	14,630	20,900
4d Sed	740	2,210	3,680	8,270	12,860	18,375
1955 Customline, V-8, 115.5" wb						
2d Sed	860	2,570	4,290	9,650	15,020	21,450
4d Sed	700	2,110	3,520	7,920	12,320	17,600
1955 Fairlane, V-8, 115.5" wb						
2d Sed	800	2,390	3,990	8,980	13,970	19,950
4d Sed	790	2,380	3,960	8,910	13,860	19,800
2d HT Vic	1,200	3,600	6,000	13,500	21,000	30,000
2d Crn Vic	1,760	5,280	8,800	19,800	30,800	44,000
2d Crn Vic Plexi-top	1,820	5,470	9,120	20,520	31,920	45,600
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
1955 Station Wagon, V-8, 115.5" wb						
2d Custom Ran Wag	1,030	3,080	5,130	11,540	17,960	25,650
2d Ran Wag	950	2,850	4,750	10,690	16,630	23,750
4d Ctry Sed Customline	1,330	3,990	6,650	14,960	23,280	33,250
4d Ctry Sed Fairlane	1,370	4,100	6,840	15,390	23,940	34,200
4d Ctry Sq	1,900	5,700	9,500	21,380	33,250	47,500
NOTE: Deduct 5% average for 6-cyl.						
1956 Mainline, V-8, 115.5" wb						
2d Bus Sed	840	2,510	4,180	9,410	14,630	20,900
2d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Sed	740	2,210	3,680	8,270	12,860	18,375
1956 Customline, V-8, 115.5" wb						
2d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	700	2,110	3,520	7,920	12,320	17,600
2d HT Vic	950	2,850	4,750	10,690	16,630	23,750
1956 Fairlane, V-8, 115.5" wb						
2d Sed	800	2,390	3,990	8,980	13,970	19,950
4d Sed	780	2,340	3,900	8,780	13,650	19,500
4d HT Vic	1,030	3,080	5,130	11,540	17,960	25,650
2d HT Vic	1,200	3,600	6,000	13,500	21,000	30,000
2d Crn Vic	1,760	5,280	8,800	19,800	30,800	44,000
2d Crn Vic Plexi-top	1,900	5,700	9,500	21,380	33,250	47,500
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
1956 Station Wagons, V-8, 115.5" wb						
2d Ran Wag	990	2,960	4,940	11,120	17,290	24,700
2d Parklane	1,250	3,760	6,270	14,110	21,950	31,350
4d Ctry Sed Customline	1,330	3,990	6,650	14,960	23,280	33,250
4d Ctry Sed Fairlane	1,370	4,100	6,840	15,390	23,940	34,200
4d Ctry Sq	1,900	5,700	9,500	21,380	33,250	47,500
NOTE: Add 10% for "T-Bird Special" V-8; 100% for 312-cid with dual four-barrel carbs. Deduct 5% average for 6-cyl.						
1957 Custom, V-8, 116" wb						
2d Bus Cpe	860	2,570	4,290	9,650	15,020	21,450
2d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	740	2,210	3,680	8,270	12,860	18,375
1957 Custom 300, V-8, 116" wb						
2d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	740	2,210	3,680	8,270	12,860	18,375
1957 Fairlane, V-8, 118" wb						
2d Sed	820	2,450	4,090	9,200	14,320	20,450
4d Sed	810	2,440	4,070	9,160	14,250	20,350
4d HT Vic	1,050	3,140	5,230	11,770	18,310	26,150
2d Vic HT	950	2,850	4,750	10,690	16,630	23,750
1957 Fairlane 500, V-8, 118" wb						
2d Sed	820	2,450	4,090	9,190	14,300	20,425
4d Sed	810	2,440	4,070	9,160	14,250	20,350
4d HT Vic	1,060	3,190	5,320	11,970	18,620	26,600
2d HT Vic	1,180	3,530	5,890	13,250	20,620	29,450
2d Sun Conv	2,280	6,840	11,400	25,650	39,900	57,000
2d Sky HT Conv	2,470	7,410	12,350	27,790	43,230	61,750
1957 Station Wagons, 8-cyl., 116" wb						
2d Ran Wag	1,520	4,560	7,600	17,100	26,600	38,000
2d DeL Rio Ran	1,710	5,130	8,550	19,240	29,930	42,750
4d Ctry Sed	1,820	5,470	9,120	20,520	31,920	45,600
4d Ctry Sq	1,940	5,810	9,690	21,800	33,920	48,450
NOTE: Add 100% for "T-Bird Special" V-8 (Code E); 200% for Supercharged V-8 (Code F). Deduct 5% average for 6-cyl.						
1958 Custom 300, V-8, 116.03" wb						
2d Bus Cpe	790	2,380	3,960	8,910	13,860	19,800
2d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Sed	730	2,190	3,650	8,210	12,780	18,250
1958 Fairlane, V-8, 116.03" wb						
2d Sed	820	2,450	4,090	9,190	14,300	20,425
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d HT	950	2,850	4,750	10,690	16,630	23,750
2d HT	950	2,850	4,750	10,690	16,630	23,750
1958 Fairlane 500, V-8, 118.04" wb						
2d Sed	870	2,620	4,370	9,830	15,300	21,850
4d Sed	810	2,440	4,070	9,160	14,250	20,350
4d HT	1,060	3,190	5,320	11,970	18,620	26,600
2d HT	1,180	3,530	5,890	13,250	20,620	29,450
2d Sun Conv	2,280	6,840	11,400	25,650	39,900	57,000
2d Sky HT Conv	2,470	7,410	12,350	27,790	43,230	61,750
1958 Station Wagons, V-8, 116.03" wb						
2d Ran	1,410	4,220	7,030	15,820	24,610	35,150
4d Ran	1,330	3,990	6,650	14,960	23,280	33,250
4d Ctry Sed	1,600	4,790	7,980	17,960	27,930	39,900
2d DeL Rio Ran	1,690	5,070	8,460	19,020	29,590	42,275
4d Ctry Sq	1,900	5,700	9,500	21,380	33,250	47,500
NOTE: Deduct 5% average for 6-cyl.						
1959 Custom 300, V-8, 118" wb						
2d Bus Cpe	810	2,440	4,070	9,160	14,250	20,350
2d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Sed	750	2,240	3,740	8,420	13,090	18,700
1959 Fairlane, V-8, 118" wb						
2d Sed	840	2,510	4,180	9,410	14,630	20,900
4d Sed	680	2,050	3,410	7,670	11,940	17,050
1959 Fairlane 500, V-8, 118" wb						
2d Sed	890	2,680	4,470	10,050	15,630	22,325
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d HT	1,060	3,190	5,320	11,970	18,620	26,600
2d HT	1,220	3,650	6,080	13,680	21,280	30,400
2d Sun Conv	2,360	7,070	11,780	26,510	41,230	58,900
2d Sky HT Conv	2,680	8,040	13,400	30,150	46,900	67,000
1959 Galaxie, V-8, 118" wb						
2d Sed	890	2,680	4,470	10,050	15,630	22,325
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d HT	1,060	3,190	5,320	11,970	18,620	26,600
2d HT	1,220	3,650	6,080	13,680	21,280	30,400

	6	5	4	3	2	1
2d Sun Conv	2,360	7,070	11,780	26,510	41,230	58,900
2d Sky HT Conv	2,550	7,640	12,730	28,640	44,560	63,650

1959 Station Wagons, V-8, 118" wb

2d Ran	1,430	4,280	7,140	16,050	24,970	35,675
4d Ran	1,350	4,050	6,750	15,180	23,610	33,725
2d Ctry Sed	1,620	4,850	8,080	18,170	28,260	40,375
4d Ctry Sed	1,630	4,900	8,170	18,380	28,600	40,850
4d Ctry Sq	1,940	5,810	9,690	21,800	33,920	48,450

NOTE: Deduct 5% average for 6-cyl.

1960 Falcon, 6-cyl., 109.5" wb

2d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sta Wag	1,040	3,120	5,200	11,700	18,200	26,000
4d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000

1960 Fairlane, V-8, 119" wb

2d Bus Cpe	680	2,040	3,400	7,650	11,900	17,000
2d Sed	720	2,160	3,600	8,100	12,600	18,000
4d Sed	360	1,080	1,800	4,050	6,300	9,000

1960 Fairlane 500, V-8, 119" wb

2d Sed	460	1,380	2,300	5,180	8,050	11,500
4d Sed	400	1,200	2,000	4,500	7,000	10,000

1960 Galaxie, V-8, 119" wb

2d Sed	440	1,320	2,200	4,950	7,700	11,000
4d Sed	420	1,260	2,100	4,730	7,350	10,500
4d HT	480	1,440	2,400	5,400	8,400	12,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000

1960 Galaxie Special, V-8, 119" wb

2d Starliner HT	1,800	5,390	8,980	20,210	31,430	44,900
2d Sun Conv	2,000	6,000	10,000	22,500	35,000	50,000

1960 Station Wagons, V-8, 119" wb

2d Ran	900	2,700	4,500	10,130	15,750	22,500
4d Ran	800	2,400	4,000	9,000	14,000	20,000
4d Ctry Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Ctry Sq	1,320	3,960	6,600	14,850	23,100	33,000

NOTE: Add 100% for 352-cid, 360-hp. Deduct 5% average for 6-cyl.

1961 Falcon, 6-cyl., 109.5" wb

2d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Futura Sed	800	2,400	4,000	9,000	14,000	20,000
2d Sta Wag	1,040	3,120	5,200	11,700	18,200	26,000
4d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000

1961 Fairlane, V-8, 119" wb

2d Sed	620	1,860	3,100	6,980	10,850	15,500
4d Sed	440	1,320	2,200	4,950	7,700	11,000

NOTE: Add 75% for 390/401 V8s

1961 Galaxie, V-8, 119" wb

2d Sed	600	1,800	3,000	6,750	10,500	15,000
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Vic HT	540	1,620	2,700	6,080	9,450	13,500
2d Vic HT	1,040	3,120	5,200	11,700	18,200	26,000
2d Star HT	1,800	5,400	9,000	20,250	31,500	45,000
2d Sun Conv	2,600	7,800	13,000	29,250	45,500	65,000

NOTE: Add 75% for 390/401 V8s.

1961 Station Wagons, V-8, 119" wb

4d Ran	850	2,550	4,250	9,560	14,880	21,250
2d Ran	880	2,640	4,400	9,900	15,400	22,000
4d 6P Ctry Sed	1,120	3,360	5,600	12,600	19,600	28,000
4d Ctry Sq	1,360	4,080	6,800	15,300	23,800	34,000

NOTE: Add 75% for 390 cid, 401 hp; 50% for 390 cid, 375 hp; 50% for 4-Speed on either 390-cid, 375-hp or 390-cid, 401-hp. Deduct 5% average for 6-cyl.

1962 Falcon, 6-cyl., 109.5" wb

4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Fut Spt Cpe	800	2,400	4,000	9,000	14,000	20,000
4d Sq Wag	1,000	3,000	5,000	11,250	17,500	25,000

1962 Falcon Station Bus, 6-cyl., 109.5" wb

Sta Bus	580	1,740	2,900	6,530	10,150	14,500
Clb Wag	680	2,040	3,400	7,650	11,900	17,000
DeL Wag	600	1,800	3,000	6,750	10,500	15,000

1962 Fairlane, V-8, 115.5" wb

4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Sed	620	1,860	3,100	6,980	10,850	15,500
2d Spt Cpe	1,000	3,000	5,000	11,250	17,500	25,000

1962 Galaxie 500, V-8, 119" wb

4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d HT	540	1,620	2,700	6,080	9,450	13,500
2d Sed	600	1,800	3,000	6,750	10,500	15,000
2d HT	1,040	3,120	5,200	11,700	18,200	26,000
2d Sun Conv	2,400	7,200	12,000	27,000	42,000	60,000

1962 Galaxie 500 XL, V-8, 119" wb

2d HT	1,160	3,480	5,800	13,050	20,300	29,000
2d Sun Conv	2,400	7,200	12,000	27,000	42,000	60,000

1962 Station Wagons, V-8, 119" wb

4d Ranch	840	2,520	4,200	9,450	14,700	21,000
4d Ctry Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Ctry Sq	1,320	3,960	6,600	14,850	23,100	33,000

NOTE: Add 50% for 406 V-8 385 hp; 100% for 406 cid, 405 hp; 30% for 390 cid, 330 hp; 20% for 390 cid, 300 hp. Deduct 5% average for 6-cyl.

1963 Falcon/Falcon Futura, 6-cyl., 109.5" wb

4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Spt Sed	720	2,160	3,600	8,100	12,600	18,000
2d HT	800	2,400	4,000	9,000	14,000	20,000
2d Spt HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
2d Spt Conv	1,460	4,380	7,300	16,430	25,550	36,500
4d Sq Wag	1,000	3,000	5,000	11,250	17,500	25,000
4d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
2d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000

NOTE: Add 10% for V-8 models.

1963 Station Buses, 6-cyl., 90" wb

Sta Bus	580	1,740	2,900	6,530	10,150	14,500
Clb Wag	600	1,800	3,000	6,750	10,500	15,000
DeL Clb Wag	680	2,040	3,400	7,650	11,900	17,000

1963 Sprint, V-8, 109.5" wb

2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000

1963 Fairlane, V-8, 115.5" wb

4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d Sed	540	1,620	2,700	6,080	9,450	13,500
2d HT	840	2,520	4,200	9,450	14,700	21,000
2d Spt Cpe	920	2,760	4,600	10,350	16,100	23,000
4d Sq Wag	1,000	3,000	5,000	11,250	17,500	25,000
4d Cus Ran	840	2,520	4,200	9,450	14,700	21,000

NOTE: Add 20% for 271 hp V-8.

1963 Ford 300, V-8, 119" wb

4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sed	660	1,980	3,300	7,430	11,550	16,500

1963 Galaxie 500, V-8, 119" wb

4d Sed	500	1,500	2,500	5,630	8,750	12,500
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d FBk	1,480	4,440	7,400	16,650	25,900	37,000
2d Sun Conv	1,730	5,190	8,650	19,460	30,280	43,250

1963 Galaxie 500 XL, V-8, 119" wb

4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	1,250	3,750	6,250	14,060	21,880	31,250
2d FBk	1,520	4,560	7,600	17,100	26,600	38,000
2d Sun Conv	1,960	5,880	9,800	22,050	34,300	49,000

1963 Station Wagons, V-8, 119" wb

4d Ctry Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Ctry Sq	1,520	4,560	7,600	17,100	26,600	38,000

NOTE: Add 50% for 406, 385 hp; 100% for 406 cid, 405 hp; 75% for 427, 410 hp; 200% for 427 cid, 425 hp; 5% for V-8 except Sprint; 30% for 390 cid, 330 hp; 20% for 390 cid, 300 hp. Deduct 5% average for 6-cyl.

1964 Falcon/Falcon Futura, 6-cyl., 109.5" wb

4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d Sed	540	1,620	2,700	6,080	9,450	13,500
2d HT	820	2,460	4,100	9,230	14,350	20,500
2d Spt HT	1,020	3,060	5,100	11,480	17,850	25,500
2d Conv	1,220	3,660	6,100	13,730	21,350	30,500
2d Spt Conv	1,480	4,440	7,400	16,650	25,900	37,000
4d Sq Wag	1,000	3,000	5,000	11,250	17,500	25,000
4d DeL Wag	1,020	3,060	5,100	11,480	17,850	25,500
4d Sta	800	2,400	4,000	9,000	14,000	20,000
2d Sta	1,220	3,660	6,100	13,730	21,350	30,500

NOTE: Add 10% for V-8 models.

1964 Station Bus, 6-cyl., 90" wb

Sta Bus	580	1,740	2,900	6,530	10,150	14,500
Clb Wag	600	1,800	3,000	6,750	10,500	15,000
DeL Clb	680	2,040	3,400	7,650	11,900	17,000

1964 Sprint, V-8, 109.5" wb

2d HT	1,020	3,060	5,100	11,480	17,850	25,500
2d Conv	1,820	5,460	9,100	20,480	31,850	45,500

1964 Fairlane, V-8, 115.5" wb

4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Sed	560	1,680	2,800	6,300	9,800	14,000
2d HT	860	2,580	4,300	9,680	15,050	21,500
2d Spt HT	940	2,820	4,700	10,580	16,450	23,500
4d Sta Wag	1,020	3,060	5,100	11,480	17,850	25,500

NOTE: Add 20% for 271 hp V-8.

1964 Fairlane Thunderbolt

2d Sed	14,000	42,000	70,000	157,500	245,000	350,000

1964 Custom, V-8, 119" wb

4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	650	1,940	3,240	7,290	11,340	16,200

1964 Custom 500, V-8, 119" wb

4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d Sed	650	1,960	3,260	7,340	11,410	16,300

1964 Galaxie 500, V-8, 119" wb

4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d Sed	1,020	3,060	5,100	11,480	17,850	25,500
2d HT	1,220	3,660	6,100	13,730	21,350	30,500
2d Sun Conv	1,740	5,220	8,700	19,580	30,450	43,500

1964 Galaxie 500XL, V-8, 119" wb

4d HT	640	1,920	3,200	7,200	11,200	16,000
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Sun Conv	2,000	6,000	10,000	22,500	35,000	50,000

1964 Station Wagons, V-8, 119" wb

4d Ctry Sed	1,340	4,020	6,700	15,080	23,450	33,500
4d Ctry Sq	2,000	6,000	10,000	22,500	35,000	50,000

NOTE: Add 75% for 427 cid, 410 hp; 200% for 427 cid, 425 hp; 30% for 390 cid, 330 hp; 20% for 390 cid, 300 hp; 15% for 390 cid, 275 hp.

1965 Falcon/Falcon Futura, 6-cyl., 109.5" wb

4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	520	1,560	2,600	5,850	9,100	13,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,240	3,720	6,200	13,950	21,700	31,000
4d Sq Wag	840	2,520	4,200	9,450	14,700	21,000
4d DeL Wag	680	2,040	3,400	7,650	11,900	17,000
4d Sta	640	1,920	3,200	7,200	11,200	16,000
2d Sta	800	2,400	4,000	9,000	14,000	20,000

NOTE: Add 10% for V-8 models.

1965 Sprint, V-8, 109.5" wb

2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000

1965 Falcon Station Buses, 6-cyl., 90" wb

Sta Bus	430	1,300	2,170	4,870	7,580	10,825
Clb Wag	450	1,340	2,230	5,010	7,790	11,125
DeL Wag	450	1,360	2,270	5,100	7,930	11,325

1965 Fairlane, V-8, 116" wb

4d Sed	410	1,240	2,060	4,640	7,210	10,300
2d Sed	580	1,730	2,890	6,490	10,100	14,425
2d HT	940	2,820	4,700	10,580	16,450	23,500
2d Spt HT	1,060	3,180	5,300	11,930	18,550	26,500
4d Sta Wag	620	1,850	3,090	6,950	10,820	15,450

NOTE: Add 10% for 271 hp V-8.

1965 Custom, V-8, 119" wb

4d Sed	490	1,470	2,450	5,510	8,580	12,250
2d Sed	520	1,560	2,600	5,850	9,100	13,000

1965 Custom 500, V-8, 119" wb

4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	560	1,680	2,800	6,300	9,800	14,000

1965 Galaxie 500, V-8, 119" wb

4d Sed	550	1,660	2,760	6,210	9,660	13,800
4d HT	640	1,920	3,200	7,200	11,200	16,000
2d HT	870	2,600	4,330	9,730	15,140	21,625
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000

1965 Galaxie 500 XL, V-8, 119" wb

2d HT	1,080	3,240	5,400	12,150	18,900	27,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000

1965 Galaxie 500 LTD, V-8, 119" wb

4d HT	680	2,040	3,400	7,650	11,900	17,000
2d HT	1,040	3,120	5,200	11,700	18,200	26,000

1965 Station Wagons, V-8, 119" wb

4d Ran	680	2,030	3,390	7,630	11,870	16,950
4d 9P Ctry Sed	740	2,220	3,700	8,330	12,950	18,500
4d 9P Ctry Sq	780	2,340	3,900	8,780	13,650	19,500

NOTE: Add 200% for 427 cid, 425 hp; 30% for 390 cid, 330 hp; 20% for 390 cid, 300 hp.

1966 Falcon/Falcon Futura, 6-cyl., 110.9" wb

4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Clb Cpe	520	1,560	2,600	5,850	9,100	13,000
2d Spt Cpe	1,000	3,000	5,000	11,250	17,500	25,000
4d 6P Wag	620	1,860	3,100	6,980	10,850	15,500
4d Sq Wag	680	2,040	3,400	7,650	11,900	17,000

1966 Falcon Station Bus, 6-cyl., 90" wb

Clb Wag	430	1,300	2,170	4,870	7,580	10,825
Cus Clb Wag	460	1,370	2,290	5,140	8,000	11,425
DeL Clb Wag	450	1,360	2,270	5,100	7,930	11,325

1966 Fairlane, V-8, 116" wb

4d Sed	410	1,220	2,040	4,590	7,140	10,200
2d Clb Cpe	580	1,740	2,900	6,530	10,150	14,500

1966 Fairlane 500, V-8

4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Cpe	600	1,800	3,000	6,750	10,500	15,000
2d HT	1,060	3,180	5,300	11,930	18,550	26,500
2d Conv	1,300	3,900	6,500	14,630	22,750	32,500

1966 Fairlane 500 XL, V-8, 116" wb

2d HT	1,100	3,300	5,500	12,380	19,250	27,500
2d Conv	1,340	4,020	6,700	15,080	23,450	33,500

1966 Fairlane 500 GT, V-8, 116" wb

2d HT	2,040	6,120	10,200	22,950	35,700	51,000
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000

1966 Station Wagons, V-8, 113" wb

6P DeL	620	1,850	3,090	6,950	10,820	15,450
2d Sq Wag	720	2,160	3,600	8,100	12,600	18,000

1966 Custom, V-8, 119" wb

4d Sed	490	1,470	2,450	5,510	8,580	12,250
2d Sed	520	1,560	2,600	5,850	9,100	13,000

1966 Galaxie 500, V-8, 119" wb

4d Sed	550	1,660	2,760	6,210	9,660	13,800
4d HT	640	1,920	3,200	7,200	11,200	16,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000

1966 Galaxie 500 XL, V-8, 119" wb

2d HT	1,120	3,360	5,600	12,600	19,600	28,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000

1966 LTD, V-8, 119" wb

4d HT	680	2,040	3,400	7,650	11,900	17,000
2d HT	1,120	3,360	5,600	12,600	19,600	28,000

1966 Galaxie 500, 7-litre V-8, 119" wb

2d HT	4,000	12,000	20,000	45,000	70,000	100,000
2d Conv	5,600	16,800	28,000	63,000	98,000	140,000

NOTE: Add 50% for 427 engine option on 7-litre models.

1966 Station Wagons, V-8, 119" wb

4d Ran Wag	620	1,860	3,100	6,980	10,850	15,500
4d Ctry Sed	640	1,920	3,200	7,200	11,200	16,000
4d Ctry Sq	680	2,040	3,400	7,650	11,900	17,000

NOTE: Add 200% for 427 cid, 425 hp; 75% for 427 cid, 410 hp; 30% for 428 engine option.

MUSTANG

1964

2d HT	1,520	4,560	7,600	17,100	26,600	38,000
Conv	2,600	7,800	13,000	29,250	45,500	65,000

NOTE: Add 20% for Challenger Code "K" V-8. First Mustang introduced April 17, 1964 at N.Y. World's Fair; 20% for Indianapolis 500 Pace Car Edition. Deduct 20% for 6-cyl.

1965

2d HT	1,380	4,140	6,900	15,530	24,150	34,500
Conv	2,520	7,560	12,600	28,350	44,100	63,000
FBk	2,020	6,050	10,080	22,680	35,280	50,400

NOTE: Add 30% for 271 hp Hi-perf engine; 20% for "GT" Pkg.; 10% for "original pony interior". Deduct 20% for 6-cyl.

1965 Shelby GT

350 FBk	26,710	80,140	133,560	300,510	467,460	667,800

1966

2d HT	1,360	4,080	6,810	15,310	23,820	34,025
Conv	2,600	7,790	12,980	29,200	45,420	64,890
FBk	2,320	6,960	11,590	26,080	40,570	57,960

NOTE: Add 30% for 271 hp Hi-perf engine; 20% for "GT" Pkg.; 10% for "original pony interior". Deduct 20% for 6-cyl.

1966 Shelby GT

350 FBk	13,100	39,310	65,520	147,420	229,320	327,600
350H FBk	13,200	39,600	66,000	148,500	231,000	330,000
350 Conv			value not estimable			

Note: Add 3% for Brembo Brake pkg.

THUNDERBIRD

1955 102" wb

Conv	3,040	9,120	15,200	34,200	53,200	76,000

NOTE: Add $1,800 for hardtop.

1956 102" wb

Conv	3,040	9,120	15,200	34,200	53,200	76,000

NOTE: Add $1,800 for hardtop; 10% for 312 engine.

1957 102" wb

Conv	3,420	10,260	17,100	38,480	59,850	85,500

NOTE: Add $1,800 for hardtop; 100% for supercharged V-8 (Code F); 50% for "T-Bird Special" V-8 (Code E).

1958 113" wb

2d HT	1,330	3,990	6,650	14,960	23,280	33,250
Conv	1,560	4,670	7,780	17,510	27,230	38,900

1959 113" wb

2d HT	1,330	3,990	6,650	14,960	23,280	33,250

1955-56-57
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	6	5	4	3	2	1
Conv	2,360	7,070	11,780	26,510	41,230	58,900
NOTE: Add 30% for 430 engine option.						
1960 113" wb						
SR HT	1,460	4,380	7,300	16,430	25,550	36,500
2d HT	1,420	4,260	7,100	15,980	24,850	35,500
Conv	2,500	7,500	12,500	28,130	43,750	62,500
NOTE: Add 30% for 430 engine option Code J.						
1961 113" wb						
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,000	6,000	10,000	22,500	35,000	50,000
NOTE: Add 35% for Indy Pace Car.						
1962 113" wb						
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Lan HT	1,380	4,140	6,900	15,530	24,150	34,500
Conv	2,200	6,600	11,000	24,750	38,500	55,000
Spt Rds	3,400	10,200	17,000	38,250	59,500	85,000
NOTE: Add 40% for M Series option.						
1963 113" wb						
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Lan HT	1,380	4,140	6,900	15,530	24,150	34,500
Conv	2,200	6,600	11,000	24,750	38,500	55,000
Spt Rds	3,400	10,200	17,000	38,250	59,500	85,000
NOTE: Add 12% for Monaco option; 40% for M Series option; 10% for 390-330 hp engine.						
1964 113" wb						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Lan HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,200	6,600	11,000	24,750	38,500	55,000
NOTE: Add 10% for Tonneau convertible option; 30% for tonneau option and wire wheels.						
1965 113" wb						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Lan HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,200	6,600	11,000	24,750	38,500	55,000
NOTE: Add 5% for Special Landau option.						
1966 113" wb						
2d HT Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Twn Lan	1,200	3,600	6,000	13,500	21,000	30,000
2d HT Twn	1,240	3,720	6,200	13,950	21,700	31,000
Conv	2,200	6,600	11,000	24,750	38,500	55,000
NOTE: Add 20% for 428 engine.						

FRANKLIN

	6	5	4	3	2	1
1903 Four, 10 hp, 72" wb						
Rbt	2,600	7,800	13,000	29,250	45,500	65,000
1904 Type A, 4-cyl., 12 hp, 82" wb						
2/4P Light Rbt	2,560	7,680	12,800	28,800	44,800	64,000
1904 Type B, 4-cyl., 12 hp, 82" wb						
4P Light Ton	2,560	7,680	12,800	28,800	44,800	64,000
1904 Type C, 4-cyl., 30 hp, 110" wb						
5P Side Entrance Ton	2,800	8,400	14,000	31,500	49,000	70,000
1904 Type D, 4-cyl., 20 hp, 100" wb						
5P Light Tr	2,560	7,680	12,800	28,800	44,800	64,000
1904 Type E, 4-cyl., 12 hp, 74" wb						
2P Gentleman's Rbt	2,480	7,440	12,400	27,900	43,400	62,000
1904 Type F, 4-cyl., 12 hp, 82" wb						
4P Light Ton	2,480	7,440	12,400	27,900	43,400	62,000
1905 Type A, 4-cyl., 12 hp, 80" wb						
Rbt	2,480	7,440	12,400	27,900	43,400	62,000
Detachable Ton	2,560	7,680	12,800	28,800	44,800	64,000
1905 Type B, 4-cyl., 12 hp, 80" wb						
Tr	2,440	7,320	12,200	27,450	42,700	61,000
1905 Type C, 4-cyl., 30 hp, 107" wb						
Tr	2,680	8,040	13,400	30,150	46,900	67,000
1905 Type D, 4-cyl., 20 hp, 100" wb						
Tr	2,560	7,680	12,800	28,800	44,800	64,000
1905 Type E, 4-cyl., 12 hp, 80" wb						
Rbt	2,400	7,200	12,000	27,000	42,000	60,000
1906 Type E, 4-cyl., 12 hp, 81-1						
2P Rbt	2,320	6,960	11,600	26,100	40,600	58,000
1906 Type G, 4-cyl., 12 hp, 88" wb						
5P Tr	2,360	7,080	11,800	26,550	41,300	59,000
1906 Type D, 4-cyl., 20 hp, 100" wb						
5P Tr	2,160	6,480	10,800	24,300	37,800	54,000
5P Limo (115" wb)	2,280	6,840	11,400	25,650	39,900	57,000
1906 Type H, 6-cyl., 30 hp, 114" wb						
5P Tr	2,480	7,440	12,400	27,900	43,400	62,000
1907 Model G, 4-cyl., 12 hp, 90" wb						
2P Rbt	2,080	6,240	10,400	23,400	36,400	52,000
4P Tr	2,160	6,480	10,800	24,300	37,800	54,000
1907 Model D, 4-cyl., 20 hp, 105" wb						
5P Tr	2,120	6,360	10,600	23,850	37,100	53,000
2P Rbt	2,080	6,240	10,400	23,400	36,400	52,000
5P Lan'let	2,160	6,480	10,800	24,300	37,800	54,000
1907 Model H, 6-cyl., 30 hp, 127" wb						
7P Tr	2,520	7,560	12,600	28,350	44,100	63,000
2P Rbt	2,480	7,440	12,400	27,900	43,400	62,000
5P Limo	2,560	7,680	12,800	28,800	44,800	64,000
1908 Model G, 4-cyl., 16 hp, 90" wb						
Tr	2,000	6,000	10,000	22,500	35,000	50,000
Rbt	2,040	6,120	10,200	22,950	35,700	51,000
Brgm	1,720	5,160	8,600	19,350	30,100	43,000
Lan'let	2,160	6,480	10,800	24,300	37,800	54,000
1908 Model D, 4-cyl., 28 hp, 105" wb						
Tr	2,040	6,120	10,200	22,950	35,700	51,000
Surrey-Seat Rbt	2,000	6,000	10,000	22,500	35,000	50,000
Lan'let	2,160	6,480	10,800	24,300	37,800	54,000
1908 Model H, 6-cyl., 42 hp, 127" wb						
Tr	2,480	7,440	12,400	27,900	43,400	62,000
Limo	2,560	7,680	12,800	28,800	44,800	64,000
Rbt	2,480	7,440	12,400	27,900	43,400	62,000
1909 Model G, 4-cyl., 18 hp, 91-1						
4P Tr	2,000	6,000	10,000	22,500	35,000	50,000
4P Cape Top Tr	2,040	6,120	10,200	22,950	35,700	51,000
Brgm	1,720	5,160	8,600	19,350	30,100	43,000
Lan'let	2,160	6,480	10,800	24,300	37,800	54,000
1909 Model D, 4-cyl., 28 hp, 106" wb						
5P Tr	2,040	6,120	10,200	22,950	35,700	51,000
5P Cape Top Tr	2,080	6,240	10,400	23,400	36,400	52,000
Rbt, Single Rumble	2,120	6,360	10,600	23,850	37,100	53,000
Rbt, Double Rumble	2,160	6,480	10,800	24,300	37,800	54,000
Lan'let	2,160	6,480	10,800	24,300	37,800	54,000
1909 Model H, 6-cyl., 42 hp, 127" wb						
7P Tr	2,480	7,440	12,400	27,900	43,400	62,000
7P Cape Top Tr	2,680	8,040	13,400	30,150	46,900	67,000
Limo	2,560	7,680	12,800	28,800	44,800	64,000
1910 Model G, 4-cyl., 18 hp, 91-1						
5P Tr	2,080	6,240	10,400	23,400	36,400	52,000
4P Rbt	2,040	6,120	10,200	22,950	35,700	51,000
2P Rbt	1,960	5,880	9,800	22,050	34,300	49,000
1910 Model K, 4-cyl., 18 hp, 91-1						
Twn Car	1,960	5,880	9,800	22,050	34,300	49,000
Taxicab	1,880	5,640	9,400	21,150	32,900	47,000
1910 Model D, 4-cyl., 28 hp, 106" wb						
5P Tr	2,120	6,360	10,600	23,850	37,100	53,000
4P Surrey	2,000	6,000	10,000	22,500	35,000	50,000
6P Limo (111-1/2" wb)	2,160	6,480	10,800	24,300	37,800	54,000
Lan'let 6P (111-1/2" wb)	2,160	6,480	10,800	24,300	37,800	54,000
1910 Model H, 6-cyl., 42 hp, 127" wb						
7P Tr	2,480	7,440	12,400	27,900	43,400	62,000
4P Surrey	2,640	7,920	13,200	29,700	46,200	66,000
7P Limo	2,560	7,680	12,800	28,800	44,800	64,000
1911 Model G, 4-cyl., 18 hp, 100" wb						
5P Tr	2,040	6,120	10,200	22,950	35,700	51,000
Torp Phae (108" wb)	2,000	6,000	10,000	22,500	35,000	50,000
1911 Model M, 4-cyl., 25 hp, 108" wb						
5P Tr	2,080	6,240	10,400	23,400	36,400	52,000
7P Limo	2,040	6,120	10,200	22,950	35,700	51,000
7P Lan'let	2,040	6,120	10,200	22,950	35,700	51,000
1911 Model D, 6-cyl., 38 hp, 123" wb						
4P Torp Phae	2,480	7,440	12,400	27,900	43,400	62,000
5P Tr	2,400	7,200	12,000	27,000	42,000	60,000
6P Limo	2,280	6,840	11,400	25,650	39,900	57,000
6P Lan'let	2,360	7,080	11,800	26,550	41,300	59,000
1911 Model H, 6-cyl., 48 hp, 133" wb						
7P Tr	2,680	8,040	13,400	30,150	46,900	67,000
Torp Phae (126" wb)	2,880	8,640	14,400	32,400	50,400	72,000
1912 Model G, 4-cyl., 18 hp, 100" wb						
Rbt	2,080	6,240	10,400	23,400	36,400	52,000
1912 Model G, 4-cyl., 25 hp, 103" wb						
Tr	2,120	6,360	10,600	23,850	37,100	53,000
1912 Model M, 6-cyl., 30 hp, 116" wb						
Tr	2,680	8,040	13,400	30,150	46,900	67,000
Torp Phae	2,880	8,640	14,400	32,400	50,400	72,000
Rds	2,320	6,960	11,600	26,100	40,600	58,000
1912 Model K-6, 4-cyl., 18 hp, 100" wb						
Taxicab	2,360	7,080	11,800	26,550	41,300	59,000
1912 Model D, 6-cyl., 38 hp, 123" wb						
Tr	2,480	7,440	12,400	27,900	43,400	62,000
Torp Phae	2,520	7,560	12,600	28,350	44,100	63,000
1912 Model H, 6-cyl., 38 hp, 126" wb						
Tr	2,520	7,560	12,600	28,350	44,100	63,000
Limo	2,560	7,680	12,800	28,800	44,800	64,000
1913 Model G, 4-cyl., 18 hp, 100" wb						
2P Rbt	2,200	6,600	11,000	24,750	38,500	55,000
1913 Model G, 4-cyl., 25 hp, 103" wb						
5P Tr	2,200	6,600	11,000	24,750	38,500	55,000
1913 Model M, 6-cyl., 30 hp, 116" wb						
5P Little Six Tr	2,480	7,440	12,400	27,900	43,400	62,000
2P Little Six Vic	2,400	7,200	12,000	27,000	42,000	60,000
1913 Model D, 6-cyl., 38 hp, 123" wb						
5P Tr	2,320	6,960	11,600	26,100	40,600	58,000
4P Torp Phae	2,360	7,080	11,800	26,550	41,300	59,000
1913 Model H, 4-cyl., 38 hp, 126" wb						
7P Tr	2,360	7,080	11,800	26,550	41,300	59,000
7P Limo	2,280	6,840	11,400	25,650	39,900	57,000
1914 Model Six-30, 6-cyl., 31.6 hp, 120" wb						
5P Tr	2,480	7,440	12,400	27,900	43,400	62,000
Rds	2,560	7,680	12,800	28,800	44,800	64,000
Cpe	2,320	6,960	11,600	26,100	40,600	58,000
Sed	2,280	6,840	11,400	25,650	39,900	57,000
Limo	2,400	7,200	12,000	27,000	42,000	60,000
Berlin	2,480	7,440	12,400	27,900	43,400	62,000
1915 Model Six-30, 6-cyl., 31.6 hp, 120" wb						
2P Rds	2,600	7,800	13,000	29,250	45,500	65,000
5P Tr	2,560	7,680	12,800	28,800	44,800	64,000
Cpe	2,340	7,020	11,700	26,330	40,950	58,500
Sed	2,220	6,660	11,100	24,980	38,850	55,500
Berlin	2,400	7,200	12,000	27,000	42,000	60,000
1916 Model Six-30, 6-cyl., 31.6 hp, 120" wb						
5P Tr	2,000	6,000	10,000	22,500	35,000	50,000
3P Rds	2,040	6,120	10,200	22,950	35,700	51,000
5P Sed	1,720	5,160	8,600	19,350	30,100	43,000
4P Doctor's Car	1,780	5,340	8,900	20,030	31,150	44,500
7P Berlin	1,960	5,880	9,800	22,050	34,300	49,000
1917 Series 9, 6-cyl., 25.35 hp, 115" wb						
5P Tr	2,040	6,120	10,200	22,950	35,700	51,000
4P Rds	2,080	6,240	10,400	23,400	36,400	52,000
2P Rbt	1,880	5,640	9,400	21,150	32,900	47,000
7P Limo	1,840	5,520	9,200	20,700	32,200	46,000
5P Sed	1,720	5,160	8,600	19,350	30,100	43,000
7P Twn Car	1,920	5,760	9,600	21,600	33,600	48,000
4P Brgm	1,840	5,520	9,200	20,700	32,200	46,000
4P Cabr	2,040	6,120	10,200	22,950	35,700	51,000
1918 Series 9, 6-cyl., 25.35 hp, 115" wb						
5P Tr	2,040	6,120	10,200	22,950	35,700	51,000
2P Rds	2,080	6,240	10,400	23,400	36,400	52,000
4P Rds	2,080	6,240	10,400	23,400	36,400	52,000
Sed	1,640	4,920	8,200	18,450	28,700	41,000
Brgm	1,720	5,160	8,600	19,350	30,100	43,000
Limo	1,880	5,640	9,400	21,150	32,900	47,000
Twn Car	1,920	5,760	9,600	21,600	33,600	48,000
Cabr	2,040	6,120	10,200	22,950	35,700	51,000
1919 Series 9, 6-cyl., 25.35 hp, 115" wb						
5P Tr	2,040	6,120	10,200	22,950	35,700	51,000
Rbt	2,040	6,120	10,200	22,950	35,700	51,000
4P Rds	2,080	6,240	10,400	23,400	36,400	52,000
Brgm	1,720	5,160	8,600	19,350	30,100	43,000
Sed	1,640	4,920	8,200	18,450	28,700	41,000
Limo	1,920	5,760	9,600	21,600	33,600	48,000
1920 Model 9-B, 6-cyl., 25.3 hp, 115" wb						
5P Tr	2,080	6,240	10,400	23,400	36,400	52,000
4P Rds	2,080	6,240	10,400	23,400	36,400	52,000
2P Rds	1,960	5,880	9,800	22,050	34,300	49,000
5P Sed	1,600	4,800	8,000	18,000	28,000	40,000
4P Brgm	1,680	5,040	8,400	18,900	29,400	42,000
1921 Model 9-B, 6-cyl., 25 hp, 115" wb						
2P Rbt	2,000	6,000	10,000	22,500	35,000	50,000
4P Rds	2,000	6,000	10,000	22,500	35,000	50,000
5P Tr	2,000	6,000	10,000	22,500	35,000	50,000
2P Conv Rbt	2,080	6,240	10,400	23,400	36,400	52,000
5P Conv Tr	2,120	6,360	10,600	23,850	37,100	53,000
4P Brgm	1,680	5,040	8,400	18,900	29,400	42,000
5P Sed	1,640	4,920	8,200	18,450	28,700	41,000
1922 Model 9-B, 6-cyl., 25 hp, 115" wb						
2P Rds	2,000	6,000	10,000	22,500	35,000	50,000
5P Tr	1,960	5,880	9,800	22,050	34,300	49,000
2P Demi Cpe	1,720	5,160	8,600	19,350	30,100	43,000
5P Demi Cpe	1,720	5,160	8,600	19,350	30,100	43,000
4P Brgm	1,680	5,040	8,400	18,900	29,400	42,000
5P Sed	1,640	4,920	8,200	18,450	28,700	41,000
5P Limo	1,800	5,400	9,000	20,250	31,500	45,000
1923 Model 10, 6-cyl., 25 hp, 115" wb						
5P Tr	1,880	5,640	9,400	21,150	32,900	47,000
2P Rds	1,960	5,880	9,800	22,050	34,300	49,000
5P Demi Sed	1,680	5,040	8,400	18,900	29,400	42,000
4P Brgm	1,720	5,160	8,600	19,350	30,100	43,000
4P Cpe	1,760	5,280	8,800	19,800	30,800	44,000
5P Sed	1,720	5,160	8,600	19,350	30,100	43,000
5P Tr Limo	1,880	5,640	9,400	21,150	32,900	47,000
1924 Model 10-B, 6-cyl., 25 hp, 115" wb						
5P Tr	1,760	5,280	8,800	19,800	30,800	44,000
5P Demi Sed	1,560	4,680	7,800	17,550	27,300	39,000
4P Cpe	1,600	4,800	8,000	18,000	28,000	40,000
5P Brgm	1,600	4,800	8,000	18,000	28,000	40,000
5P Sed	1,520	4,560	7,600	17,100	26,600	38,000
Tr Limo	1,760	5,280	8,800	19,800	30,800	44,000
1925 Model 10-C, 6-cyl., 32 hp, 115" wb						
5P Tr	1,740	5,220	8,700	19,580	30,450	43,500
5P Demi Sed	1,540	4,620	7,700	17,330	26,950	38,500
4P Cpe	1,580	4,740	7,900	17,780	27,650	39,500
4P Brgm	1,540	4,620	7,700	17,330	26,950	38,500
5P Sed	1,420	4,260	7,100	15,980	24,850	35,500
NOTE: Series II introduced spring of 1925.						
1926 Model 11-A, 6-cyl., 32 hp, 119" wb						
5P Sed	1,420	4,260	7,100	15,980	24,850	35,500
5P Spt Sed	1,600	4,800	8,000	18,000	28,000	40,000
4P Cpe	1,540	4,620	7,700	17,330	26,950	38,500
5P Encl Dr Limo	1,700	5,100	8,500	19,130	29,750	42,500
4P Cabr	1,740	5,220	8,700	19,580	30,450	43,500
5P Tr	1,820	5,460	9,100	20,480	31,850	45,500

	6	5	4	3	2	1
2P Spt Rbt	1,780	5,340	8,900	20,030	31,150	44,500
5P Cpe Rumble	1,620	4,860	8,100	18,230	28,350	40,500
1927 Model 11-B, 6-cyl., 32 hp, 119" wb						
4P Vic	1,620	4,860	8,100	18,230	28,350	40,500
2P Spt Cpe	1,660	4,980	8,300	18,680	29,050	41,500
4P Tandem Spt	1,820	5,460	9,100	20,480	31,850	45,500
5P Sed	1,420	4,260	7,100	15,980	24,850	35,500
5P Spt Sed	1,580	4,740	7,900	17,780	27,650	39,500
3P Cpe	1,580	4,740	7,900	17,780	27,650	39,500
5P Encl Dr Limo	1,700	5,100	8,500	19,130	29,750	42,500
5P Cabr	2,100	6,300	10,500	23,630	36,750	52,500
5P Tr	2,060	6,180	10,300	23,180	36,050	51,500
2P Spt Rbt	2,100	6,300	10,500	23,630	36,750	52,500
5P Cpe Rumble	1,620	4,860	8,100	18,230	28,350	40,500
1928 Airman, 6-cyl., 46 hp, 119" wb						
3P Cpe	1,780	5,340	8,900	20,030	31,150	44,500
4P Vic	1,780	5,340	8,900	20,030	31,150	44,500
5P Sed	1,620	4,860	8,100	18,230	28,350	40,500
5P Oxford Sed	1,660	4,980	8,300	18,680	29,050	41,500
5P Spt Sed	1,660	4,980	8,300	18,680	29,050	41,500
3/5P Conv	2,420	7,260	12,100	27,230	42,350	60,500
1928 Airman, 6-cyl., 46 hp, 128" wb						
Spt Rbt	2,380	7,140	11,900	26,780	41,650	59,500
Spt Tr	2,340	7,020	11,700	26,330	40,950	58,500
7P Sed	1,700	5,100	8,500	19,130	29,750	42,500
Oxford Sed	1,740	5,220	8,700	19,580	30,450	43,500
7P Tr	2,140	6,420	10,700	24,080	37,450	53,500
7P Limo	1,780	5,340	8,900	20,030	31,150	44,500
1929 Model 130, 6-cyl., 46 hp, 120" wb						
3/5P Cpe	1,840	5,520	9,200	20,700	32,200	46,000
5P Sed	1,680	5,040	8,400	18,900	29,400	42,000
1929 Model 135, 6-cyl., 60 hp, 125" wb						
3P Cpe	1,840	5,520	9,200	20,700	32,200	46,000
5P Sed	1,880	5,640	9,400	21,150	32,900	47,000
3/5P Conv Cpe	2,400	7,200	12,000	27,000	42,000	60,000
4P Vic Brgm	1,960	5,880	9,800	22,050	34,300	49,000
5P Oxford Sed	2,100	6,300	10,500	23,630	36,750	52,500
5P Spt Sed	1,920	5,760	9,600	21,600	33,600	48,000
1929 Model 137, 6-cyl., 60 hp, 132" wb						
5P Spt Tr	4,600	13,800	23,000	51,750	80,500	115,000
4P Spt Rbt	4,000	12,000	20,000	45,000	70,000	100,000
7P Tr	4,400	13,200	22,000	49,500	77,000	110,000
7P Sed	2,240	6,720	11,200	25,200	39,200	56,000
7P Oxford Sed	2,320	6,960	11,600	26,100	40,600	58,000
7P Limo	2,360	7,080	11,800	26,550	41,300	59,000
1930 Model 145, 6-cyl., 87 hp, 125" wb						
Sed	1,440	4,320	7,200	16,200	25,200	36,000
Cpe	1,520	4,560	7,600	17,100	26,600	38,000
Clb Sed	1,520	4,560	7,600	17,100	26,600	38,000
DeL Sed	1,480	4,440	7,400	16,650	25,900	37,000
Vic Brgm	1,560	4,680	7,800	17,550	27,300	39,000
Conv Cpe	2,160	6,480	10,800	24,300	37,800	54,000
Tr Sed	1,520	4,560	7,600	17,100	26,600	38,000
Pursuit	2,040	6,120	10,200	22,950	35,700	51,000
1930 Model 147, 6-cyl., 87 hp, 132" wb						
Rds	2,680	8,040	13,400	30,150	46,900	67,000
Pirate Tr	2,680	8,040	13,400	30,150	46,900	67,000
Pirate Phae	2,760	8,280	13,800	31,050	48,300	69,000
5P Sed	1,400	4,200	7,000	15,750	24,500	35,000
7P Sed	1,440	4,320	7,200	16,200	25,200	36,000
Limo	1,560	4,680	7,800	17,550	27,300	39,000
Sed Limo	1,600	4,800	8,000	18,000	28,000	40,000
Spds	4,560	13,680	22,800	51,300	79,800	114,000
Conv Spds	3,000	9,000	15,000	33,750	52,500	75,000
Deauville Sed	2,080	6,240	10,400	23,400	36,400	52,000
Twn Car	1,680	5,040	8,400	18,900	29,400	42,000
Cabr	2,680	8,040	13,400	30,150	46,900	67,000
Conv Sed	2,760	8,280	13,800	31,050	48,300	69,000
1931 Series 15, 6-cyl., 100 hp, 125" wb						
Pursuit	2,040	6,120	10,200	22,950	35,700	51,000
5P Sed	1,480	4,440	7,400	16,650	25,900	37,000
Cpe	1,600	4,800	8,000	18,000	28,000	40,000
Oxford Sed	1,500	4,500	7,500	16,880	26,250	37,500
Vic Brgm	1,560	4,680	7,800	17,550	27,300	39,000
Conv Cpe	2,200	6,600	11,000	24,750	38,500	55,000
Twn Sed	1,600	4,800	8,000	18,000	28,000	40,000
1931 Series 15, 6-cyl., 100 hp, 132" wb						
Rds	2,960	8,880	14,800	33,300	51,800	74,000
7P Sed	1,640	4,920	8,200	18,450	28,700	41,000
Spt Salon	1,680	5,040	8,400	18,900	29,400	42,000
Limo	1,800	5,400	9,000	20,250	31,500	45,000
1931 Series 15 DeLuxe, 6-cyl., 100 hp, 132" wb						
5P Tr	2,800	8,400	14,000	31,500	49,000	70,000
7P Tr	2,840	8,520	14,200	31,950	49,700	71,000
Spds	4,560	13,680	22,800	51,300	79,800	114,000
5P Sed	1,680	5,040	8,400	18,900	29,400	42,000
Clb Sed	1,720	5,160	8,600	19,350	30,100	43,000
Conv Cpe	2,920	8,760	14,600	32,850	51,100	73,000
Twn Sed	1,760	5,280	8,800	19,800	30,800	44,000
7P Sed	1,680	5,040	8,400	18,900	29,400	42,000
Limo	1,800	5,400	9,000	20,250	31,500	45,000
1932 Airman, 6-cyl., 100 hp, 132" wb						
Spds	4,560	13,680	22,800	51,300	79,800	114,000
5P Sed	1,600	4,800	8,000	18,000	28,000	40,000
Cpe	1,640	4,920	8,200	18,450	28,700	41,000
Clb Sed	1,620	4,860	8,100	18,230	28,350	40,500
Vic Brgm	1,640	4,920	8,200	18,450	28,700	41,000
Conv Cpe	2,640	7,920	13,200	29,700	46,200	66,000
7P Sed	1,640	4,920	8,200	18,450	28,700	41,000
Limo	1,680	5,040	8,400	18,900	29,400	42,000
Sed Oxford	1,600	4,800	8,000	18,000	28,000	40,000
1933 Olympic, 6-cyl., 100 hp, 118" wb						
5P Sed	1,240	3,720	6,200	13,950	21,700	31,000
4P Cpe	1,320	3,960	6,600	14,850	23,100	33,000
4P Conv Cpe	1,960	5,880	9,800	22,050	34,300	49,000
1933 Airman, 6-cyl., 100 hp, 132" wb						
4P Spds	1,400	4,200	7,000	15,750	24,500	35,000
5P Sed	1,360	4,080	6,800	15,300	23,800	34,000
5P Cpe	1,440	4,320	7,200	16,200	25,200	36,000
5P Clb Sed	1,400	4,200	7,000	15,750	24,500	35,000
5P Vic Brgm	1,440	4,320	7,200	16,200	25,200	36,000
7P Sed	1,320	3,960	6,600	14,850	23,100	33,000
6P Oxford Sed	1,360	4,080	6,800	15,300	23,800	34,000
7P Limo	1,400	4,200	7,000	15,750	24,500	35,000
1933 Twelve, V-12, 150 hp, 144" wb						
5P Sed	2,560	7,680	12,800	28,800	44,800	64,000
5P Clb Brgm	2,560	7,680	12,800	28,800	44,800	64,000
7P Sed	2,360	7,080	11,800	26,550	41,300	59,000
7P Limo	2,760	8,280	13,800	31,050	48,300	69,000
1934 Olympic, 6-cyl., 100 hp, 118" wb						
Sed	1,240	3,720	6,200	13,950	21,700	31,000
Cpe	1,320	3,960	6,600	14,850	23,100	33,000
Conv Cpe	1,960	5,880	9,800	22,050	34,300	49,000
1934 Airman, 6-cyl., 100 hp, 132" wb						
Sed	1,320	3,960	6,600	14,850	23,100	33,000
Clb Sed	1,360	4,080	6,800	15,300	23,800	34,000
Sed	1,340	4,020	6,700	15,080	23,450	33,500
Oxford Sed	1,360	4,080	6,800	15,300	23,800	34,000
Limo	1,560	4,680	7,800	17,550	27,300	39,000
1934 Twelve, V-12, 150 hp, 144" wb						
Sed	2,600	7,800	13,000	29,250	45,500	65,000
Clb Brgm	2,640	7,920	13,200	29,700	46,200	66,000
Sed	2,360	7,080	11,800	26,550	41,300	59,000
Limo	2,760	8,280	13,800	31,050	48,300	69,000

GARDNER

	6	5	4	3	2	1
1920 Model G, 4-cyl., 35 hp, 112" wb						
5P Tr	1,440	4,320	7,200	16,200	25,200	36,000
3P Rds	1,620	4,860	8,100	18,230	28,350	40,500
5P Sed	1,020	3,060	5,100	11,480	17,850	25,500
1921 Model G, 4-cyl., 35 hp, 112" wb						
3P Rds	1,620	4,860	8,100	18,230	28,350	40,500
5P Tr	1,440	4,320	7,200	16,200	25,200	36,000
5P Sed	1,020	3,060	5,100	11,480	17,850	25,500
1922 Four, 35 hp, 112" wb						
3P Rds	1,620	4,860	8,100	18,230	28,350	40,500
5P Tr	1,440	4,320	7,200	16,200	25,200	36,000
5P Sed	1,020	3,060	5,100	11,480	17,850	25,500
1923 Model 5, 4-cyl., 43 hp, 112" wb						
5P Tr	1,440	4,320	7,200	16,200	25,200	36,000
2P Rds	1,620	4,860	8,100	18,230	28,350	40,500
2P Cpe	980	2,940	4,900	11,030	17,150	24,500
5P Sed	1,020	3,060	5,100	11,480	17,850	25,500
1924 Model 5, 4-cyl., 43 hp, 112" wb						
3P Rds	1,620	4,860	8,100	18,230	28,350	40,500
5P Tr	1,440	4,320	7,200	16,200	25,200	36,000
5P Spt Tr	1,520	4,560	7,600	17,100	26,600	38,000
3P Cpe	980	2,940	4,900	11,030	17,150	24,500
5P Brgm	1,000	3,000	5,000	11,250	17,500	25,000
5P Sed	1,020	3,060	5,100	11,480	17,850	25,500
1925 Model 5, 4-cyl., 44 hp, 112" wb						
5P Tr	1,440	4,320	7,200	16,200	25,200	36,000
3P Rds	1,620	4,860	8,100	18,230	28,350	40,500
5P Std Tr	1,440	4,320	7,200	16,200	25,200	36,000
5P DeL Tr	1,600	4,800	8,000	18,000	28,000	40,000
5P Sed	1,020	3,060	5,100	11,480	17,850	25,500
4P Cpe	1,260	3,780	6,300	14,180	22,050	31,500
5P Radio Sed	1,200	3,600	6,000	13,500	21,000	30,000
1925 Six, 57 hp, 117" wb						
5P Tr	1,500	4,500	7,500	16,880	26,250	37,500
1925 Line 8, 8-cyl., 65 hp, 125" wb						
5P Tr	1,560	4,680	7,800	17,550	27,300	39,000
5P Brgm	1,140	3,420	5,700	12,830	19,950	28,500
1926 Six, 57 hp, 117" wb						
5P Tr	1,680	5,040	8,400	18,900	29,400	42,000
4P Rds	1,920	5,760	9,600	21,600	33,600	48,000
4P Cabr	2,000	6,000	10,000	22,500	35,000	50,000
5P 4d Brgm	1,200	3,600	6,000	13,500	21,000	30,000
5P Sed	1,080	3,240	5,400	12,150	18,900	27,000
DeL Sed	1,140	3,420	5,700	12,830	19,950	28,500
1926 Line 8, 65 hp, 125" wb						
5P Tr	1,680	5,040	8,400	18,900	29,400	42,000
4P Rds	1,920	5,760	9,600	21,600	33,600	48,000
4P Cabr	2,000	6,000	10,000	22,500	35,000	50,000
5P 4d Brgm	1,200	3,600	6,000	13,500	21,000	30,000
5P Sed	1,080	3,240	5,400	12,150	18,900	27,000
5P DeL Sed	1,140	3,420	5,700	12,830	19,950	28,500
1927 Model 6-B, 6-cyl., 55 hp, 117" wb						
5P Tr	1,800	5,400	9,000	20,250	31,500	45,000
4P Rds	2,000	6,000	10,000	22,500	35,000	50,000
4P Cabr	2,080	6,240	10,400	23,400	36,400	52,000
5P 4d Brgm	1,240	3,720	6,200	13,950	21,700	31,000
5P Sed	1,120	3,360	5,600	12,600	19,600	28,000
1927 Model 8-80, 8-cyl., 70 hp, 122" wb						
4P Rds	2,400	7,200	12,000	27,000	42,000	60,000
5P Sed	1,560	4,680	7,800	17,550	27,300	39,000
Vic Cpe	1,740	5,220	8,700	19,580	30,450	43,500
1927 Model 8-90, 8-cyl., 84 hp, 130" wb						
4P Rds	2,520	7,560	12,600	28,350	44,100	63,000
5P Sed	1,140	3,420	5,700	12,830	19,950	28,500
5P Brgm	1,260	3,780	6,300	14,180	22,050	31,500
5P Vic	1,260	3,780	6,300	14,180	22,050	31,500
1928 Model 8-75, 8-cyl., 65 hp, 122" wb						
4P Rds	2,800	8,400	14,000	31,500	49,000	70,000
Vic	1,740	5,220	8,700	19,580	30,450	43,500
Cpe	1,680	5,040	8,400	18,900	29,400	42,000
5P Clb Sed	1,620	4,860	8,100	18,230	28,350	40,500
5P Sed	1,500	4,500	7,500	16,880	26,250	37,500
1928 Model 8-85, 8-cyl., 74 hp, 125" wb						
4P Rds	3,000	9,000	15,000	33,750	52,500	75,000
5P Brgm	1,740	5,220	8,700	19,580	30,450	43,500
5P Sed	1,500	4,500	7,500	16,880	26,250	37,500
4P Cus Cpe	1,680	5,040	8,400	18,900	29,400	42,000
1928 Model 8-95, 8-cyl., 115 hp, 130" wb						
4P Rds	3,200	9,600	16,000	36,000	56,000	80,000
5P Brgm	1,800	5,400	9,000	20,250	31,500	45,000
5P Sed	1,560	4,680	7,800	17,550	27,300	39,000
4P Cus Cpe	1,800	5,400	9,000	20,250	31,500	45,000
1929-30 Model 120, 8-cyl., 65 hp, 122" wb						
4P Rds	2,800	8,400	14,000	31,500	49,000	70,000
5P Spt Sed	1,540	4,620	7,700	17,330	26,950	38,500
4P Cpe	1,680	5,040	8,400	18,900	29,400	42,000
5P Sed	1,500	4,500	7,500	16,880	26,250	37,500
1929-30 Model 125, 8-cyl., 85 hp, 125" wb						
4P Rds	3,000	9,000	15,000	33,750	52,500	75,000
4P Cabr	3,100	9,300	15,500	34,880	54,250	77,500
5P Brgm	1,600	4,800	8,000	18,000	28,000	40,000
5P Sed	1,500	4,500	7,500	16,880	26,250	37,500
4P Vic	1,740	5,220	8,700	19,580	30,450	43,500
Cpe	1,600	4,800	8,000	18,000	28,000	40,000
1929-30 Model 130, 8-cyl., 115 hp, 130" wb						
4P Rds	3,200	9,600	16,000	36,000	56,000	80,000
4P Cpe	1,680	5,040	8,400	18,900	29,400	42,000
5P Brgm	1,800	5,400	9,000	20,250	31,500	45,000
5P Sed	1,560	4,680	7,800	17,550	27,300	39,000
5P Vic	1,800	5,400	9,000	20,250	31,500	45,000
1930 Model 136, 6-cyl., 70 hp, 122" wb						
Rds	2,800	8,400	14,000	31,500	49,000	70,000
5P Spt Phae	2,920	8,760	14,600	32,850	51,100	73,000
7P Spt Phae	3,000	9,000	15,000	33,750	52,500	75,000
Spt Sed	1,540	4,620	7,700	17,330	26,950	38,500
Cpe	1,680	5,040	8,400	18,900	29,400	42,000
Brgm	1,720	5,160	8,600	19,350	30,100	43,000
5P Sed	1,500	4,500	7,500	16,880	26,250	37,500
7P Sed	1,520	4,560	7,600	17,100	26,600	38,000
1930 Model 140, 8-cyl., 90 hp, 125" wb						
Rds	3,000	9,000	15,000	33,750	52,500	75,000
5P Spt Phae	3,080	9,240	15,400	34,650	53,900	77,000
7P Spt Phae	3,120	9,360	15,600	35,100	54,600	78,000
Spt Sed	1,540	4,620	7,700	17,330	26,950	38,500
Cpe	1,740	5,220	8,700	19,580	30,450	43,500
Brgm	1,750	5,250	8,750	19,690	30,630	43,750
5P Sed	1,500	4,500	7,500	16,880	26,250	37,500
7P Sed	1,560	4,680	7,800	17,550	27,300	39,000
1930 Model 150, 8-cyl., 126 hp, 130" wb						
Rds	3,200	9,600	16,000	36,000	56,000	80,000
5P Spt Phae	3,200	9,600	16,000	36,000	56,000	80,000
7P Spt Phae	3,280	9,840	16,400	36,900	57,400	82,000
Spt Sed	1,560	4,680	7,800	17,550	27,300	39,000
Cpe	1,760	5,280	8,800	19,800	30,800	44,000
Brgm	1,770	5,310	8,850	19,910	30,980	44,250
5P Sed	1,560	4,680	7,800	17,550	27,300	39,000
7P Sed	1,600	4,800	8,000	18,000	28,000	40,000
1931 Model 136, 6-cyl., 70 hp, 122" wb						
Rds	2,800	8,400	14,000	31,500	49,000	70,000
Spt Sed	1,540	4,620	7,700	17,330	26,950	38,500
Cpe	1,680	5,040	8,400	18,900	29,400	42,000
Sed	1,500	4,500	7,500	16,880	26,250	37,500
1931 Model 148, 6-cyl., 100 hp, 125" wb						
Rds	3,000	9,000	15,000	33,750	52,500	75,000
Phae	3,080	9,240	15,400	34,650	53,900	77,000
Spt Sed	1,540	4,620	7,700	17,330	26,950	38,500
Cpe	1,740	5,220	8,700	19,580	30,450	43,500
Brgm	1,750	5,250	8,750	19,690	30,630	43,750
Sed	1,500	4,500	7,500	16,880	26,250	37,500
1931 Model 158, 8-cyl., 130 hp, 130" wb						
Rds	3,200	9,600	16,000	36,000	56,000	80,000
Cpe	1,560	4,680	7,800	17,550	27,300	39,000
Brgm	1,760	5,280	8,800	19,800	30,800	44,000
Sed	1,560	4,680	7,800	17,550	27,300	39,000

GRAHAM-PAIGE

	6	5	4	3	2	1
1928 Model 610, 6-cyl., 111" wb						
Cpe	580	1,740	2,900	6,530	10,150	14,500
4d Sed	510	1,540	2,560	5,760	8,960	12,800
1928 Model 614, 6-cyl., 114" wb						
Cpe	600	1,800	3,000	6,750	10,500	15,000
4d Sed	520	1,560	2,600	5,850	9,100	13,000
1928 Model 619, 6-cyl., 119" wb						
Cpe	620	1,860	3,100	6,980	10,850	15,500
4d Sed	560	1,680	2,800	6,300	9,800	14,000
DeL Cpe	640	1,920	3,200	7,200	11,200	16,000
DeL 4d Sed	500	1,500	2,500	5,630	8,750	12,500
1928 Model 629, 6-cyl., 129" wb						
2P Cpe	640	1,920	3,200	7,200	11,200	16,000
5P Cpe	660	1,980	3,300	7,430	11,550	16,500
Cabr	1,040	3,120	5,200	11,700	18,200	26,000
5P 4d Sed	600	1,810	3,020	6,800	10,570	15,100
4d Twn Sed	570	1,700	2,840	6,390	9,940	14,200
7P 4d Sed	610	1,840	3,060	6,890	10,710	15,300
1928 Model 835, 8-cyl., 137" wb						
Cpe 2P	660	1,980	3,300	7,430	11,550	16,500
Cpe 5P	680	2,040	3,400	7,650	11,900	17,000
Cabr	1,120	3,360	5,600	12,600	19,600	28,000
5P 4d Sed	650	1,960	3,260	7,340	11,410	16,300
7P 4d Sed	660	1,970	3,280	7,380	11,480	16,400
4d Twn Sed	650	1,960	3,260	7,340	11,410	16,300
Limo	670	2,000	3,340	7,520	11,690	16,700
1929 Model 612, 6-cyl., 112" wb						
Rds	1,180	3,540	5,900	13,280	20,650	29,500
Tr	1,200	3,600	6,000	13,500	21,000	30,000
Cpe	600	1,800	3,000	6,750	10,500	15,000
Cabr	1,080	3,240	5,400	12,150	18,900	27,000
2d Sed	560	1,680	2,800	6,300	9,800	14,000
4d Sed	560	1,690	2,820	6,350	9,870	14,100
1929 Model 615, 6-cyl., 115" wb						
Rds	1,200	3,600	6,000	13,500	21,000	30,000
Tour	1,220	3,660	6,100	13,730	21,350	30,500
Cpe	640	1,920	3,200	7,200	11,200	16,000
Cabr	1,120	3,360	5,600	12,600	19,600	28,000
2d Sed	580	1,740	2,900	6,530	10,150	14,500
4d Sed	580	1,750	2,920	6,570	10,220	14,600
1929 Model 621, 6-cyl., 121" wb						
Rds	1,220	3,660	6,100	13,730	21,350	30,500
Tr	1,240	3,720	6,200	13,950	21,700	31,000
Cpe	620	1,860	3,100	6,980	10,850	15,500
Cabr	1,140	3,420	5,700	12,830	19,950	28,500
4d Sed	590	1,780	2,960	6,660	10,360	14,800
1929 Model 827, 8-cyl., 127" wb						
Rds	1,400	4,200	7,000	15,750	24,500	35,000
Tr	1,440	4,320	7,200	16,200	25,200	36,000
Cpe	720	2,160	3,600	8,100	12,600	18,000
Cabr	1,320	3,960	6,600	14,850	23,100	33,000
4d Sed	640	1,920	3,200	7,200	11,200	16,000
1929 Model 837, 8-cyl., 137" wb						
Tr	1,600	4,800	8,000	18,000	28,000	40,000
Cpe	880	2,640	4,400	9,900	15,400	22,000
5P 4d Sed	800	2,400	4,000	9,000	14,000	20,000
7P 4d Sed	840	2,520	4,200	9,450	14,700	21,000

	6	5	4	3	2	1
4d Twn Sed	880	2,640	4,400	9,900	15,400	22,000
Limo	960	2,880	4,800	10,800	16,800	24,000
LeB Limo	1,040	3,120	5,200	11,700	18,200	26,000
LeB Twn Car	1,080	3,240	5,400	12,150	18,900	27,000

GRAHAM

1930 Standard, 6-cyl., 115" wb

Rds	1,940	5,820	9,700	21,830	33,950	48,500
Phae	1,900	5,700	9,500	21,380	33,250	47,500
Cabr	1,780	5,340	8,900	20,030	31,150	44,500
Cpe	940	2,820	4,700	10,580	16,450	23,500
DeL Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	880	2,640	4,400	9,900	15,400	22,000
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d DeL Sed	960	2,880	4,800	10,800	16,800	24,000
4d Twn Sed	1,000	3,000	5,000	11,250	17,500	25,000
DeL Twn Sed	1,040	3,120	5,200	11,700	18,200	26,000

1930 Special, 6-cyl., 115" wb

Cpe	1,080	3,240	5,400	12,150	18,900	27,000
R/S Cpe	1,120	3,360	5,600	12,600	19,600	28,000
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000

1930 Standard, 8-cyl., 122" and *134" wb

Cpe	1,560	4,680	7,800	17,550	27,300	39,000
4d Sed	1,520	4,560	7,600	17,100	26,600	38,000
Conv Sed	1,940	5,820	9,700	21,830	33,950	48,500
*7P 4d Sed	1,480	4,440	7,400	16,650	25,900	37,000

1930 Special, 8-cyl., 122" and *134" wb

Cpe	1,640	4,920	8,200	18,450	28,700	41,000
4d Sed	1,620	4,860	8,100	18,230	28,350	40,500
Conv Sed	2,120	6,360	10,600	23,850	37,100	53,000
*7P 4d Sed	1,520	4,560	7,600	17,100	26,600	38,000

1930 Custom, 8-cyl., 127" wb

Rds	2,020	6,060	10,100	22,730	35,350	50,500
Phae	1,980	5,940	9,900	22,280	34,650	49,500
Cpe	1,680	5,040	8,400	18,900	29,400	42,000
Cabr	1,900	5,700	9,500	21,380	33,250	47,500
4d Sed	1,640	4,920	8,200	18,450	28,700	41,000

1930 Custom, 8-cyl., 137" wb

Phae	2,100	6,300	10,500	23,630	36,750	52,500
5P 4d Sed	1,180	3,540	5,900	13,280	20,650	29,500
4d Twn Sed	1,720	5,160	8,600	19,350	30,100	43,000
7P 4d Sed	1,760	5,280	8,800	19,800	30,800	44,000
Limo	1,800	5,400	9,000	20,250	31,500	45,000
LeB Limo	1,880	5,640	9,400	21,150	32,900	47,000
LeB Twn Car	1,960	5,880	9,800	22,050	34,300	49,000

1931 Standard, 6-cyl., 115" wb

Rds	1,800	5,400	9,000	20,250	31,500	45,000
Phae	1,760	5,280	8,800	19,800	30,800	44,000
Bus Cpe	960	2,880	4,800	10,800	16,800	24,000
Cpe	1,000	3,000	5,000	11,250	17,500	25,000
Spt Cpe	1,020	3,060	5,100	11,480	17,850	25,500
2d Sed	910	2,740	4,560	10,260	15,960	22,800
4d Twn Sed	920	2,750	4,580	10,310	16,030	22,900
4d Univ Sed	920	2,760	4,600	10,350	16,100	23,000
4d DeL Sed	930	2,780	4,640	10,440	16,240	23,200
4d DeL Twn Sed	940	2,820	4,700	10,580	16,450	23,500

1931 Special, 6-cyl., 115" wb

Bus Cpe	1,000	3,010	5,020	11,300	17,570	25,100
Cpe	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	980	2,930	4,880	10,980	17,080	24,400

1931 Model 621, 6-cyl., 121" wb

Rds	1,700	5,100	8,500	19,130	29,750	42,500
Phae	1,740	5,220	8,700	19,580	30,450	43,500
Vic	1,040	3,120	5,200	11,700	18,200	26,000
Cpe	1,080	3,240	5,400	12,150	18,900	27,000
4d Sed	1,020	3,060	5,100	11,480	17,850	25,500

1931 Standard, 8-cyl., 122" and *134" wb

Cpe	1,100	3,300	5,500	12,380	19,250	27,500
4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
Conv Sed	1,760	5,280	8,800	19,800	30,800	44,000
7P 4d Sed	1,060	3,180	5,300	11,930	18,550	26,500
5P 4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
*Limo	1,100	3,300	5,500	12,380	19,250	27,500

1931 Special 822, 8-cyl., 122" and *134" wb

Cpe	1,160	3,480	5,800	13,050	20,300	29,000
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
Conv Sed	1,800	5,400	9,000	20,250	31,500	45,000
7P 4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
5P 4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
*Limo	1,200	3,600	6,000	13,500	21,000	30,000

1931 Custom, 8-cyl., 127" wb

Rds	1,920	5,760	9,600	21,600	33,600	48,000
Phae	1,880	5,640	9,400	21,150	32,900	47,000
Vic	1,140	3,420	5,700	12,830	19,950	28,500
Cabr	1,960	5,880	9,800	22,050	34,300	49,000
4d Sed	1,120	3,360	5,600	12,600	19,600	28,000

1931 Custom, 8-cyl., 137" wb

7P Phae	2,320	6,960	11,600	26,100	40,600	58,000
4d Sed	1,380	4,140	6,900	15,530	24,150	34,500
LeB Limo	1,380	4,140	6,900	15,530	24,150	34,500

1931 Prosperity, 6-cyl., 113" wb

Cpe	980	2,940	4,900	11,030	17,150	24,500
Cpe 2-4	1,020	3,060	5,100	11,480	17,850	25,500
4d Sed	910	2,740	4,560	10,260	15,960	22,800
4d Twn Sed	920	2,760	4,600	10,350	16,100	23,000

1931 Special 820, 8-cyl., 120" wb

Bus Cpe	1,080	3,240	5,400	12,150	18,900	27,000
Cpe 2-4	1,100	3,300	5,500	12,380	19,250	27,500
4d Spt Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	1,020	3,060	5,100	11,480	17,850	25,500

1931 Custom 834, 8-cyl., 134" wb

4d Sed	1,540	4,620	7,700	17,330	26,950	38,500
7P 4d Sed	1,580	4,740	7,900	17,780	27,650	39,500
Limo	1,680	5,040	8,400	18,900	29,400	42,000

1932 Prosperity, 6-cyl., 113" wb

Cpe	980	2,940	4,900	11,030	17,150	24,500
Cpe 2-4	1,020	3,060	5,100	11,480	17,850	25,500
4d Sed	910	2,740	4,560	10,260	15,960	22,800
4d Twn Sed	920	2,760	4,600	10,350	16,100	23,000

1932 Graham, 6-cyl., 113" wb

Bus Cpe	960	2,880	4,800	10,800	16,800	24,000
Cpe 2-4	1,020	3,060	5,100	11,480	17,850	25,500
Cabr	1,480	4,440	7,400	16,650	25,900	37,000
4d Sed	880	2,640	4,400	9,900	15,400	22,000

1932 Standard, 6-cyl., 115" wb

Rds	1,800	5,400	9,000	20,250	31,500	45,000
Bus Cpe	980	2,940	4,900	11,030	17,150	24,500
Cpe 2-4	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Twn Sed	920	2,760	4,600	10,350	16,100	23,000

1932 Special, 6-cyl., 115" wb

Rds	1,800	5,400	9,000	20,250	31,500	45,000
Bus Cpe	1,000	3,010	5,020	11,300	17,570	25,100
Cpe 2-4	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	980	2,930	4,880	10,980	17,080	24,400
4d Twn Sed	940	2,820	4,700	10,580	16,450	23,500

1932 Model 57, 8-cyl., 123" wb

Cpe	1,100	3,300	5,500	12,380	19,250	27,500
Cpe 2-4	1,140	3,420	5,700	12,830	19,950	28,500
4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
DeL Cpe	1,200	3,600	6,000	13,500	21,000	30,000
DeL Cpe 2-4	1,260	3,780	6,300	14,180	22,050	31,500
Conv Cpe	1,640	4,920	8,200	18,450	28,700	41,000
4d DeL Sed	1,060	3,180	5,300	11,930	18,550	26,500

1932 Special 820, 8-cyl., 120" wb

Bus Cpe	1,160	3,480	5,800	13,050	20,300	29,000
Cpe 2-4	1,200	3,600	6,000	13,500	21,000	30,000
4d Spt Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000

1932 Special 822, 8-cyl., 122" wb

4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
Conv Sed	1,800	5,400	9,000	20,250	31,500	45,000

1932 Custom 834, 8-cyl., 134" wb

4d Sed	1,180	3,540	5,900	13,280	20,650	29,500
7P 4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
Limo	1,380	4,140	6,900	15,530	24,150	34,500

1933 Graham, 6-cyl., 113" wb

4d Sed	960	2,890	4,820	10,850	16,870	24,100
4d Twn Sed	970	2,920	4,860	10,940	17,010	24,300

1933 Model 65, 6-cyl., 113" wb

Bus Cpe	1,000	3,000	5,000	11,250	17,500	25,000
Cpe 2-4	1,020	3,060	5,100	11,480	17,850	25,500
Conv Cpe	1,920	5,760	9,600	21,600	33,600	48,000
4d Sed	980	2,930	4,880	10,980	17,080	24,400

1933 Graham, 6-cyl., 118" wb

Bus Cpe	1,020	3,060	5,100	11,480	17,850	25,500
Cpe 2-4	1,040	3,120	5,200	11,700	18,200	26,000
Cabr	1,600	4,800	8,000	18,000	28,000	40,000
4d Sed	980	2,940	4,900	11,030	17,150	24,500

1933 Model 64, 8-cyl., 119" wb

Bus Cpe	1,040	3,120	5,200	11,700	18,200	26,000
Cpe 2-4	1,060	3,180	5,300	11,930	18,550	26,500
Conv Cpe	1,680	5,040	8,400	18,900	29,400	42,000
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000

1933 Model 57A, 8-cyl., 123" wb

Cpe	1,180	3,540	5,900	13,280	20,650	29,500
Cpe 2-4	1,200	3,600	6,000	13,500	21,000	30,000
4d Sed	1,060	3,180	5,300	11,930	18,550	26,500
DeL Cpe	1,220	3,660	6,100	13,730	21,350	30,500
DeL Cpe 2-4	1,240	3,720	6,200	13,950	21,700	31,000
DeL Conv Cpe	1,840	5,520	9,200	20,700	32,200	46,000
4d DeL Sed	1,100	3,300	5,500	12,380	19,250	27,500

1933 Custom 57A, 8-cyl., 123" wb

Cpe	1,200	3,600	6,000	13,500	21,000	30,000
Cpe 2-4	1,300	3,900	6,500	14,630	22,750	32,500
4d Sed	1,100	3,300	5,500	12,380	19,250	27,500

1934 Model 65, 6-cyl., 113" wb

Cpe	1,020	3,060	5,100	11,480	17,850	25,500
Cpe 2-4	1,040	3,120	5,200	11,700	18,200	26,000
Conv Cpe	1,920	5,760	9,600	21,600	33,600	48,000
4d Sed	940	2,810	4,680	10,530	16,380	23,400

1934 Model 64, 6-cyl., 119" wb

Cpe	1,040	3,120	5,200	11,700	18,200	26,000
Cpe 2-4	1,080	3,240	5,400	12,150	18,900	27,000
Conv Cpe	1,600	4,800	8,000	18,000	28,000	40,000
4d Sed	940	2,820	4,700	10,580	16,450	23,500

1934 Model 68, 6-cyl., 116" wb

Bus Cpe	1,000	3,000	5,000	11,250	17,500	25,000
Cpe 2-4	1,060	3,180	5,300	11,930	18,550	26,500
Conv Cpe	1,580	4,740	7,900	17,780	27,650	39,500
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Sed Trunk	930	2,790	4,650	10,460	16,280	23,250

1934 Model 67, 8-cyl., 123" wb

Bus Cpe	1,180	3,540	5,900	13,280	20,650	29,500
Cpe 2-4	1,200	3,600	6,000	13,500	21,000	30,000
Conv Cpe	1,840	5,520	9,200	20,700	32,200	46,000
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Sed Trunk	1,100	3,300	5,500	12,380	19,250	27,500

1934 Model 69, 8-cyl., 123" wb

Bus Cpe	1,160	3,480	5,800	13,050	20,300	29,000
Cpe 2-4	1,180	3,540	5,900	13,280	20,650	29,500
Conv Cpe	1,800	5,400	9,000	20,250	31,500	45,000
4d Sed	1,050	3,140	5,240	11,790	18,340	26,200
4d Sed Trunk	1,060	3,170	5,280	11,880	18,480	26,400

1934 Custom 8-71, 8-cyl., 138" wb

7P 4d Sed	1,220	3,660	6,100	13,730	21,350	30,500
7P 4d Sed Trunk		1,240	3,720	6,200	13,950	21,700
31,000						

1935 Model 74, 6-cyl., 111" wb

2d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Sed	920	2,770	4,620	10,400	16,170	23,100
2d DeL Sed	920	2,770	4,620	10,400	16,170	23,100
4d DeL Sed	930	2,780	4,640	10,440	16,240	23,200

1935 Model 68, 6-cyl., 116" wb

Bus Cpe	1,010	3,040	5,060	11,390	17,710	25,300
Cpe 3-5	1,010	3,040	5,060	11,390	17,710	25,300
Conv Cpe	1,640	4,920	8,200	18,450	28,700	41,000
4d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sed Trunk	940	2,820	4,700	10,580	16,450	23,500

1935 Model 67, 8-cyl., 123" wb

Cpe	1,030	3,100	5,160	11,610	18,060	25,800
Cpe 3-5	1,050	3,160	5,260	11,840	18,410	26,300
Conv Cpe	1,640	4,920	8,200	18,450	28,700	41,000
4d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sed Trunk	940	2,820	4,700	10,580	16,450	23,500

1935 Model 72, 8-cyl., 123" wb

Cpe	1,090	3,280	5,460	12,290	19,110	27,300
Cpe 2-4	1,110	3,340	5,560	12,510	19,460	27,800
Conv Cpe	1,740	5,220	8,700	19,580	30,450	43,500
4d Sed	1,000	3,010	5,020	11,300	17,570	25,100

1935 Custom Model 69, Supercharged, 8-cyl., 123" wb

Cpe	1,430	4,300	7,160	16,110	25,060	35,800
Cpe 3-5	1,480	4,430	7,380	16,610	25,830	36,900
Conv Cpe	2,000	6,000	10,000	22,500	35,000	50,000
4d Sed	1,050	3,160	5,260	11,840	18,410	26,300
4d Sed Trunk	1,060	3,170	5,280	11,880	18,480	26,400

1935 Model 75, Supercharged, 8-cyl., 123" wb

Cpe	1,510	4,540	7,560	17,010	26,460	37,800
Cpe 2-4	1,550	4,660	7,760	17,460	27,160	38,800
Conv Cpe	2,100	6,300	10,500	23,630	36,750	52,500
4d Sed	1,310	3,940	6,560	14,760	22,960	32,800

1936 Crusader Model 80, 6-cyl., 111" wb

2d Sed	800	2,390	3,980	8,960	13,930	19,900
2d Sed Trunk	800	2,400	4,000	9,000	14,000	20,000
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed Trunk	800	2,410	4,020	9,050	14,070	20,100

1936 Cavalier Model 90, 6-cyl., 115" wb

Bus Cpe	840	2,530	4,220	9,500	14,770	21,100
Cpe 2-4	850	2,560	4,260	9,590	14,910	21,300
2d Sed	800	2,400	4,000	9,000	14,000	20,000
2d Sed Trunk	800	2,410	4,020	9,050	14,070	20,100
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed Trunk	810	2,420	4,040	9,090	14,140	20,200

1936 Model 110, Supercharged, 6-cyl., 115" wb

Cpe	1,370	4,100	6,840	15,390	23,940	34,200
Cpe 2-4	1,390	4,160	6,940	15,620	24,290	34,700
2d Sed	1,310	3,920	6,540	14,720	22,890	32,700
2d Sed Trunk	1,310	3,940	6,560	14,760	22,960	32,800
4d Sed	1,310	3,920	6,540	14,720	22,890	32,700
4d Sed Trunk	1,310	3,940	6,560	14,760	22,960	32,800
4d Cus Sed	1,330	3,980	6,640	14,940	23,240	33,200

1937 Crusader, 6-cyl., 111" wb

2d Sed	800	2,400	4,000	9,000	14,000	20,000
2d Sed Trunk	800	2,400	4,000	9,000	14,000	20,000
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed Trunk	800	2,410	4,020	9,050	14,070	20,100

1937 Cavalier, 6-cyl., 116" wb

Bus Cpe	840	2,530	4,220	9,500	14,770	21,100
Cpe 3-5	850	2,560	4,260	9,590	14,910	21,300
Conv Cpe	1,800	5,400	9,000	20,250	31,500	45,000
2d Sed	800	2,400	4,000	9,000	14,000	20,000
2d Sed Trunk	800	2,410	4,020	9,050	14,070	20,100
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed Trunk	800	2,410	4,020	9,050	14,070	20,100

1937 Series 116, Supercharged, 6-cyl., 116" wb

Bus Cpe	1,390	4,160	6,940	15,620	24,290	34,700
Cpe 3-5	1,390	4,160	6,940	15,620	24,290	34,700
Conv Cpe	1,880	5,640	9,400	21,150	32,900	47,000
2d Sed	800	2,400	4,000	9,000	14,000	20,000
2d Sed Trunk	800	2,410	4,020	9,050	14,070	20,100
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed Trunk	810	2,420	4,040	9,090	14,140	20,200

1937 Series 120, Custom Supercharged, 6-cyl., 116" and 120" wb

Bus Cpe	1,400	4,200	7,000	15,750	24,500	35,000
Cpe 3-5	1,420	4,260	7,100	15,980	24,850	35,500
Conv Cpe	2,120	6,360	10,600	23,850	37,100	53,000
4d Sed	1,430	4,280	7,140	16,070	24,990	35,700
4d Sed Trunk	1,320	3,960	6,600	14,850	23,100	33,000

1938 Standard Model 96, 6-cyl., 120" wb

4d Sed	1,350	4,060	6,760	15,210	23,660	33,800

1938 Special Model 96, 6-cyl., 120" wb

4d Sed	1,400	4,200	7,000	15,750	24,500	35,000

1938 Model 97, Supercharged, 6-cyl., 120" wb

4d Sed	830	2,480	4,140	9,320	14,490	20,700

1938 Custom Model 97, Supercharged, 6-cyl., 120" wb

4d Sed	1,030	3,080	5,140	11,570	17,990	25,700

1939 Special Model 96, 6-cyl., 120" wb

Cpe	700	2,090	3,480	7,830	12,180	17,400
2d Sed	640	1,910	3,190	7,180	11,170	15,950
4d Sed	650	1,960	3,260	7,340	11,410	16,300

1939 Custom Special 96, 6-cyl., 120" wb

Cpe	710	2,140	3,560	8,010	12,460	17,800
2d Sed	640	1,910	3,190	7,180	11,170	15,950
4d Sed	650	1,940	3,240	7,290	11,340	16,200

1939 Model 97, Supercharged, 6-cyl., 120" wb

Cpe	1,230	3,680	6,140	13,820	21,490	30,700
2d Sed	1,230	3,680	6,140	13,820	21,490	30,700
4d Sed	1,140	3,420	5,700	12,830	19,950	28,500

1939 Custom Model 97, Supercharged, 6-cyl., 120" wb

Cpe	1,260	3,780	6,300	14,180	22,050	31,500
2d Sed	1,140	3,420	5,700	12,830	19,950	28,500
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000

1940 DeLuxe Model 108, 6-cyl., 120" wb

Cpe	640	1,910	3,190	7,180	11,170	15,950
2d Sed	620	1,860	3,100	6,980	10,850	15,500
4d Sed	640	1,910	3,190	7,180	11,170	15,950

1940 Custom Model 108, 6-cyl., 120" wb

Cpe	660	1,980	3,300	7,430	11,550	16,500
2d Sed	640	1,920	3,200	7,200	11,200	16,000
4d Sed	660	1,980	3,300	7,430	11,550	16,500

1940 DeLuxe Model 107, Supercharged, 6-cyl., 120" wb

Cpe	1,080	3,230	5,380	12,110	18,830	26,900
2d Sed	980	2,930	4,880	10,980	17,080	24,400
4d Sed	980	2,940	4,900	11,030	17,150	24,500

1940 Custom Model 107, Supercharged, 6-cyl., 120" wb

Cpe	1,100	3,290	5,480	12,330	19,180	27,400
2d Sed	1,000	2,990	4,980	11,210	17,430	24,900
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000

1941 Custom Hollywood Model 113, 6-cyl., 115" wb

4d Sed	1,000	3,000	5,000	11,250	17,500	25,000

1941 Custom Hollywood Model 113, Supercharged, 6-cyl., 115" wb

4d Sed	1,400	4,200	7,000	15,750	24,500	35,000

HUDSON

1909 Model 20, 4-cyl.

2d Rds	2,400	7,200	12,000	27,000	42,000	60,000

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1910 Model 20, 4-cyl.						
2d Rds	2,400	7,200	12,000	27,000	42,000	60,000
4d Tr	2,280	6,840	11,400	25,650	39,900	57,000
1911 Model 33, 4-cyl.						
2d Rds	2,200	6,600	11,000	24,750	38,500	55,000
2d Tor Rds	2,240	6,720	11,200	25,200	39,200	56,000
4d Pony Ton	2,080	6,240	10,400	23,400	36,400	52,000
4d Tr	2,120	6,360	10,600	23,850	37,100	53,000
1912 Model 33, 4-cyl.						
2d Rds	2,200	6,600	11,000	24,750	38,500	55,000
2d Tor Rds	2,240	6,720	11,200	25,200	39,200	56,000
4d Tr	2,320	6,960	11,600	26,100	40,600	58,000
2d Cpe	1,840	5,520	9,200	20,700	32,200	46,000
4d Limo	1,960	5,880	9,800	22,050	34,300	49,000
1913 Model 37, 4-cyl.						
2d Rds	2,360	7,080	11,800	26,550	41,300	59,000
2d Tor Rds	2,400	7,200	12,000	27,000	42,000	60,000
4d Tr	2,320	6,960	11,600	26,100	40,600	58,000
2d Cpe	1,800	5,400	9,000	20,250	31,500	45,000
4d Limo	1,960	5,880	9,800	22,050	34,300	49,000
1913 Model 54, 6-cyl.						
2d 2P Rds	2,500	7,490	12,480	28,070	43,660	62,375
2d 5P Rds	2,530	7,600	12,670	28,510	44,350	63,350
2d Tor Rds	2,590	7,780	12,970	29,180	45,400	64,850
4d Tr	2,530	7,600	12,670	28,510	44,350	63,350
4d 7P Tr	2,260	6,770	11,290	25,390	39,500	56,425
2d Cpe	1,860	5,580	9,310	20,940	32,570	46,525
4d Limo	1,940	5,820	9,700	21,830	33,950	48,500
1914 Model 40, 6-cyl.						
2d Rbt	1,940	5,820	9,700	21,830	33,950	48,500
4d Tr	2,020	6,060	10,100	22,730	35,350	50,500
2d Cabr	1,980	5,940	9,900	22,280	34,650	49,500
1914 Model 54, 6-cyl.						
4d 7P Tr	2,460	7,370	12,280	27,620	42,960	61,375
1915 Model 40, 6-cyl.						
2d Rds	1,890	5,670	9,450	21,260	33,080	47,250
4d Phae	1,980	5,940	9,900	22,280	34,650	49,500
4d Tr	1,940	5,820	9,700	21,830	33,950	48,500
2d Cabr	1,940	5,820	9,700	21,830	33,950	48,500
2d Cpe	1,510	4,520	7,530	16,930	26,340	37,625
4d Limo	1,580	4,750	7,920	17,820	27,720	39,600
4d Lan Limo	1,620	4,870	8,120	18,270	28,420	40,600
1915 Model 54, 6-cyl.						
4d Phae	2,460	7,370	12,280	27,620	42,960	61,375
4d 7P Tr	2,460	7,370	12,280	27,620	42,960	61,375
4d Sed	1,580	4,750	7,920	17,820	27,720	39,600
4d Limo	1,660	4,990	8,320	18,710	29,100	41,575
1916 Super Six, 6-cyl.						
2d Rds	1,530	4,580	7,630	17,160	26,690	38,125
2d Cabr	1,560	4,690	7,820	17,600	27,370	39,100
4d Phae	1,600	4,810	8,020	18,050	28,070	40,100
4d Tr Sed	1,170	3,500	5,840	13,140	20,440	29,200
4d T&C	1,210	3,620	6,040	13,590	21,140	30,200
1916 Model 54, 6-cyl.						
4d 7P Phae	1,780	5,350	8,910	20,050	31,190	44,550
1917 Super Six, 6-cyl.						
2d Rds	1,660	4,990	8,320	18,710	29,100	41,575
2d Cabr	1,700	5,110	8,520	19,160	29,800	42,575
4d 7P Phae	1,740	5,230	8,710	19,600	30,490	43,560
4d Tr Sed	1,070	3,210	5,350	12,030	18,710	26,725
4d T&C	1,190	3,560	5,940	13,370	20,790	29,700
4d Twn Lan	1,150	3,440	5,740	12,920	20,090	28,700
4d Limo Lan	1,190	3,560	5,940	13,370	20,790	29,700
1918 Super Six, 6-cyl.						
2d Rds	1,580	4,750	7,920	17,820	27,720	39,600
2d Cabr	1,620	4,870	8,120	18,270	28,420	40,600
4d 4P Phae	1,620	4,870	8,120	18,270	28,420	40,600
4d 5P Phae	1,660	4,990	8,320	18,710	29,100	41,575
2d 4P Cpe	1,070	3,210	5,350	12,030	18,710	26,725
4d Tr Sed	1,110	3,330	5,550	12,480	19,410	27,725
4d Sed	1,110	3,330	5,550	12,480	19,410	27,725
4d Tr Limo	1,110	3,330	5,550	12,480	19,410	27,725
4d T&C	1,150	3,440	5,740	12,920	20,090	28,700
4d Limo	1,190	3,560	5,940	13,370	20,790	29,700
4d Twn Limo	1,190	3,560	5,940	13,370	20,790	29,700
4d Limo Lan	1,190	3,560	5,940	13,370	20,790	29,700
4d F F Lan	1,200	3,600	6,000	13,500	21,000	30,000
1919 Super Six Series O, 6-cyl.						
2d Cabr	1,450	4,340	7,230	16,260	25,290	36,125
4d 4P Phae	1,490	4,460	7,430	16,710	25,990	37,125
4d 7P Phae	1,520	4,570	7,620	17,150	26,670	38,100
2d 4P Cpe	910	2,730	4,560	10,250	15,940	22,775
4d Sed	890	2,670	4,460	10,020	15,590	22,275
4d Tr Limo	930	2,790	4,660	10,470	16,290	23,275
4d T&C	970	2,910	4,850	10,910	16,980	24,250
4d Twn Lan	970	2,910	4,850	10,910	16,980	24,250
4d Limo Lan	1,010	3,030	5,050	11,360	17,680	25,250
1920 Super Six Series 10-12, 6-cyl.						
4d 4P Phae	1,410	4,220	7,030	15,820	24,610	35,150
4d 7P Phae	1,450	4,340	7,230	16,260	25,290	36,125
2d Cabr	1,250	3,740	6,240	14,030	21,820	31,175
2d Cpe	810	2,440	4,060	9,140	14,210	20,300
4d Sed	770	2,320	3,860	8,690	13,510	19,300
4d Tr Limo	850	2,550	4,260	9,570	14,890	21,275
4d Limo	890	2,670	4,460	10,020	15,590	22,275
1921 Super Six, 6-cyl.						
4d 4P Phae	1,390	4,160	6,930	15,590	24,260	34,650
4d 7P Phae	1,430	4,280	7,130	16,040	24,960	35,650
2d Cabr	1,230	3,680	6,140	13,820	21,490	30,700
2d 4P Cpe	750	2,260	3,760	8,460	13,160	18,800
4d Sed	830	2,500	4,160	9,360	14,560	20,800
4d Tr Limo	850	2,550	4,260	9,570	14,890	21,275
4d Limo	870	2,610	4,360	9,800	15,240	21,775
1922 Super Six, 6-cyl.						
2d Spds	1,600	4,800	8,000	18,000	28,000	40,000
4d Phae	1,390	4,160	6,930	15,590	24,260	34,650
2d Cabr	1,230	3,680	6,140	13,820	21,490	30,700
2d Cpe	750	2,260	3,760	8,460	13,160	18,800
2d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	830	2,500	4,160	9,360	14,560	20,800
4d Tr Limo	850	2,550	4,260	9,570	14,890	21,275
4d Limo	870	2,610	4,360	9,800	15,240	21,775
1923 Super Six, 6-cyl.						
2d Spds	1,720	5,170	8,610	19,370	30,140	43,050
4d Phae	1,430	4,280	7,140	16,070	24,990	35,700
2d Cpe	780	2,330	3,890	8,740	13,600	19,425
2d Sed	840	2,520	4,200	9,450	14,700	21,000
4d Sed	880	2,650	4,410	9,920	15,440	22,050
4d 7P Sed	900	2,710	4,520	10,160	15,800	22,575
1924 Super Six, 6-cyl.						
2d Spds	1,750	5,260	8,770	19,740	30,710	43,870
4d Phae	1,390	4,160	6,940	15,600	24,270	34,675
2d Sed	860	2,570	4,280	9,630	14,980	21,400
4d Sed	900	2,700	4,500	10,110	15,730	22,475
4d 7P Sed	920	2,760	4,600	10,350	16,100	23,000
1925 Super Six, 6-cyl.						
2d Spds	1,830	5,490	9,160	20,600	32,040	45,775
4d Phae	1,530	4,580	7,630	17,170	26,710	38,150
2d Sed	870	2,620	4,360	9,810	15,260	21,800
4d Brgm	940	2,810	4,690	10,540	16,400	23,425
4d Sed	920	2,750	4,580	10,310	16,030	22,900
4d 7P Sed	940	2,810	4,690	10,540	16,400	23,425
1926 Super Six, 6-cyl.						
4d Phae	1,660	4,970	8,280	18,630	28,980	41,400
2d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Brgm	990	2,970	4,950	11,130	17,310	24,725
4d 7P Sed	990	2,970	4,950	11,130	17,310	24,725
1927 Standard Six, 6-cyl.						
4d Phae	1,700	5,110	8,510	19,150	29,790	42,560
2d Sed	920	2,760	4,600	10,350	16,100	23,000
2d Spl Sed	960	2,880	4,800	10,800	16,800	24,000
4d Brgm	960	2,880	4,800	10,800	16,800	24,000
4d 7P Sed	810	2,420	4,030	9,070	14,110	20,160
1927 Super Six						
2d Cus Rds	1,750	5,240	8,740	19,670	30,590	43,700
4d Cus Phae	1,790	5,380	8,970	20,180	31,400	44,850
2d Sed	830	2,480	4,140	9,320	14,490	20,700
4d Sed	870	2,620	4,370	9,830	15,300	21,850
4d Cus Brgm	1,060	3,170	5,290	11,900	18,520	26,450
4d Cus Sed	1,100	3,310	5,520	12,420	19,320	27,600
1928 First Series, 6-cyl., (Start June, 1927)						
2d Std Sed	940	2,810	4,680	10,530	16,380	23,400
4d Std Sed	800	2,410	4,010	9,020	14,040	20,050
2d Sed	950	2,840	4,730	10,640	16,560	23,650
4d Sed	980	2,950	4,920	11,070	17,220	24,600
2d Rds	1,440	4,320	7,200	16,200	25,200	36,000
4d Cus Phae	1,870	5,620	9,360	21,060	32,760	46,800
4d Cus Brgm	1,150	3,460	5,760	12,960	20,160	28,800
4d Cus Sed	1,200	3,600	6,000	13,500	21,000	30,000
1928 Second Series, 6-cyl., (Start Jan. 1928)						
2d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Sed	980	2,950	4,920	11,070	17,220	24,600
2d RS Cpe	1,010	3,020	5,040	11,340	17,640	25,200
2d Rds	1,870	5,620	9,360	21,060	32,760	46,800
4d EWB Sed	1,010	3,020	5,040	11,340	17,640	25,200
4d Lan Sed	1,030	3,100	5,160	11,610	18,060	25,800
2d Vic	1,060	3,170	5,280	11,880	18,480	26,400
4d 7P Sed	1,010	3,020	5,040	11,340	17,640	25,200
1929 Series Greater Hudson, 6-cyl., 122" wb						
2d RS Rds	3,600	10,800	18,000	40,500	63,000	90,000
4d Phae	4,400	13,200	22,000	49,500	77,000	110,000
2d Cpe	1,150	3,450	5,750	12,940	20,130	28,750
2d Sed	1,100	3,300	5,500	12,380	19,250	27,500
2d Conv	2,640	7,920	13,200	29,700	46,200	66,000
2d Vic	4,200	12,600	21,000	47,250	73,500	105,000
4d Sed	1,130	3,380	5,630	12,660	19,690	28,125
4d Twn Sed	1,140	3,410	5,690	12,800	19,920	28,450
4d Lan Sed	1,200	3,600	6,000	13,500	21,000	30,000
1929 Series Greater Hudson, 6-cyl., 139" wb						
4d Spt Sed	1,700	5,100	8,500	19,130	29,750	42,500
4d 7P Sed	1,800	5,400	9,000	20,250	31,500	45,000
4d Limo	1,900	5,700	9,500	21,380	33,250	47,500
4d DC Phae	4,000	12,000	20,000	45,000	70,000	100,000
1930 Great Eight, 8-cyl., 119" wb						
2d Rds	3,720	11,160	18,600	41,850	65,100	93,000
4d Phae	4,520	13,560	22,600	50,850	79,100	113,000
2d RS Cpe	1,450	4,350	7,250	16,310	25,380	36,250
2d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Sed	1,230	3,680	6,130	13,780	21,440	30,625
4d Conv Sed	4,640	13,920	23,200	52,200	81,200	116,000
1930 Great Eight, 8-cyl., 126" wb						
4d Phae	4,680	14,040	23,400	52,650	81,900	117,000
4d Tr Sed	1,300	3,900	6,500	14,630	22,750	32,500
4d 7P Sed	1,330	3,980	6,630	14,910	23,190	33,125
4d Brgm	1,330	3,980	6,630	14,910	23,190	33,125
1931 Greater Eight, 8-cyl., 119" wb						
2d Rds	3,720	11,160	18,600	41,850	65,100	93,000
4d Phae	4,520	13,560	22,600	50,850	79,100	113,000
2d Cpe	1,450	4,350	7,250	16,310	25,380	36,250
2d Spl Cpe	1,450	4,350	7,250	16,310	25,380	36,250
2d RS Cpe	1,450	4,350	7,250	16,310	25,380	36,250
2d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Sed	1,230	3,680	6,130	13,780	21,440	30,625
4d Twn Sed	1,200	3,600	6,000	13,500	21,000	30,000
1931 Great Eight, LWB, 8-cyl., 126" wb						
4d Spt Phae	4,680	14,040	23,400	52,650	81,900	117,000
4d Brgm	1,480	4,430	7,380	16,590	25,810	36,875
4d Fam Sed	1,450	4,350	7,250	16,310	25,380	36,250
4d 7P Sed	1,450	4,350	7,250	16,310	25,380	36,250
4d Clb Sed	1,450	4,350	7,250	16,310	25,380	36,250
4d Tr Sed	1,330	3,980	6,630	14,910	23,190	33,125
4d Spl Sed	1,400	4,190	6,980	15,690	24,410	34,875
1932 (Standard) Greater, 8-cyl., 119" wb						
2d 2P Cpe	1,080	3,240	5,410	12,160	18,920	27,025
2d 4P Cpe	1,100	3,310	5,520	12,420	19,320	27,600
2d Spl Cpe	1,150	3,450	5,750	12,940	20,130	28,750
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
2d Sed	1,060	3,170	5,290	11,900	18,520	26,450
4d 5P Sed	1,080	3,240	5,410	12,160	18,920	27,025
4d Twn Sed	1,080	3,240	5,410	12,160	18,920	27,025
1932 (Sterling) Series, 8-cyl., 132" wb						
4d Spl Sed	1,380	4,140	6,900	15,530	24,150	34,500
4d Sub	1,470	4,420	7,360	16,560	25,760	36,800
1932 Major Series, 8-cyl., 132" wb						
4d Phae	3,800	11,400	19,000	42,750	66,500	95,000
4d Tr Sed	1,240	3,730	6,210	13,970	21,740	31,050
4d Clb Sed	1,270	3,800	6,330	14,230	22,140	31,625
4d Brgm	1,220	3,650	6,090	13,690	21,300	30,425
4d 7P Sed	1,200	3,590	5,980	13,460	20,930	29,900
1933 Pacemaker Super Six, 6-cyl., 113" wb						
2d Conv	2,960	8,880	14,800	33,300	51,800	74,000
4d Phae	3,040	9,120	15,200	34,200	53,200	76,000
2d Bus Cpe	1,040	3,110	5,180	11,640	18,110	25,875
2d RS Cpe	1,080	3,240	5,410	12,160	18,920	27,025
2d Sed	970	2,900	4,830	10,870	16,910	24,150
4d Sed	990	2,970	4,950	11,130	17,310	24,725
1933 Pacemaker Standard, 8-cyl., 119" wb						
2d Conv	2,520	7,560	12,600	28,350	44,100	63,000
2d RS Cpe	1,040	3,110	5,180	11,640	18,110	25,875
2d Sed	990	2,970	4,950	11,130	17,310	24,725
4d Sed	1,080	3,240	5,410	12,160	18,920	27,025
1933 Pacemaker Major, 8-cyl., 132" wb						
4d Phae	3,040	9,120	15,200	34,200	53,200	76,000
4d Tr Sed	1,180	3,540	5,900	13,280	20,650	29,500
4d Brgm	1,180	3,540	5,900	13,280	20,650	29,500
2d Clb Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d 7P Sed	1,220	3,660	6,100	13,730	21,350	30,500
1934 Special, 8-cyl., 116" wb						
2d Conv	1,790	5,380	8,970	20,180	31,400	44,850
2d Bus Cpe	1,180	3,550	5,910	13,300	20,690	29,555
2d Cpe	1,220	3,660	6,100	13,710	21,330	30,475
2d RS Cpe	1,270	3,800	6,330	14,230	22,140	31,625
2d Comp Vic	1,210	3,620	6,030	13,560	21,090	30,125
2d Sed	1,200	3,590	5,980	13,460	20,930	29,900
4d Sed	1,170	3,520	5,870	13,200	20,530	29,325
4d Comp Sed	1,220	3,660	6,100	13,710	21,330	30,475
1934 DeLuxe Series, 8-cyl., 116" wb						
2d 2P Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d RS Cpe	1,280	3,840	6,400	14,400	22,400	32,000
2d Comp Vic	1,260	3,780	6,300	14,180	22,050	31,500
2d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Sed	1,220	3,660	6,100	13,730	21,350	30,500
4d Comp Sed	1,260	3,780	6,300	14,180	22,050	31,500
1934 Challenger Series, 8-cyl., 116" wb						
2d 2P Cpe	1,120	3,360	5,600	12,600	19,600	28,000
2d RS Cpe	1,140	3,420	5,700	12,830	19,950	28,500
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
2d Sed	1,060	3,180	5,300	11,930	18,550	26,500
4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
1934 Major Series, 8-cyl., 123" wb (Special)						
4d Tr Sed	1,260	3,780	6,300	14,180	22,050	31,500
4d Comp Trs	1,270	3,800	6,340	14,270	22,190	31,700
1934 (DeLuxe)						
4d Clb Sed	1,260	3,780	6,300	14,180	22,050	31,500
4d Brgm	1,260	3,780	6,300	14,180	22,050	31,500
4d Comp Clb Sed	1,240	3,720	6,200	13,950	21,700	31,000
1935 Big Six, 6-cyl., 116" wb						
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
2d Cpe	960	2,880	4,800	10,800	16,800	24,000
2d RS Cpe	1,000	3,000	5,000	11,250	17,500	25,000
4d Tr Brgm	1,040	3,120	5,200	11,700	18,200	26,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Sub Sed	1,000	3,000	5,000	11,250	17,500	25,000
1935 Eight Special, 8-cyl., 117" wb						
2d Conv	1,760	5,280	8,800	19,800	30,800	44,000
2d Cpe	1,120	3,360	5,600	12,600	19,600	28,000
2d RS Cpe	1,140	3,420	5,700	12,830	19,950	28,500
4d Tr Brgm	1,040	3,120	5,200	11,700	18,200	26,000
2d Sed	1,050	3,160	5,260	11,840	18,410	26,300
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sub Sed	1,020	3,060	5,100	11,480	17,850	25,500
1935 Eight DeLuxe Eight Special, 8-cyl., 124" wb						
4d Brgm	1,240	3,730	6,210	13,970	21,740	31,050
4d Tr Brgm	1,240	3,730	6,210	13,970	21,740	31,050
4d Clb Sed	1,270	3,800	6,330	14,230	22,140	31,625
4d Sub Sed	1,160	3,490	5,820	13,090	20,370	29,095
1935 Eight DeLuxe, 8-cyl., 117" wb						
2d 2P Cpe	1,310	3,930	6,560	14,750	22,940	32,775
2d RS Cpe	1,330	4,000	6,670	15,010	23,350	33,350
2d Conv	1,890	5,660	9,430	21,220	33,010	47,150
4d Tr Brgm	1,270	3,820	6,370	14,330	22,300	31,855
2d Sed	1,220	3,660	6,100	13,710	21,330	30,475
4d Sed	1,160	3,480	5,810	13,070	20,320	29,035
4d Sub Sed	1,200	3,590	5,980	13,460	20,930	29,900
1935 Eight Custom, 8-cyl., 124" wb						
4d Brgm	1,280	3,850	6,420	14,430	22,450	32,075
4d Tr Brgm	1,280	3,840	6,410	14,410	22,420	32,025
4d Sed	1,160	3,490	5,810	13,070	20,340	29,050
Sub Sed	1,210	3,620	6,040	13,580	21,120	30,175
1935 Late Special, 8-cyl., 124" wb						
4d Brgm	1,240	3,720	6,200	13,950	21,700	31,000
4d Tr Brgm	1,240	3,720	6,200	13,950	21,700	31,000
4d Clb Sed	1,120	3,360	5,600	12,600	19,600	28,000
4d Sub Sed	1,160	3,480	5,800	13,050	20,300	29,000
1935 Late DeLuxe, 8-cyl., 124" wb						
4d Brgm	1,240	3,730	6,220	13,990	21,760	31,085
4d Tr Brgm	1,270	3,820	6,370	14,330	22,300	31,855
4d Clb Sed	1,270	3,800	6,340	14,260	22,190	31,695
4d Sub Sed	1,200	3,590	5,980	13,460	20,930	29,900
1936 Custom Six, 6-cyl., 120" wb						
2d Conv	1,680	5,040	8,400	18,900	29,400	42,000
2d Cpe	960	2,880	4,800	10,800	16,800	24,000
2d RS Cpe	1,000	3,000	5,000	11,250	17,500	25,000
4d Brgm	1,020	3,060	5,100	11,480	17,850	25,500
4d Tr Brgm	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	990	2,960	4,940	11,120	17,290	24,700
4d Tr Sed	920	2,750	4,580	10,310	16,030	22,900
1936 DeLuxe Eight, Series 64, 8-cyl., 120" wb						
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
2d Cpe	1,130	3,380	5,640	12,690	19,740	28,200
2d RS Cpe	1,160	3,480	5,800	13,050	20,300	29,000
4d Brgm	1,040	3,120	5,200	11,700	18,200	26,000
4d Tr Brgm	1,040	3,120	5,200	11,700	18,200	26,000
1936 DeLuxe Eight, Series 66, 8-cyl., 127" wb						
4d Sed	1,130	3,380	5,640	12,690	19,740	28,200
4d Tr Sed	1,140	3,420	5,700	12,830	19,950	28,500
1936 Custom Eight, Series 65, 120" wb						
2d 2P Cpe	1,140	3,420	5,700	12,830	19,950	28,500
2d RS Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,880	5,640	9,400	21,150	32,900	47,000
4d Brgm	1,020	3,060	5,100	11,480	17,850	25,500

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4d Tr Brgm	1,120	3,350	5,580	12,560	19,530	27,900
1936 Custom Eight, Series 67, 127" wb						
4d Sed	1,020	3,060	5,100	11,480	17,850	25,500
4d Tr Sed	1,050	3,150	5,250	11,810	18,380	26,250
1937 Custom Six, Series 73, 6-cyl., 122" wb						
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv Brgm	1,660	4,980	8,300	18,680	29,050	41,500
2d Bus Cpe	920	2,760	4,600	10,350	16,100	23,000
2d 3P Cpe	960	2,890	4,820	10,850	16,870	24,100
2d Vic Cpe	960	2,880	4,800	10,800	16,800	24,000
2d Brgm	960	2,880	4,800	10,800	16,800	24,000
2d Tr Brgm	980	2,940	4,900	11,030	17,150	24,500
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Tr Sed	830	2,500	4,160	9,360	14,560	20,800
1937 DeLuxe Eight, Series 74, 8-cyl., 122" wb						
2d Cpe	980	2,940	4,900	11,030	17,150	24,500
2d Vic Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,820	5,460	9,100	20,480	31,850	45,500
2d Brgm	1,000	3,010	5,020	11,300	17,570	25,100
2d Tr Brgm	1,010	3,020	5,040	11,340	17,640	25,200
4d Sed	1,010	3,030	5,050	11,360	17,680	25,250
4d Tr Sed	1,010	3,040	5,060	11,390	17,710	25,300
2d Conv Brgm	1,850	5,560	9,260	20,840	32,410	46,300
1937 DeLuxe Eight, Series 76, 8-cyl., 129" wb						
4d Sed	1,130	3,380	5,640	12,690	19,740	28,200
4d Tr Sed	1,140	3,420	5,700	12,830	19,950	28,500
1937 Custom Eight, Series 75, 8-cyl., 122" wb						
2d Cpe	1,140	3,420	5,700	12,830	19,950	28,500
2d Vic Cpe	1,150	3,440	5,740	12,920	20,090	28,700
2d Conv Cpe	1,940	5,820	9,700	21,830	33,950	48,500
2d Brgm	1,050	3,160	5,260	11,840	18,410	26,300
2d Tr Brgm	1,060	3,180	5,300	11,930	18,550	26,500
4d Sed	1,050	3,160	5,260	11,840	18,410	26,300
4d Tr Sed	1,060	3,170	5,280	11,880	18,480	26,400
2d Conv Brgm	1,980	5,940	9,900	22,280	34,650	49,500
1937 Custom Eight, Series 77, 8-cyl., 129" wb						
4d Sed	1,060	3,180	5,300	11,930	18,550	26,500
4d Tr Sed	1,070	3,200	5,340	12,020	18,690	26,700
1938 Standard Series 89, 6-cyl., 112" wb						
2d Conv	1,700	5,100	8,500	19,130	29,750	42,500
2d Conv Brgm	1,740	5,220	8,700	19,580	30,450	43,500
2d 3P Cpe	900	2,700	4,500	10,130	15,750	22,500
2d Vic Cpe	920	2,760	4,600	10,350	16,100	23,000
4d Brgm	880	2,630	4,380	9,860	15,330	21,900
4d Tr Brgm	880	2,640	4,400	9,900	15,400	22,000
4d Sed	880	2,650	4,420	9,950	15,470	22,100
4d Tr Sed	890	2,660	4,440	9,990	15,540	22,200
1938 Utility Series 89, 6-cyl., 112" wb						
2d Cpe	900	2,700	4,500	10,130	15,750	22,500
2d Sed	910	2,740	4,560	10,260	15,960	22,800
2d Tr Sed	880	2,630	4,380	9,860	15,330	21,900
1938 DeLuxe Series 89, 6-cyl., 112" wb						
2d Conv	1,700	5,100	8,500	19,130	29,750	42,500
2d Conv Brgm	1,740	5,220	8,700	19,580	30,450	43,500
2d 3P Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Vic Cpe	940	2,820	4,700	10,580	16,450	23,500
4d Brgm	880	2,640	4,400	9,900	15,400	22,000
4d Tr Brgm	890	2,660	4,440	9,990	15,540	22,200
4d Sed	890	2,680	4,460	10,040	15,610	22,300
4d Tr Sed	900	2,690	4,480	10,080	15,680	22,400
1938 Custom Series 83, 6-cyl., 122" wb						
2d Conv	1,780	5,340	8,900	20,030	31,150	44,500
2d Conv Brgm	1,820	5,460	9,100	20,480	31,850	45,500
2d 3P Cpe	940	2,820	4,700	10,580	16,450	23,500
2d Vic Cpe	960	2,880	4,800	10,800	16,800	24,000
4d Brgm	900	2,700	4,500	10,130	15,750	22,500
4d Tr Brgm	900	2,710	4,520	10,170	15,820	22,600
4d Sed	900	2,700	4,500	10,130	15,750	22,500
4d Tr Sed	900	2,700	4,500	10,130	15,750	22,500
1938 DeLuxe Series 84, 8-cyl., 122" wb						
2d Conv	1,860	5,580	9,300	20,930	32,550	46,500
2d Conv Brgm	1,900	5,700	9,500	21,380	33,250	47,500
2d 3P Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Vic Cpe	1,020	3,060	5,100	11,480	17,850	25,500
4d Brgm	970	2,900	4,840	10,890	16,940	24,200
4d Tr Brgm	940	2,820	4,700	10,580	16,450	23,500
4d Tr Sed	920	2,760	4,600	10,350	16,100	23,000
1938 Custom Series 85, 8-cyl., 122" wb						
2d 3P Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d Vic Cpe	1,060	3,180	5,300	11,930	18,550	26,500
4d Brgm	1,000	3,000	5,000	11,250	17,500	25,000
4d Tr Brgm	1,020	3,060	5,100	11,480	17,850	25,500
4d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Tr Sed	980	2,950	4,920	11,070	17,220	24,600
1938 Country Club Series 87, 8-cyl., 129" wb						
4d Sed	1,060	3,180	5,300	11,930	18,550	26,500
4d Tr Sed	1,070	3,200	5,340	12,020	18,690	26,700
1939 DeLuxe Series 112, 6-cyl., 112" wb						
2d Conv	1,620	4,860	8,100	18,230	28,350	40,500
2d Conv Brgm	1,660	4,980	8,300	18,680	29,050	41,500
2d Trav Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Utl Cpe	820	2,460	4,100	9,230	14,350	20,500
2d 3P Cpe	830	2,480	4,140	9,320	14,490	20,700
2d Vic Cpe	840	2,520	4,200	9,450	14,700	21,000
2d Utl Sed	780	2,340	3,900	8,780	13,650	19,500
4d Tr Brgm	880	2,630	4,380	9,860	15,330	21,900
4d Tr Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sta Wag	2,500	7,500	12,500	28,130	43,750	62,500
1939 Pacemaker Series 91, 6-cyl., 118" wb						
2d 3P Cpe	860	2,580	4,300	9,680	15,050	21,500
2d Vic Cpe	880	2,640	4,400	9,900	15,400	22,000
4d Tr Brgm	850	2,540	4,240	9,540	14,840	21,200
4d Tr Sed	840	2,520	4,200	9,450	14,700	21,000
1939 Series 92, 6-cyl., 118" wb						
2d Conv	1,660	4,980	8,300	18,680	29,050	41,500
2d Conv Brgm	1,700	5,100	8,500	19,130	29,750	42,500
2d 3P Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Vic Cpe	940	2,820	4,700	10,580	16,450	23,500
4d Tr Brgm	880	2,650	4,410	9,920	15,440	22,055
4d Tr Sed	880	2,640	4,400	9,900	15,400	22,000
1939 Country Club Series 93, 6-cyl., 122" wb						
2d Conv	1,700	5,100	8,500	19,130	29,750	42,500
2d Conv Brgm	1,740	5,220	8,700	19,580	30,450	43,500
2d 3P Cpe	940	2,820	4,700	10,580	16,450	23,500
2d Vic Cpe	960	2,880	4,800	10,800	16,800	24,000
4d Tr Brgm	940	2,820	4,700	10,580	16,450	23,500
4d Tr Sed	920	2,760	4,600	10,350	16,100	23,000
1939 Big Boy Series 96, 6-cyl., 129" wb						
4d 6P Sed	1,060	3,180	5,300	11,930	18,550	26,500
4d 7P Sed	1,070	3,220	5,360	12,060	18,760	26,800
1939 Country Club Series 95, 8-cyl., 122" wb						
2d Conv	1,940	5,820	9,700	21,830	33,950	48,500
2d Conv Brgm	1,980	5,940	9,900	22,280	34,650	49,500
2d 3P Cpe	1,120	3,360	5,600	12,600	19,600	28,000
2d Vic Cpe	1,140	3,420	5,700	12,830	19,950	28,500
4d Tr Brgm	1,110	3,340	5,560	12,510	19,460	27,800
4d Tr Sed	1,100	3,300	5,500	12,380	19,250	27,500
1939 Custom Series 97, 8-cyl., 129" wb						
4d 5P Tr Sed	1,230	3,680	6,140	13,820	21,490	30,700
4d 7P Sed	1,240	3,720	6,200	13,950	21,700	31,000
1940 Traveler Series 40-T, 6-cyl., 113" wb						
2d Cpe	860	2,580	4,300	9,680	15,050	21,500
2d Vic Cpe	880	2,630	4,380	9,860	15,330	21,900
2d Tr Sed	860	2,580	4,300	9,680	15,050	21,500
4d Tr Sed	860	2,590	4,320	9,720	15,120	21,600
1940 DeLuxe Series, 40-P, 6-cyl., 113" wb						
2d 6P Conv	1,640	4,920	8,200	18,450	28,700	41,000
2d Cpe	880	2,650	4,420	9,950	15,470	22,100
2d Vic Cpe	890	2,660	4,440	9,990	15,540	22,200
2d Tr Sed	870	2,600	4,340	9,770	15,190	21,700
4d Sed	870	2,620	4,360	9,810	15,260	21,800
1940 Super Series 41, 6-cyl., 118" wb						
2d 5P Conv	1,600	4,800	8,000	18,000	28,000	40,000
2d 6P Conv	1,640	4,920	8,200	18,450	28,700	41,000
2d Cpe	860	2,580	4,300	9,680	15,050	21,500
2d Vic Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Tr Sed	780	2,340	3,900	8,780	13,650	19,500
4d Tr Sed	790	2,360	3,940	8,870	13,790	19,700
1940 Country Club Series 43, 6-cyl., 125" wb						
4d 6P Sed	820	2,460	4,100	9,230	14,350	20,500
4d 7P Sed	840	2,520	4,200	9,450	14,700	21,000
1940 Series 44, 8-cyl., 118" wb						
2d 5P Conv	1,760	5,280	8,800	19,800	30,800	44,000
2d 6P Conv	1,800	5,400	9,000	20,250	31,500	45,000
2d Cpe	1,060	3,180	5,300	11,930	18,550	26,500
2d Vic Cpe	1,080	3,240	5,400	12,150	18,900	27,000
2d Tr Sed	1,040	3,130	5,220	11,750	18,270	26,100
4d Tr Sed	1,050	3,140	5,240	11,790	18,340	26,200
1940 DeLuxe Series 45, 8-cyl., 118" wb						
2d Tr Sed	1,010	3,040	5,060	11,390	17,710	25,300
4d Tr Sed	1,020	3,050	5,080	11,430	17,780	25,400
1940 Country Club Eight Series 47, 8-cyl., 125" wb						
4d Tr Sed	940	2,830	4,720	10,620	16,520	23,600
4d 7P Sed	950	2,840	4,740	10,670	16,590	23,700
1940 Big Boy Series 48, 6-cyl., 125" wb						
4d C-A Sed	960	2,880	4,800	10,800	16,800	24,000
4d 7P Sed	920	2,760	4,600	10,350	16,100	23,000
1941 Utility Series 10-C, 6-cyl., 116" wb						
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Sed	760	2,280	3,800	8,550	13,300	19,000
1941 Traveler Series 10-T, 6-cyl., 116" wb						
2d Cpe	820	2,460	4,100	9,230	14,350	20,500
2d Clb Cpe	840	2,520	4,200	9,450	14,700	21,000
2d Sed	850	2,540	4,240	9,540	14,840	21,200
4d Sed	860	2,570	4,280	9,630	14,980	21,400
1941 DeLuxe Series 10-P, 6-cyl., 116" wb						
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
2d Cpe	940	2,820	4,700	10,580	16,450	23,500
2d Clb Cpe	960	2,880	4,800	10,800	16,800	24,000
2d Sed	860	2,590	4,320	9,720	15,120	21,600
4d Sed	870	2,600	4,340	9,770	15,190	21,700
1941 Super Series 11, 6-cyl., 121" wb						
2d Conv	1,680	5,040	8,400	18,900	29,400	42,000
2d Cpe	980	2,940	4,900	11,030	17,150	24,500
2d Clb Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	900	2,690	4,480	10,080	15,680	22,400
4d Sed	900	2,700	4,500	10,130	15,750	22,500
4d Sta Wag	2,880	8,640	14,400	32,400	50,400	72,000
1941 Commodore Series 12, 6-cyl., 121" wb						
2d Conv	1,720	5,160	8,600	19,350	30,100	43,000
2d Cpe	990	2,960	4,940	11,120	17,290	24,700
2d Clb Cpe	1,000	2,990	4,980	11,210	17,430	24,900
2d Sed	900	2,700	4,500	10,130	15,750	22,500
4d Sed	900	2,710	4,520	10,170	15,820	22,600
1941 Commodore Series 14, 8-cyl., 121" wb						
2d Conv	1,880	5,640	9,400	21,150	32,900	47,000
2d Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d Clb Cpe	1,050	3,140	5,240	11,790	18,340	26,200
2d Sed	1,000	3,010	5,020	11,300	17,570	25,100
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sta Wag	3,200	9,600	16,000	36,000	56,000	80,000
1941 Commodore Custom Series 15, 8-cyl., 121" wb						
2d Cpe	1,130	3,400	5,660	12,740	19,810	28,300
2d Clb Cpe	1,140	3,420	5,700	12,830	19,950	28,500
1941 Commodore Custom Series 17, 8-cyl., 128" wb						
4d Sed	1,110	3,340	5,560	12,510	19,460	27,800
4d 7P Sed	1,120	3,360	5,600	12,600	19,600	28,000
1941 Big Boy Series 18, 6-cyl., 128" wb						
4d C-A Sed	980	2,940	4,900	11,030	17,150	24,500
4d 7P Sed	960	2,880	4,800	10,800	16,800	24,000
1942 Traveler Series 20-T, 6-cyl., 116" wb						
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Clb Cpe	890	2,660	4,440	9,990	15,540	22,200
2d Sed	840	2,530	4,220	9,500	14,770	21,100
4d Sed	850	2,540	4,240	9,540	14,840	21,200
1942 DeLuxe Series 20-P, 6-cyl., 116" wb						
2d Conv	1,640	4,920	8,200	18,450	28,700	41,000
2d Cpe	930	2,780	4,640	10,440	16,240	23,200
2d Clb Cpe	940	2,820	4,700	10,580	16,450	23,500
2d Sed	860	2,580	4,300	9,680	15,050	21,500
4d Sed	860	2,590	4,320	9,720	15,120	21,600
1942 Super Series 21, 6-cyl., 121" wb						
2d Conv	1,680	5,040	8,400	18,900	29,400	42,000
2d Cpe	940	2,820	4,700	10,580	16,450	23,500
2d Clb Cpe	950	2,840	4,740	10,670	16,590	23,700
2d Sed	880	2,650	4,420	9,950	15,470	22,100
4d Sed	890	2,660	4,440	9,990	15,540	22,200
4d Sta Wag	2,920	8,760	14,600	32,850	51,100	73,000
1942 Commodore Series 22, 6-cyl., 121" wb						
2d Conv	1,760	5,280	8,800	19,800	30,800	44,000
2d Cpe	960	2,880	4,800	10,800	16,800	24,000
2d Clb Cpe	980	2,940	4,900	11,030	17,150	24,500
2d Sed	880	2,640	4,400	9,900	15,400	22,000
4d Sed	890	2,660	4,440	9,990	15,540	22,200
1942 Commodore Series 24, 8-cyl., 121" wb						
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000
2d Cpe	1,140	3,420	5,700	12,830	19,950	28,500
2d Clb Cpe	1,160	3,480	5,800	13,050	20,300	29,000
2d Sed	990	2,960	4,940	11,120	17,290	24,700
4d Sed	1,070	3,220	5,360	12,060	18,760	26,800
1942 Commodore Custom Series 25, 8-cyl., 121" wb						
2d Clb Cpe	1,040	3,130	5,220	11,750	18,270	26,100
1942 Commodore Series 27, 8-cyl., 128" wb						
4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
1946-47 Super Series, 6-cyl., 121" wb						
2d Cpe	840	2,510	4,180	9,410	14,630	20,900
2d Clb Cpe	760	2,280	3,800	8,550	13,300	19,000
2d Conv	1,720	5,160	8,600	19,350	30,100	43,000
2d Sed	670	2,020	3,360	7,560	11,760	16,800
4d Sed	680	2,030	3,380	7,610	11,830	16,900
1946-47 Commodore Series, 6-cyl., 121" wb						
2d Clb Cpe	780	2,350	3,920	8,820	13,720	19,600
4d Sed	720	2,160	3,600	8,100	12,600	18,000
1946-47 Super Series, 8-cyl., 121" wb						
2d Clb Cpe	790	2,360	3,940	8,870	13,790	19,700
4d Sed	730	2,180	3,640	8,190	12,740	18,200
1946-47 Commodore Series, 8-cyl., 121" wb						
2d Clb Cpe	810	2,440	4,060	9,140	14,210	20,300
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000
4d Sed	750	2,260	3,760	8,460	13,160	18,800
1948-49 Super Series, 6-cyl., 124" wb						
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Clb Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000
2d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1948-49 Commodore Series, 6-cyl., 124" wb						
2d Clb Cpe	1,120	3,360	5,600	12,600	19,600	28,000
2d Conv	2,520	7,560	12,600	28,350	44,100	63,000
4d Sed	780	2,340	3,900	8,780	13,650	19,500
1948-49 Super Series, 8-cyl., 124" wb						
2d Clb Cpe	1,020	3,060	5,100	11,480	17,850	25,500
2d Sed (1949 only)	820	2,460	4,100	9,230	14,350	20,500
4d Sed	780	2,340	3,900	8,780	13,650	19,500
1948-49 Commodore Series, 8-cyl., 124" wb						
2d Clb Cpe	1,140	3,420	5,700	12,830	19,950	28,500
2d Conv	2,560	7,680	12,800	28,800	44,800	64,000
4d Sed	800	2,400	4,000	9,000	14,000	20,000
1950 Pacemaker Series 500, 6-cyl., 119" wb						
2d Bus Cpe	800	2,390	3,990	8,980	13,970	19,950
2d Clb Cpe	840	2,510	4,180	9,410	14,630	20,900
2d Conv	2,130	6,380	10,640	23,940	37,240	53,200
2d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Sed	840	2,510	4,180	9,410	14,630	20,900
1950 DeLuxe Series 50A, 6-cyl., 119" wb						
2d Clb Cpe	840	2,510	4,180	9,410	14,630	20,900
2d Conv	2,170	6,500	10,830	24,370	37,910	54,150
2d Sed	800	2,390	3,990	8,980	13,970	19,950
4d Sed	770	2,320	3,860	8,690	13,510	19,300
1950 Super Six Series 501, 6-cyl., 124" wb						
2d Clb Cpe	950	2,850	4,750	10,690	16,630	23,750
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
2d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	840	2,510	4,180	9,410	14,630	20,900
1950 Commodore Series 502, 6-cyl., 124" wb						
2d Clb Cpe	1,060	3,190	5,320	11,970	18,620	26,600
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
4d Sed	800	2,390	3,990	8,980	13,970	19,950
1950 Super Series 503, 8-cyl., 124" wb						
2d Sed	820	2,450	4,090	9,190	14,300	20,425
2d Clb Cpe	970	2,910	4,850	10,900	16,960	24,225
4d Sed	1,030	3,080	5,130	11,540	17,960	25,650
1950 Commodore Series 504, 8-cyl., 124" wb						
2d Clb Cpe	1,080	3,250	5,420	12,180	18,950	27,075
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
4d Sed	860	2,570	4,280	9,620	14,960	21,375
1951 Pacemaker Custom Series 4A, 6-cyl., 119" wb						
2d Cpe	820	2,450	4,090	9,190	14,300	20,425
2d Clb Cpe	860	2,570	4,280	9,620	14,960	21,375
2d Conv	2,130	6,380	10,640	23,940	37,240	53,200
2d Sed	800	2,410	4,020	9,050	14,070	20,100
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1951 Super Custom Series 5A, 6-cyl., 124" wb						
2d Clb Cpe	950	2,850	4,750	10,690	16,630	23,750
2d Hlywd HT	1,290	3,880	6,460	14,540	22,610	32,300
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
2d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	820	2,460	4,100	9,230	14,350	20,500
1951 Commodore Custom Series 6A, 6-cyl., 124" wb						
2d Clb Cpe	1,060	3,190	5,320	11,970	18,620	26,600
2d Hlywd HT	1,330	3,990	6,650	14,960	23,280	33,250
2d Conv	2,390	7,180	11,970	26,930	41,900	59,850
4d Sed	860	2,580	4,290	9,660	15,030	21,470
1951 Hornet Series 7A, 6-cyl., 124" wb						
2d Clb Cpe	1,140	3,420	5,700	12,830	19,950	28,500
2d Hlywd HT	2,090	6,270	10,450	23,510	36,580	52,250
2d Conv	2,580	7,750	12,920	29,070	45,220	64,600
4d Sed	950	2,850	4,750	10,690	16,630	23,750
1951 Commodore Custom Series 8A, 8-cyl., 124" wb						
2d Clb Cpe	1,060	3,190	5,320	11,970	18,620	26,600
2d Hlywd HT	1,410	4,220	7,030	15,820	24,610	35,150
2d Conv	2,430	7,300	12,160	27,360	42,560	60,800
4d Sed	890	2,670	4,450	10,010	15,570	22,240
1952 Pacemaker Series 4B, 6-cyl., 119" wb						
2d Cpe	820	2,470	4,120	9,270	14,420	20,600
2d Clb Cpe	830	2,480	4,140	9,320	14,490	20,700
2d Sed	780	2,350	3,920	8,810	13,700	19,575
4d Sed	800	2,400	4,000	9,000	14,000	20,000
1952 Wasp Series 5B, 6-cyl., 119" wb						
2d Clb Cpe	840	2,510	4,180	9,410	14,630	20,900

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2d Hlywd HT	1,220	3,650	6,080	13,680	21,280	30,400
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
2d Sed	820	2,460	4,100	9,230	14,350	20,500
4d Sed	780	2,350	3,920	8,810	13,700	19,575
1952 Commodore Series 6B, 6-cyl., 124" wb						
2d Clb Cpe	840	2,520	4,200	9,450	14,700	20,995
2d Hlywd HT	1,250	3,760	6,270	14,110	21,950	31,350
2d Conv	2,430	7,300	12,160	27,360	42,560	60,800
4d Sed	800	2,390	3,990	8,980	13,970	19,950
1952 Hornet Series 7B, 6-cyl., 124" wb						
2d Clb Cpe	1,140	3,420	5,700	12,830	19,950	28,500
2d Hlywd HT	2,090	6,270	10,450	23,510	36,580	52,250
2d Conv	2,580	7,750	12,920	29,070	45,220	64,600
4d Sed	860	2,570	4,280	9,620	14,960	21,375
1952 Commodore Series 8B, 8-cyl., 124" wb						
2d Clb Cpe	1,060	3,190	5,320	11,970	18,620	26,600
2d Hlywd HT	1,410	4,220	7,030	15,820	24,610	35,150
2d Conv	2,430	7,300	12,160	27,360	42,560	60,800
4d Sed	800	2,390	3,990	8,980	13,970	19,950
1953 Jet Series 1C, 6-cyl., 105" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
1953 Super Jet Series 2C, 6-cyl., 105" wb						
2d Clb Sed	800	2,390	3,990	8,980	13,970	19,950
4d Sed	770	2,320	3,870	8,710	13,550	19,350
1953 Wasp Series 4C, 6-cyl., 119" wb						
2d Clb Cpe	790	2,370	3,950	8,890	13,830	19,750
2d Sed	860	2,590	4,310	9,700	15,090	21,550
4d Sed	860	2,570	4,290	9,650	15,020	21,450
1953 Super Wasp Series 5C, 6-cyl., 119" wb						
2d Clb Cpe	800	2,390	3,990	8,980	13,970	19,950
2d Hlywd HT	1,220	3,650	6,080	13,680	21,280	30,400
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
2d Sed	870	2,600	4,340	9,750	15,170	21,675
4d Sed	860	2,590	4,310	9,700	15,090	21,550
1953 Hornet Series 7C, 6-cyl., 124" wb						
2d Clb Cpe	1,140	3,420	5,700	12,830	19,950	28,500
2d Hlywd HT	2,090	6,270	10,450	23,510	36,580	52,250
2d Conv	2,580	7,750	12,920	29,070	45,220	64,600
4d Sed	800	2,390	3,990	8,980	13,970	19,950
1954 Jet Series 1D, 6-cyl., 105" wb						
2d Utl Sed	840	2,510	4,180	9,410	14,630	20,900
2d Clb Sed	860	2,570	4,290	9,650	15,020	21,450
4d Sed	850	2,560	4,270	9,610	14,950	21,350
1954 Super Jet Series 2D, 6-cyl., 105" wb						
2d Clb Sed	780	2,330	3,890	8,750	13,620	19,450
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1954 Jet Liner Series 3D, 6-cyl., 105" wb						
2d Clb Sed	860	2,570	4,280	9,620	14,960	21,375
4d Sed	800	2,400	4,000	9,000	14,000	20,000
1954 Wasp Series 4D, 6-cyl., 119" wb						
2d Clb Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Clb Sed	860	2,590	4,310	9,700	15,090	21,550
4d Sed	850	2,550	4,250	9,550	14,860	21,225
1954 Super Wasp Series 5D, 6-cyl., 119" wb						
2d Clb Cpe	790	2,360	3,940	8,850	13,770	19,675
2d Hlywd HT	1,180	3,530	5,890	13,250	20,620	29,450
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
2d Clb Sed	860	2,590	4,310	9,700	15,090	21,550
4d Sed	860	2,570	4,290	9,650	15,020	21,450
1954 Hornet Special Series 6D, 6-cyl., 124" wb						
2d Clb Cpe	950	2,850	4,750	10,690	16,630	23,750
2d Clb Sed	990	2,960	4,940	11,120	17,290	24,700
4d Sed	810	2,440	4,060	9,140	14,210	20,300
1954 Hornet Series 7D, 6-cyl., 124" wb						
2d Clb Cpe	1,140	3,420	5,700	12,830	19,950	28,500
2d Hlywd HT	2,090	6,270	10,450	23,510	36,580	52,250
2d Brgm Conv	2,580	7,750	12,920	29,070	45,220	64,600
4d Sed	780	2,350	3,920	8,810	13,700	19,575
1954 Italia, 6-cyl.						
2d Cpe	12,430	37,280	62,130	139,790	217,460	310,650
1955 Super Wasp, 6-cyl., 114" wb						
4d Sed	730	2,180	3,630	8,170	12,710	18,150
1955 Custom Wasp, 6-cyl., 114" wb						
2d Hlywd HT	800	2,390	3,990	8,980	13,970	19,950
4d Sed	730	2,190	3,650	8,210	12,780	18,250
1955 Hornet Super, 6-cyl., 121" wb						
4d Sed	790	2,380	3,960	8,910	13,860	19,800
1955 Hornet Custom, 6-cyl., 121" wb						
2d Hlywd HT	910	2,740	4,560	10,260	15,960	22,800
4d Sed	810	2,440	4,070	9,160	14,250	20,350
1955 Italia, 6-cyl.						
2d Cpe	12,430	37,280	62,130	139,790	217,460	310,650

NOTE: Add 5% for V-8. For Hudson Rambler prices see Nash section same year.

1956 Super Wasp, 6-cyl., 114" wb						
4d Sed	730	2,180	3,630	8,170	12,710	18,150
1956 Super Hornet, 6-cyl., 121" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
1956 Custom Hornet, 6-cyl., 121" wb						
2d Hlywd HT	950	2,850	4,750	10,690	16,630	23,750
4d Sed	790	2,380	3,960	8,910	13,860	19,800
1956 Hornet Super Special, 8-cyl., 114" wb						
2d Hlywd HT	950	2,850	4,750	10,690	16,630	23,750
4d Sed	840	2,510	4,180	9,410	14,630	20,900
1956 Hornet Custom, 8-cyl., 121" wb						
2d Hlywd HT	990	2,960	4,940	11,120	17,290	24,700
4d Sed	800	2,400	4,000	9,000	14,000	20,000

NOTE: For Hudson Rambler prices see Nash section same year.

1957 Hornet Super, 8-cyl., 121" wb						
2d Hlywd HT	1,060	3,190	5,320	11,970	18,620	26,600
4d Sed	800	2,390	3,990	8,980	13,970	19,950
1957 Hornet Custom, 8-cyl., 121" wb						
2d Hlywd HT	1,100	3,310	5,510	12,400	19,290	27,550
4d Sed	840	2,510	4,180	9,410	14,630	20,900

NOTE: For Hudson Rambler prices see Nash section same year.

ESSEX

1919 Model A, 4-cyl.						
2d Rds	1,020	3,060	5,100	11,480	17,850	25,500
4d Tr	900	2,700	4,500	10,130	15,750	22,500
4d Sed	810	2,430	4,050	9,110	14,180	20,250
1920 4-cyl.						
2d Rds	1,020	3,060	5,100	11,480	17,850	25,500
4d Tr	900	2,700	4,500	10,130	15,750	22,500
4d Sed	810	2,430	4,050	9,110	14,180	20,250
1921 4-cyl.						
2d Rds	1,020	3,060	5,100	11,480	17,850	25,500
4d Tr	900	2,700	4,500	10,130	15,750	22,500
2d Cabr	1,080	3,240	5,400	12,150	18,900	27,000
2d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	810	2,430	4,050	9,110	14,180	20,250
1922 4-cyl.						
4d Tr	900	2,700	4,500	10,130	15,750	22,500
2d Cabr	1,080	3,240	5,400	12,150	18,900	27,000
2d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	810	2,430	4,050	9,110	14,180	20,250
1923 4-cyl.						
2d Cabr	1,080	3,240	5,400	12,150	18,900	27,000
4d Phae	1,120	3,360	5,600	12,600	19,600	28,000
2d Sed	800	2,400	4,000	9,000	14,000	20,000
1924 Six, 6-cyl.						
4d Tr	930	2,790	4,650	10,460	16,280	23,250
2d Sed	690	2,070	3,450	7,760	12,080	17,250
1925 Six, 6-cyl.						
4d Tr	930	2,790	4,650	10,460	16,280	23,250
2d Sed	560	1,670	2,790	6,280	9,770	13,950
1926 Six, 6-cyl.						
4d Tr	930	2,790	4,650	10,460	16,280	23,250
2d Sed	720	2,160	3,600	8,100	12,600	18,000
4d Sed	730	2,180	3,630	8,170	12,710	18,150
1927 Six, 6-cyl.						
4d Tr	1,050	3,150	5,250	11,810	18,380	26,250
2d Sed	510	1,530	2,550	5,740	8,930	12,750
4d Sed	520	1,570	2,610	5,870	9,140	13,050
1927 Super Six, 6-cyl.						
2d BT Spds	1,620	4,860	8,100	18,230	28,350	40,500
4d Tr	1,080	3,240	5,400	12,150	18,900	27,000
2d 4P Spds	1,380	4,140	6,900	15,530	24,150	34,500
2d Cpe	1,050	3,150	5,250	11,810	18,380	26,250
2d Sed	540	1,620	2,700	6,080	9,450	13,500
4d Sed	540	1,620	2,700	6,080	9,450	13,500
4d DeL Sed	750	2,250	3,750	8,440	13,130	18,750
1928 First Series, 6-cyl.						
2d BT Spds	1,530	4,590	7,650	17,210	26,780	38,250
2d 4P Spds	1,410	4,230	7,050	15,860	24,680	35,250
2d Cpe	1,070	3,220	5,370	12,080	18,800	26,850
2d Sed	540	1,620	2,700	6,080	9,450	13,500
4d Sed	560	1,670	2,790	6,280	9,770	13,950
1928 Second Series, 6-cyl.						
2d Spt Rds	1,410	4,230	7,050	15,860	24,680	35,250
4d Phae	1,470	4,410	7,350	16,540	25,730	36,750
2d 2P Cpe	750	2,250	3,750	8,440	13,130	18,750
2d RS Cpe	810	2,430	4,050	9,110	14,180	20,250
2d Sed	550	1,640	2,730	6,140	9,560	13,650
4d Sed	560	1,670	2,790	6,280	9,770	13,950
1929 Challenger Series, 6-cyl.						
2d Rds	1,950	5,850	9,750	21,940	34,130	48,750
2d Phae	1,960	5,880	9,800	22,050	34,300	49,000
2d 2P Cpe	870	2,610	4,350	9,790	15,230	21,750
2d 4P Cpe	740	2,230	3,720	8,370	13,020	18,600
2d Sed	630	1,890	3,150	7,090	11,030	15,750
4d Sed	550	1,640	2,740	6,150	9,570	13,675
2d RS Rds	1,920	5,760	9,600	21,600	33,600	48,000
4d Phae	1,860	5,580	9,300	20,930	32,550	46,500
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
2d RS Cpe	720	2,160	3,600	8,100	12,600	18,000
4d Twn Sed	730	2,180	3,630	8,170	12,710	18,150
4d DeL Sed	740	2,210	3,690	8,300	12,920	18,450
1930 First Series, Standard, 6-cyl.						
2d Rds	1,920	5,760	9,600	21,600	33,600	48,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Phae	1,860	5,580	9,300	20,930	32,550	46,500
2d 2P Cpe	780	2,340	3,900	8,780	13,650	19,500
2d RS Cpe	840	2,520	4,200	9,450	14,700	21,000
2d Sed	790	2,380	3,960	8,910	13,860	19,800
4d Std Sed	800	2,390	3,990	8,980	13,970	19,950
4d Twn Sed	800	2,410	4,020	9,050	14,070	20,100
1930 Second Series, Standard, 6-cyl.						
2d RS Rds	2,100	6,300	10,500	23,630	36,750	52,500
4d Phae	2,040	6,120	10,200	22,950	35,700	51,000
4d Sun Sed	1,020	3,060	5,100	11,480	17,850	25,500
4d Tr	1,920	5,760	9,600	21,600	33,600	48,000
2d 2P Cpe	830	2,500	4,170	9,380	14,600	20,850
2d RS Cpe	890	2,680	4,470	10,060	15,650	22,350
2d Sed	720	2,160	3,600	8,100	12,600	18,000
4d Sed	700	2,090	3,480	7,830	12,180	17,400
4d Twn Sed	780	2,340	3,900	8,780	13,650	19,500
4d DeL Sed	800	2,410	4,020	9,050	14,070	20,100
4d Brgm	840	2,520	4,200	9,450	14,700	21,000
1931 Standard, 6-cyl.						
2d BT Rds	2,360	7,080	11,800	26,550	41,300	59,000
4d Phae	1,860	5,580	9,300	20,930	32,550	46,500
2d RS Cpe	840	2,520	4,200	9,450	14,700	21,000
2d 2P Cpe	780	2,340	3,900	8,780	13,650	19,500
4d Sed	550	1,640	2,740	6,150	9,570	13,675
2d Sed	680	2,030	3,390	7,630	11,870	16,950
4d Tr Sed	700	2,090	3,480	7,830	12,180	17,400
1932 Pacemaker, 6-cyl.						
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Phae	1,860	5,580	9,300	20,930	32,550	46,500
2d 2P Cpe	780	2,340	3,900	8,780	13,650	19,500
2d RS Cpe	780	2,340	3,900	8,780	13,650	19,500
2d Sed	680	2,030	3,390	7,630	11,870	16,950
4d Sed	550	1,640	2,740	6,150	9,570	13,675

TERRAPLANE

1933 Six, 6-cyl., 106" wb						
2d Rds	1,900	5,700	9,500	21,380	33,250	47,500
4d Phae	1,940	5,820	9,700	21,830	33,950	48,500
2d 2P Cpe	850	2,560	4,260	9,590	14,910	21,300
2d RS Cpe	910	2,720	4,540	10,220	15,890	22,700
2d Sed	870	2,600	4,340	9,770	15,190	21,700
4d Sed	880	2,630	4,380	9,860	15,330	21,900
1933 Special Six, 6-cyl., 113" wb						
2d Spt Rds	1,960	5,880	9,800	22,050	34,300	49,000
4d Phae	1,980	5,940	9,900	22,280	34,650	49,500
2d Conv	1,620	4,860	8,100	18,230	28,350	40,500
2d Bus Cpe	900	2,710	4,520	10,170	15,820	22,600
2d RS Cpe	920	2,750	4,580	10,310	16,030	22,900
2d Sed	880	2,630	4,380	9,860	15,330	21,900
4d Sed	880	2,650	4,420	9,950	15,470	22,100
1933 DeLuxe Six, 6-cyl., 113" wb						
2d Conv	1,820	5,460	9,100	20,480	31,850	45,500
2d 2P Cpe	870	2,620	4,360	9,810	15,260	21,800
2d RS Cpe	930	2,800	4,660	10,490	16,310	23,300
2d Sed	880	2,640	4,400	9,900	15,400	22,000
4d Sed	890	2,680	4,460	10,040	15,610	22,300
1933 Terraplane, 8-cyl.						
2d 2P Rds	1,820	5,460	9,100	20,480	31,850	45,500
2d RS Rds	1,860	5,580	9,300	20,930	32,550	46,500
2d 2P Cpe	920	2,770	4,620	10,400	16,170	23,100
2d RS Cpe	970	2,920	4,860	10,940	17,010	24,300
2d Conv	1,790	5,380	8,960	20,160	31,360	44,800
2d Sed	920	2,770	4,620	10,400	16,170	23,100
4d Sed	930	2,800	4,660	10,490	16,310	23,300
1933 Terraplane DeLuxe Eight, 8-cyl.						
2d Conv	1,820	5,460	9,100	20,480	31,850	45,500
2P Cpe	930	2,800	4,660	10,490	16,310	23,300
2d RS Cpe	990	2,980	4,960	11,160	17,360	24,800
2d Sed	920	2,770	4,620	10,400	16,170	23,100
4d Sed	930	2,800	4,660	10,490	16,310	23,300
1934 Terraplane Challenger KS, 6-cyl., 112" wb						
2P Cpe	860	2,570	4,280	9,630	14,980	21,400
2d RS Cpe	900	2,690	4,480	10,080	15,680	22,400
2d Sed	830	2,480	4,140	9,320	14,490	20,700
4d Sed	840	2,520	4,200	9,450	14,700	21,000
1934 Major Line KU, 6-cyl.						
2P Cpe	860	2,580	4,300	9,680	15,050	21,500
2d RS Cpe	900	2,700	4,500	10,130	15,750	22,500
2d Conv	1,740	5,220	8,700	19,580	30,450	43,500
2d Comp Vic	860	2,580	4,300	9,680	15,050	21,500
2d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	840	2,530	4,220	9,500	14,770	21,100
4d Comp Sed	850	2,560	4,260	9,590	14,910	21,300
1934 Special Line K, 8-cyl.						
2P Cpe	880	2,640	4,400	9,900	15,400	22,000
2d RS Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,780	5,340	8,900	20,030	31,150	44,500
2d Comp Vic	860	2,590	4,320	9,720	15,120	21,600
2d Sed	840	2,520	4,200	9,450	14,700	21,000
4d Sed	840	2,530	4,220	9,500	14,770	21,100
4d Comp Sed	850	2,560	4,260	9,590	14,910	21,300
1935 Special G, 6-cyl.						
2P Cpe	860	2,570	4,280	9,630	14,980	21,400
2d RS Cpe	870	2,600	4,340	9,770	15,190	21,700
4d Tr Brgm	850	2,540	4,240	9,540	14,840	21,200
2d Sed	840	2,530	4,220	9,500	14,770	21,100
4d Sed	850	2,540	4,240	9,540	14,840	21,200
4d Sub Sed	850	2,560	4,260	9,590	14,910	21,300
1935 DeLuxe GU, 6-cyl., Big Six						
2d 2P Cpe	880	2,640	4,400	9,900	15,400	22,000
2d RS Cpe	900	2,700	4,500	10,130	15,750	22,500
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000
4d Tr Brgm	880	2,650	4,420	9,950	15,470	22,100
2d Sed	880	2,630	4,380	9,860	15,330	21,900
4d Sed	880	2,640	4,400	9,900	15,400	22,000
4d Sub Sed	890	2,660	4,440	9,990	15,540	22,200
1936 DeLuxe 61, 6-cyl.						
2d Conv	1,740	5,220	8,700	19,580	30,450	43,500
2d 2P Cpe	860	2,580	4,300	9,680	15,050	21,500
2d RS Cpe	900	2,700	4,500	10,130	15,750	22,500
4d Brgm	800	2,410	4,020	9,050	14,070	20,100
2d Tr Brgm	860	2,580	4,300	9,680	15,050	21,500
4d Sed	850	2,540	4,240	9,540	14,840	21,200
4d Tr Sed	850	2,560	4,260	9,590	14,910	21,300
1936 Custom 62, 6-cyl.						
2d Conv	1,820	5,460	9,100	20,480	31,850	45,500
2d 2P Cpe	880	2,650	4,420	9,950	15,470	22,100
2d RS Cpe	940	2,820	4,700	10,580	16,450	23,500
4d Brgm	880	2,630	4,380	9,860	15,330	21,900
2d Tr Brgm	880	2,650	4,420	9,950	15,470	22,100
4d Sed	880	2,630	4,380	9,860	15,330	21,900
4d Tr Sed	880	2,640	4,400	9,900	15,400	22,000
1937 DeLuxe 71, 6-cyl.						
2d Bus Cpe	840	2,520	4,200	9,450	14,700	21,000
2d 3P Cpe	840	2,530	4,220	9,500	14,770	21,100
2d Vic Cpe	860	2,570	4,280	9,630	14,980	21,400
2d Conv	1,740	5,220	8,700	19,580	30,450	43,500
2d Brgm	840	2,520	4,200	9,450	14,700	21,000
1938 Terraplane Utility Series 80, 6-cyl., 117" wb						
2d 3P Cpe	760	2,270	3,780	8,510	13,230	18,900
2d Sed	740	2,230	3,720	8,370	13,020	18,600
4d Twn Sed	750	2,240	3,740	8,420	13,090	18,700
4d Sed	740	2,230	3,720	8,370	13,020	18,600
2d Tr Sed	750	2,240	3,740	8,420	13,090	18,700
4d Sta Wag	2,700	8,100	13,500	30,380	47,250	67,500
1938 Terraplane Deluxe Series 81, 6-cyl., 117" wb						
2d 3P Conv	1,740	5,220	8,700	19,580	30,450	43,500
2d Conv Brgm	1,820	5,460	9,100	20,480	31,850	45,500
2d 3P Cpe	800	2,410	4,020	9,050	14,070	20,100
2d Vic Cpe	860	2,580	4,300	9,680	15,050	21,500
4d Brgm	790	2,380	3,960	8,910	13,860	19,800
2d Tr Brgm	780	2,350	3,920	8,820	13,720	19,600
4d Sed	790	2,360	3,940	8,870	13,790	19,700
4d Tr Sed	790	2,380	3,960	8,910	13,860	19,800
1938 Terraplane Super Series 82, 6-cyl., 117" wb						
2d Conv	1,860	5,580	9,300	20,930	32,550	46,500
2d Conv Brgm	1,900	5,700	9,500	21,380	33,250	47,500
2d Vic Cpe	860	2,580	4,300	9,680	15,050	21,500
2d Brgm	840	2,510	4,180	9,410	14,630	20,900
2d Tr Brgm	830	2,480	4,140	9,320	14,490	20,700
4d Sed	830	2,500	4,160	9,360	14,560	20,800
4d Tr Sed	840	2,510	4,180	9,410	14,630	20,900

HUPMOBILE

1909 Model 20, 4-cyl., 16.9 hp, 86" wb						
2d 2P Rbt	1,900	5,700	9,500	21,380	33,250	47,500

	6	5	4	3	2	1
1910 Model 20, 4-cyl., 18/20 hp, 86" wb						
2d 2P B Rbt	1,860	5,580	9,310	20,940	32,570	46,525
1911 Model 20, 4-cyl., 20 hp, 86" wb						
2d 2P C Rbt	1,740	5,230	8,710	19,600	30,490	43,550
2d 2P T Torp	1,840	5,520	9,210	20,710	32,220	46,025
4d 4P D Tr	1,800	5,410	9,010	20,270	31,540	45,050
2d 4P F Cpe	1,500	4,510	7,520	16,930	26,340	37,623
1912 Model 20, 4-cyl., 20 hp, 86" wb						
2d 2P Rbt	1,740	5,230	8,710	19,600	30,490	43,550
2d 2P Rds	1,760	5,290	8,810	19,820	30,840	44,050
2d 2P Cpe	1,100	3,310	5,520	12,430	19,340	27,623
1912 Model 32, 4-cyl., 32 hp, 106" wb						
4d 4P Torp Tr	1,840	5,520	9,210	20,710	32,220	46,025
1913 Model 20-C, 4-cyl., 20 hp, 86" wb						
2d 2P Rbt	1,740	5,230	8,710	19,600	30,490	43,550
1913 Model 20-E, 4-cyl., 20 hp, 110" wb						
2d Rds	1,800	5,410	9,010	20,270	31,540	45,050
1913 Model 32, 4-cyl., 32 hp, 106" wb						
4d 5P H Tr	1,740	5,230	8,710	19,600	30,490	43,550
2d 2P H Rds	1,740	5,230	8,710	19,600	30,490	43,550
2d H L Cpe	1,540	4,630	7,720	17,370	27,020	38,600
1913 Model 32, 4-cyl., 32 hp, 126" wb						
4d 6P Tr	1,860	5,580	9,310	20,940	32,570	46,525
1914 Model 32, 4-cyl., 32 hp, 106" wb						
4d 6P HM Tr	1,700	5,110	8,520	19,160	29,800	42,575
2d 2P HR Rds	1,720	5,170	8,620	19,380	30,150	43,075
4d 5P H Tr	1,660	4,990	8,320	18,710	29,100	41,575
2d 3P HAK Cpe	1,540	4,630	7,720	17,370	27,020	38,600
1915 Model 32, 4-cyl., 32 hp, 106" wb						
4d 4P Tr	1,700	5,110	8,520	19,160	29,800	42,575
2d 2P Rds	1,720	5,170	8,620	19,380	30,150	43,075
1915 Model K, 4-cyl., 36 hp, 119" wb						
2d 2P Rds	1,800	5,410	9,010	20,270	31,540	45,050
4d 5P Tr	1,770	5,320	8,860	19,940	31,010	44,300
2d 2P Cpe	1,620	4,860	8,100	18,230	28,350	40,500
4d Limo	1,700	5,110	8,520	19,160	29,800	42,575
1916 Model N, 4-cyl., 22.5 hp, 119" wb						
4d 5P Tr	1,450	4,340	7,230	16,260	25,290	36,125
2d 2P Rds	1,410	4,220	7,030	15,820	24,610	35,150
4d 5P Sed	1,210	3,620	6,040	13,590	21,140	30,200
4d 5P Year-'Round Tr	1,490	4,460	7,430	16,710	25,990	37,125
2d Year-'Round Cpe	1,250	3,740	6,240	14,030	21,820	31,175
1916 Model N, 4-cyl., 22.5 hp, 134" wb						
4d 7P Tr	1,560	4,680	7,800	17,550	27,300	39,000
4d 7P Limo	1,330	3,980	6,640	14,930	23,220	33,175
1917 Model N, 4-cyl., 22 hp, 119" wb						
4d 5P Tr	1,350	4,040	6,730	15,140	23,560	33,650
2d 6P Rds	1,390	4,160	6,930	15,590	24,260	34,650
4d 5P Year-'Round Tr	1,430	4,280	7,130	16,040	24,960	35,650
2d 2P Year-'Round Cpe	1,150	3,440	5,740	12,920	20,090	28,700
4d 5P Sed	1,030	3,090	5,150	11,590	18,030	25,750
1917 Model N, 4-cyl., 22.5 hp, 134" wb						
4d 7P Tr	1,540	4,630	7,720	17,370	27,020	38,600
NOTE: Series R introduced October 1917.						
1918 Series R-1, 4-cyl., 16.9 hp, 112" wb						
4d 5P Tr	1,170	3,500	5,840	13,140	20,440	29,200
2d 2P Rds	1,150	3,440	5,740	12,920	20,090	28,700
1919 Series R-1,2,3, 4-cyl., 16.9 hp, 112" wb						
4d 5P Tr	1,210	3,620	6,040	13,590	21,140	30,200
2d 2P Rds	1,190	3,560	5,940	13,370	20,790	29,700
4d 5P Sed	930	2,790	4,660	10,470	16,290	23,275
2d 4P Cpe	1,010	3,030	5,050	11,360	17,680	25,250
1920 Series R-3,4,5, 4-cyl., 35 hp, 112" wb						
4d 5P Tr	1,250	3,740	6,240	14,030	21,820	31,175
2d 2P Rds	1,230	3,680	6,140	13,820	21,490	30,700
2d 4P Cpe	1,050	3,150	5,250	11,800	18,360	26,225
4d 5P Sed	970	2,910	4,850	10,910	16,980	24,250
1921 Series R-4,5,6, 4-cyl., 35 hp, 112" wb						
4d 5P Tr	1,250	3,740	6,240	14,030	21,820	31,175
2d 2P Rds	1,230	3,680	6,140	13,820	21,490	30,700
2d 4P Cpe	1,050	3,150	5,250	11,800	18,360	26,225
4d 5P Sed	970	2,910	4,850	10,910	16,980	24,250
1922 Series R-7,8,9,10, 4-cyl., 35 hp, 112" wb						
4d 5P Tr	1,250	3,740	6,240	14,030	21,820	31,175
2d 2P Cpe Rds	1,230	3,680	6,140	13,820	21,490	30,700
2d 2P Cpe	970	2,910	4,850	10,910	16,980	24,250
2d 4P Cpe	1,070	3,210	5,350	12,030	18,710	26,725
4d 5P Sed	970	2,910	4,850	10,910	16,980	24,250
1923 Series R-10,11,12, 4-cyl., 35 hp, 112" wb						
4d 5P Tr	1,210	3,620	6,040	13,590	21,140	30,200
4d 5P Spl Tr	1,450	4,340	7,230	16,260	25,290	36,125
2d 2P Rds	1,270	3,800	6,340	14,250	22,170	31,675
2d Spl Rds	1,310	3,920	6,540	14,700	22,870	32,675
4d 5P Sed	970	2,910	4,850	10,910	16,980	24,250
2d 4P Cpe	1,050	3,150	5,250	11,800	18,360	26,225
2d 2P Cpe	1,010	3,030	5,050	11,360	17,680	25,250
1924 Series R-12,13, 4-cyl., 39 hp, 115" wb						
4d 5P Tr	1,210	3,620	6,040	13,590	21,140	30,200
4d 5P Spl Tr	1,490	4,460	7,430	16,710	25,990	37,125
2d 2P Spl Rds	1,510	4,520	7,530	16,930	26,340	37,625
2d 2P Cpe	1,090	3,270	5,450	12,250	19,060	27,225
2d 4P Cpe	1,140	3,420	5,700	12,830	19,950	28,500
4d 5P Sed	1,010	3,030	5,050	11,360	17,680	25,250
4d 5P Clb Sed	1,050	3,150	5,250	11,800	18,360	26,225
1925 Model R-14,15, 4-cyl., 39 hp, 115" wb						
4d 5P Tr	1,210	3,620	6,040	13,590	21,140	30,200
2d 2P Rds	1,270	3,800	6,340	14,250	22,170	31,675
2d 2P Cpe	1,050	3,150	5,250	11,800	18,360	26,225
4d 5P Clb Sed	1,050	3,150	5,250	11,800	18,360	26,225
4d 5P Sed	1,130	3,390	5,650	12,700	19,760	28,225
1925 Model E-1, 8-cyl., 60 hp, 118-1/4" wb						
4d 5P Tr	1,530	4,580	7,630	17,160	26,690	38,125
2d 2P Rds	1,560	4,690	7,820	17,600	27,370	39,100
2d 4P Cpe	1,310	3,920	6,540	14,700	22,870	32,675
4d 5P Sed	1,230	3,680	6,140	13,820	21,490	30,700
1926 Model A-1, 6-cyl., 50 hp, 114" wb						
4d 5P Tr	1,350	4,040	6,730	15,140	23,560	33,650
4d 5P Sed	1,190	3,560	5,940	13,370	20,790	29,700
1926 Model E-2, 8-cyl., 63 hp, 118-1/4" wb						
2d 4P Rds	1,530	4,580	7,630	17,160	26,690	38,125
4d 5P Tr	1,560	4,690	7,820	17,600	27,370	39,100
2d 2P Cpe	1,330	3,980	6,640	14,930	23,220	33,175
2d 4P Cpe	1,350	4,040	6,730	15,140	23,560	33,650
4d 5P Sed	1,250	3,740	6,240	14,030	21,820	31,175
1927 Series A, 6-cyl., 50 hp, 114" wb						
4d 5P Tr	1,350	4,040	6,730	15,140	23,560	33,650
2d 2P Rds	1,330	3,980	6,640	14,930	23,220	33,175
4d 5P Sed	1,190	3,560	5,940	13,370	20,790	29,700
2d 4P Cpe	1,270	3,800	6,340	14,250	22,170	31,675
4d 5P Brgm	1,290	3,860	6,440	14,480	22,520	32,175
1927 Series E-3, 8-cyl., 67 hp, 125" wb						
2d 4P Rds	1,510	4,520	7,530	16,930	26,340	37,625
4d 5P Tr	1,470	4,400	7,330	16,480	25,640	36,625
4d 5P Spt Tr	1,510	4,520	7,530	16,930	26,340	37,625
2d 2P Cpe	1,230	3,680	6,140	13,820	21,490	30,700
4d 7P Tr	1,430	4,280	7,130	16,040	24,960	35,650
4d 5P Sed	1,090	3,270	5,460	12,270	19,090	27,275
4d 7P Sed	1,130	3,390	5,650	12,700	19,760	28,225
4d 5P Berl	1,150	3,440	5,740	12,920	20,090	28,700
4d 5P Brgm	1,130	3,390	5,650	12,700	19,760	28,225
2d 5P Vic	1,150	3,440	5,740	12,920	20,090	28,700
4d Limo Sed	1,190	3,560	5,940	13,370	20,790	29,700
1928 Century Series A, 6-cyl., 57 hp, 114" wb						
4d 5P Phae	1,340	4,030	6,720	15,110	23,500	33,575
4d 7P Phae	1,300	3,910	6,520	14,660	22,800	32,575
4d 4P Cpe	1,020	3,060	5,100	11,480	17,850	25,500
4d 5P Sed	980	2,940	4,900	11,030	17,150	24,500
2d 5P Sed	910	2,730	4,550	10,230	15,910	22,725
1928 Century Series M, 8-cyl., 80 hp, 120" wb						
2d Rds	1,700	5,090	8,490	19,090	29,700	42,425
4d 5P Tr	1,660	4,970	8,280	18,630	28,980	41,400
4d 7P Tr	1,620	4,850	8,080	18,180	28,280	40,400
2d 2P Cpe	1,330	4,000	6,670	15,000	23,330	33,325
4d Brgm	1,310	3,920	6,540	14,700	22,870	32,675
2d Vic	1,370	4,120	6,870	15,460	24,050	34,350
4d 5P Sed	1,210	3,640	6,060	13,640	21,210	30,300
4d 7P Sed	1,170	3,520	5,860	13,190	20,510	29,300
4d Sed Limo	1,250	3,760	6,260	14,090	21,910	31,300
1928 Century Series 125 (E-4), 8-cyl., 80 hp, 125" wb						
2d R.S. Rds	2,000	5,990	9,990	22,480	34,970	49,950
4d 5P Tr	1,800	5,400	9,000	20,250	31,500	45,000
4d 7P Tr	1,760	5,270	8,790	19,770	30,750	43,925
2d R.S. Cpe	2,160	6,480	10,800	24,300	37,800	54,000
4d 5P Brgm	1,480	4,430	7,380	16,590	25,810	36,875
4d 5P Sed	1,350	4,060	6,770	15,220	23,680	33,825
4d 7P Sed	1,310	3,940	6,570	14,770	22,980	32,825
2d Vic	1,480	4,430	7,380	16,590	25,810	36,875
4d Sed-Limo	1,430	4,300	7,170	16,130	25,100	35,850
NOTE: Series A and Series E-3 of 1927 carried over as 1928 models. Both Century Series A and M available in custom line.						
1929 Series A, 6-cyl., 57 hp, 114" wb						
4d 5P Tr	1,480	4,430	7,380	16,590	25,810	36,875
2d 4P Rds	1,520	4,550	7,580	17,040	26,510	37,875
4d 7P Tr	1,430	4,300	7,170	16,130	25,100	35,850
4d 5P Brgm	1,110	3,330	5,560	12,500	19,440	27,775
2d 4P Cpe	1,150	3,450	5,760	12,950	20,140	28,775
4d 5P Sed	1,010	3,020	5,030	11,320	17,610	25,150
2d 2P Cabr	1,520	4,550	7,580	17,040	26,510	37,875
2d 4P Cabr	1,560	4,670	7,780	17,490	27,210	38,875
1929 Series M, 8-cyl., 80 hp, 120" wb						
4d 5P Tr	1,540	4,610	7,680	17,270	26,860	38,375
2d 4P Rds	1,580	4,730	7,880	17,730	27,580	39,400
4d 7P Tr	1,500	4,490	7,480	16,820	26,160	37,375
4d 5P Brgm	1,170	3,520	5,860	13,190	20,510	29,300
2d 4P Cpe	1,210	3,640	6,060	13,640	21,210	30,300
4d 5P Sed	1,050	3,150	5,250	11,810	18,380	26,250
2d 5P Cabr	1,660	4,970	8,280	18,630	28,980	41,400
4d 5P Twn Sed	1,130	3,390	5,660	12,720	19,790	28,275
4d 7P Sed (130" wb)	1,170	3,520	5,860	13,190	20,510	29,300
4d 7P Limo (130" wb)	1,370	4,120	6,870	15,460	24,050	34,350
NOTE: Both series available in custom line models.						
1930 Model S, 6-cyl., 70 hp, 114" wb						
4d Phae	1,720	5,150	8,590	19,320	30,050	42,925
2d Cpe	1,310	3,940	6,570	14,770	22,980	32,825
4d Sed	1,010	3,030	5,050	11,360	17,680	25,250
2d Conv Cabr	1,820	5,450	9,090	20,450	31,820	45,450
1930 Model C, 8-cyl., 100 hp, 121" wb						
2d Cpe	1,330	4,000	6,670	15,000	23,330	33,325
4d Sed	1,210	3,640	6,060	13,640	21,210	30,300
2d Cabr	1,860	5,570	9,290	20,900	32,520	46,450
4d Tr Sed	1,130	3,390	5,660	12,720	19,790	28,275
1930 Model H, 8-cyl., 133 hp, 125" wb						
4d Sed	1,130	3,390	5,660	12,720	19,790	28,275
2d Cpe	1,450	4,360	7,270	16,360	25,450	36,350
2d Cabr	2,630	7,880	13,130	29,540	45,960	65,650
4d Tr Sed	1,210	3,640	6,060	13,640	21,210	30,300
1930 Model U, 8-cyl., 133 hp, 137" wb						
4d Sed	1,330	4,000	6,670	15,000	23,330	33,325
4d Sed Limo	1,540	4,610	7,680	17,270	26,860	38,375
NOTE: All models available in custom line.						
1931 Century Six, Model S, 70 hp, 114" wb						
4d Phae	1,720	5,150	8,590	19,320	30,050	42,925
2d 2P Cpe	1,310	3,940	6,570	14,770	22,980	32,825
2d 4P Cpe	1,350	4,060	6,760	15,220	23,670	33,815
2d Rds	1,840	5,520	9,200	20,700	32,200	46,000
4d Sed	1,010	3,030	5,050	11,360	17,680	25,250
2d Cabr	1,820	5,450	9,090	20,450	31,820	45,450
1931 Century Eight, Model L, 90 hp, 118" wb						
4d Phae	1,780	5,330	8,890	20,000	31,120	44,450
2d Rds	1,900	5,700	9,500	21,360	33,230	47,475
2d 2P Cpe	1,330	4,000	6,670	15,000	23,330	33,325
2d 4P Cpe	1,370	4,120	6,870	15,460	24,050	34,350
4d Sed	1,050	3,150	5,250	11,810	18,380	26,250
2d Cabr	1,900	5,700	9,500	21,360	33,230	47,475
1931 Model C, 8-cyl., 100 hp, 121" wb						
4d Spt Phae	1,940	5,820	9,700	21,810	33,930	48,475
2d 4P Cpe	1,390	4,180	6,970	15,680	24,400	34,850
4d Sed	1,130	3,390	5,660	12,720	19,790	28,275
2d Vic Cpe	1,210	3,640	6,060	13,640	21,210	30,300
2d Cabr	1,940	5,820	9,700	21,810	33,930	48,475
4d Twn Sed	1,210	3,640	6,060	13,640	21,210	30,300
1931 Model H, 8-cyl., 133 hp, 125" wb						
2d Cpe	1,410	4,240	7,070	15,910	24,750	35,350
4d Sed	1,150	3,450	5,760	12,950	20,140	28,775
4d Twn Sed	1,290	3,880	6,460	14,540	22,620	32,320
4d Phae	2,020	6,060	10,100	22,730	35,350	50,500
2d Vic Cpe	1,290	3,880	6,460	14,540	22,620	32,320
2d Cabr	2,780	8,350	13,920	31,320	48,720	69,600
1931 Model U, 8-cyl., 133 hp, 137" wb						
2d Vic Cpe	1,620	4,850	8,080	18,180	28,280	40,400
4d Sed	1,580	4,730	7,880	17,730	27,580	39,400
4d Sed Limo	1,660	4,970	8,280	18,630	28,980	41,400
NOTE: All models available in custom line.						
1932 Series S-214, 6-cyl., 70 hp, 114" wb						
2d Rds	1,700	5,090	8,490	19,090	29,700	42,425
2d Cpe	1,170	3,520	5,860	13,190	20,510	29,300
4d Sed	1,050	3,150	5,250	11,810	18,380	26,250
2d Cabr	1,820	5,450	9,090	20,450	31,820	45,450
1932 Series B-216, 6-cyl., 75 hp, 116" wb						
4d Phae	1,540	4,610	7,680	17,270	26,860	38,375
2d Rds	1,820	5,450	9,090	20,450	31,820	45,450
2d 2P Cpe	1,170	3,520	5,860	13,190	20,510	29,300
2d 4P Cpe	1,210	3,640	6,060	13,640	21,210	30,300
4d Sed	1,090	3,270	5,460	12,270	19,090	27,275
2d Conv Cabr	1,820	5,450	9,090	20,450	31,820	45,450
1932 Series L-218, 8-cyl., 90 hp, 118" wb						
2d Rds	1,820	5,450	9,090	20,450	31,820	45,450
2d Cpe	1,210	3,640	6,060	13,640	21,210	30,300
4d Sed	1,090	3,270	5,460	12,270	19,090	27,275
2d Cabr	1,860	5,570	9,290	20,900	32,520	46,450
1932 Series C-221, 8-cyl., 100 hp, 121" wb						
4d Sed	1,130	3,390	5,660	12,720	19,790	28,275
2d Vic	1,210	3,640	6,060	13,640	21,210	30,300
4d Twn Sed	1,150	3,450	5,760	12,950	20,140	28,775
1932 Series F-222, 8-cyl., 93 hp, 122" wb						
2d Cabr	1,860	5,570	9,290	20,900	32,520	46,450
2d Cpe	1,210	3,640	6,060	13,640	21,210	30,300
4d Sed	1,130	3,390	5,660	12,720	19,790	28,275
2d Vic	1,250	3,760	6,260	14,090	21,910	31,300
1932 Series H-225, 8-cyl., 133 hp, 125" wb						
4d Sed	1,210	3,640	6,060	13,640	21,210	30,300
1932 Series I-226, 8-cyl., 103 hp, 126" wb						
2d Cpe	1,370	4,120	6,870	15,460	24,050	34,350
2d Cabr Rds	3,030	9,090	15,150	34,090	53,030	75,750
4d Sed	1,290	3,880	6,470	14,550	22,630	32,325
2d Vic	1,620	4,850	8,080	18,180	28,280	40,400
1932 Series V-237, 8-cyl., 133 hp, 137" wb						
2d Vic	1,540	4,610	7,680	17,270	26,860	38,375
4d Sed	1,450	4,360	7,270	16,360	25,450	36,350
NOTE: Series S-214, L-218, C-221, H-225 and V-237 were carryovers of 1931 models. Horsepower of Series F-222 raised to 96 mid-year.						
1933 Series K-321, 6-cyl., 90 hp, 121" wb						
2d Cpe	1,090	3,270	5,460	12,270	19,090	27,275
4d Sed	1,010	3,030	5,050	11,360	17,680	25,250
2d Vic	1,250	3,760	6,260	14,090	21,910	31,300
2d Cabr	1,700	5,090	8,490	19,090	29,700	42,425
1933 Series KK-321A, 6-cyl., 90 hp, 121" wb						
2d Cpe	1,170	3,520	5,860	13,190	20,510	29,300
4d Sed	1,010	3,030	5,050	11,360	17,680	25,250
2d Vic	1,210	3,640	6,060	13,640	21,210	30,300
1933 Series F-322, 8-cyl., 96 hp, 122" wb						
2d Cpe	1,170	3,520	5,860	13,190	20,510	29,300
4d Sed	1,010	3,030	5,050	11,360	17,680	25,250
2d Vic	1,250	3,760	6,260	14,090	21,910	31,300
2d Cabr	1,860	5,570	9,290	20,900	32,520	46,450
1933 Series I-326, 8-cyl., 109 hp, 126" wb						
2d Cpe	1,190	3,580	5,960	13,410	20,860	29,800
4d Sed	1,110	3,330	5,560	12,500	19,440	27,775
2d Vic	1,540	4,610	7,680	17,270	26,860	38,375
2d Cabr	2,550	7,640	12,730	28,630	44,540	63,625
1934 Series 417-W, 6-cyl., 80 hp, 117" wb						
2d Cpe	1,130	3,390	5,660	12,720	19,790	28,275
4d Sed	1,010	3,030	5,050	11,360	17,680	25,250
1934 Series KK-421A, 6-cyl., 90 hp, 121" wb						
4d DeL Sed	1,090	3,270	5,460	12,270	19,090	27,275
4d Sed	1,050	3,150	5,250	11,810	18,380	26,250
4d Tr Sed	1,090	3,270	5,460	12,270	19,090	27,275
2d Cpe	1,290	3,880	6,470	14,550	22,630	32,325
2d Cabr	1,820	5,450	9,090	20,450	31,820	45,450
2d Vic	1,210	3,640	6,060	13,640	21,210	30,300
1934 Series K-421, 6-cyl., 90 hp, 121" wb						
2d Cpe	1,130	3,390	5,660	12,720	19,790	28,275
4d Sed	1,010	3,030	5,050	11,360	17,680	25,250
2d Vic	1,090	3,270	5,460	12,270	19,090	27,275
2d Cabr	1,820	5,450	9,090	20,450	31,820	45,450
1934 Series 421-J, 6-cyl., 93 hp, 121" wb						
2d Cpe	1,290	3,880	6,470	14,550	22,630	32,325
4d Sed	1,130	3,390	5,660	12,720	19,790	28,275
2d Vic	1,290	3,880	6,470	14,550	22,630	32,325
1934 Series F-442, 8-cyl., 96 hp, 122" wb						
2d Cpe	1,330	4,000	6,670	15,000	23,330	33,325
4d Sed	1,170	3,520	5,860	13,190	20,510	29,300
2d Vic	1,330	4,000	6,670	15,000	23,330	33,325
2d Cabr	1,820	5,450	9,090	20,450	31,820	45,450
1934 Series I-426, 8-cyl., 109 hp, 126" wb						
2d Cpe	1,370	4,120	6,870	15,460	24,050	34,350
4d Sed	1,210	3,640	6,060	13,640	21,210	30,300
2d Vic	1,540	4,610	7,680	17,270	26,860	38,375
2d Cabr	2,420	7,270	12,120	27,270	42,420	60,600
1934 Series 427-T, 8-cyl., 115 hp, 127" wb						
2d Cpe	1,410	4,240	7,070	15,910	24,750	35,350
4d Sed	1,250	3,760	6,260	14,090	21,910	31,300
2d Vic	1,580	4,730	7,880	17,730	27,580	39,400
NOTE: Series KK-421A, K-421, F-422, I-426 were carryover 1933 models.						
1935 Series 517-W, 6-cyl., 91 hp, 117" wb						
4d Sed	1,010	3,030	5,050	11,360	17,680	25,250
4d Sed Tr	1,090	3,270	5,460	12,270	19,090	27,275
1935 Series 518-D, 6-cyl., 91 hp, 118" wb						
4d Sed	1,090	3,270	5,460	12,270	19,090	27,275
1935 Series 521-J, 6-cyl., 101 hp, 121" wb						
4d Sed	1,130	3,390	5,660	12,720	19,790	28,275
2d Cpe	1,170	3,520	5,860	13,190	20,510	29,300
2d Vic	1,170	3,520	5,860	13,190	20,510	29,300

	6	5	4	3	2	1
1935 Series 521-O, 8-cyl., 120 hp, 121" wb						
2d Cpe	1,170	3,520	5,860	13,190	20,510	29,300
2d Vic	1,170	3,520	5,860	13,190	20,510	29,300
2d Vic Tr	1,170	3,520	5,860	13,190	20,510	29,300
4d Sed	1,010	3,030	5,050	11,360	17,680	25,250
4d Sed Tr	1,110	3,330	5,560	12,500	19,440	27,775
1935 Series 527-T, 8-cyl., 120 hp, 127-1/2" wb						
4d Sed	1,250	3,760	6,260	14,090	21,910	31,300
2d Cpe	1,410	4,240	7,070	15,910	24,750	35,350
2d Vic	1,580	4,730	7,880	17,730	27,580	39,400

NOTE: All series except 517-W available in deluxe models.

1936 Series 618-D, 6-cyl., 101 hp, 118" wb						
4d Sed	1,090	3,270	5,460	12,270	19,090	27,275
4d Tr Sed	1,110	3,330	5,560	12,500	19,440	27,775
1936 Series 618-G, 6-cyl., 101 hp, 118" wb						
2d Bus Cpe	1,130	3,390	5,660	12,720	19,790	28,275
2d Cpe	1,170	3,520	5,860	13,190	20,510	29,300
4d Sed	1,090	3,270	5,460	12,270	19,090	27,275
2d Sed	1,050	3,150	5,250	11,810	18,380	26,250
4d Tr Sed	1,110	3,330	5,560	12,500	19,440	27,775
2d Tr Sed	1,070	3,210	5,360	12,050	18,740	26,775
1936 Series 621-N, 8-cyl., 120 hp, 121" wb						
2d Cpe	1,190	3,580	5,960	13,410	20,860	29,800
2d Sed	1,130	3,390	5,660	12,720	19,790	28,275
4d Sed	1,150	3,450	5,760	12,950	20,140	28,775
4d Tr Sed	1,130	3,390	5,660	12,720	19,790	28,275
2d Tr Sed	1,110	3,330	5,560	12,500	19,440	27,775
1936 Series 621-O, 8-cyl., 120 hp, 121" wb						
2d Cpe	1,170	3,520	5,860	13,190	20,510	29,300
4d Vic	1,190	3,580	5,960	13,410	20,860	29,800
4d Tr Vic	1,290	3,880	6,470	14,550	22,630	32,325
4d Sed	1,010	3,030	5,050	11,360	17,680	25,250
4d Tr Sed	1,110	3,330	5,560	12,500	19,440	27,775

NOTE: Series 618-G and 621-N available in custom models. Series 618-D and 621-O available in deluxe models.

1937 Series 621-O, 8-cyl., 120 hp, 121" wb						
4d Std Sed	1,170	3,520	5,860	13,190	20,510	29,300

Although ostensibly there were no 1937 Hupmobiles beginning July 1937, some 1936 style 618-G and 621-N models were run off to use up parts. Some of these cars may have been sold in the U.S. as 1937 models.

1938 Series 822-ES, 6-cyl., 101 hp, 122" wb						
4d Std Sed	1,170	3,520	5,860	13,190	20,510	29,300
1938 Series 822-E, 6-cyl., 101 hp, 122" wb						
4d Sed	1,180	3,540	5,900	13,280	20,650	29,500
4d DeL Sed	1,090	3,270	5,460	12,270	19,090	27,275
4d Cus Sed	1,110	3,330	5,560	12,500	19,440	27,775
1938 Series 825-H, 8-cyl., 120 hp, 125" wb						
4d Sed	1,150	3,450	5,760	12,950	20,140	28,775
4d DeL Sed	1,170	3,520	5,860	13,190	20,510	29,300
4d Cus Sed	1,190	3,580	5,960	13,410	20,860	29,800
1939 Model R, 6-cyl., 101 hp, 115" wb						
4d Spt Sed	970	2,910	4,850	10,910	16,980	24,250
4d Cus Sed	990	2,970	4,950	11,140	17,330	24,750
1939 Model E, 6-cyl., 101 hp, 122" wb						
4d DeL Sed	930	2,790	4,650	10,450	16,260	23,225
4d Cus Sed	940	2,810	4,690	10,540	16,400	23,425
1939 Model H, 8-cyl., 120 hp, 125" wb						
4d DeL Sed	1,090	3,270	5,460	12,270	19,090	27,275
4d Cus Sed	1,100	3,300	5,500	12,360	19,230	27,475

NOTE: The first pilot models of the Skylark were built April, 1939.

1940 Skylark, 6-cyl., 101 hp, 115" wb						
4d Sed	2,260	6,790	11,310	25,450	39,590	56,550
1941 Series 115-R Skylark, 6-cyl., 101 hp, 115" wb						
4d Sed	2,280	6,850	11,420	25,680	39,950	57,075

KAISER

1947-48 Special, 6-cyl.						
4d Sed	780	2,340	3,900	8,780	13,650	19,500
1947-48 Custom, 6-cyl.						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
1949-50 Special, 6-cyl.						
4d Sed	812	2,436	4,060	9,140	14,210	20,300
1949-50 Traveler, 6-cyl.						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
1949-50 DeLuxe, 6-cyl.						
4d Sed	832	2,496	4,160	9,360	14,560	20,800
4d Conv Sed	2,580	7,750	12,920	29,070	45,220	64,600
1949-50 Vagabond, 6-cyl.						
4d Sed	930	2,790	4,660	10,470	16,290	23,275
1949-50 Virginian, 6-cyl.						
4d Sed HT	1,240	3,710	6,180	13,890	21,610	30,875
1951 Special, 6-cyl.						
4d Sed	780	2,340	3,900	8,760	13,630	19,475
4d Trav Sed	790	2,370	3,950	8,890	13,830	19,750
2d Sed	780	2,350	3,920	8,810	13,700	19,575
2d Trav Sed	800	2,390	3,990	8,980	13,970	19,950
2d Bus Cpe	860	2,570	4,280	9,620	14,960	21,375
1951 DeLuxe						
4d Sed	780	2,350	3,920	8,810	13,700	19,575
4d Trav Sed	800	2,410	4,010	9,020	14,040	20,050
2d Sed	800	2,390	3,990	8,980	13,970	19,950
2d Trav Sed	810	2,420	4,030	9,070	14,110	20,150
2d Clb Cpe	930	2,790	4,660	10,470	16,290	23,275
1952 Kaiser DeLuxe, 6-cyl.						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
Ta Sed	7,980	23,940	39,900	89,780	139,650	199,500
2d Sed	800	2,400	4,000	9,000	14,000	20,000
2d Trav	820	2,450	4,090	9,190	14,300	20,425
2d Bus Cpe	910	2,740	4,560	10,260	15,960	22,800
1952 Kaiser Manhattan, 6-cyl.						
4d Sed	950	2,850	4,750	10,690	16,630	23,750
2d Sed	1,140	3,420	5,700	12,830	19,950	28,500
2d Clb Cpe	1,330	3,990	6,650	14,960	23,280	33,250
1952 Virginian, 6-cyl.						
4d Sed	800	2,390	3,990	8,980	13,970	19,950
2d Sed	844	2,532	4,220	9,500	14,770	21,100
2d Clb Cpe	890	2,680	4,470	10,050	15,630	22,325
1953 Carolina, 6-cyl.						
2d Sed	832	2,496	4,160	9,360	14,560	20,800
4d Sed	828	2,484	4,140	9,320	14,490	20,700
1953 Deluxe						
2d Clb Sed	990	2,960	4,940	11,120	17,290	24,700
4d Trav Sed	950	2,850	4,750	10,690	16,630	23,750
4d Sed	836	2,508	4,180	9,410	14,630	20,900
1953 Manhattan, 6-cyl.						
2d Clb Sed	1,030	3,080	5,130	11,540	17,960	25,650
4d Sed	840	2,520	4,200	9,450	14,700	21,000
1953 Dragon 4d Sed, 6-cyl.						
4d Sed	1,920	5,760	9,600	21,590	33,580	47,975
1954 Early Special, 6-cyl.						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
2d Clb Sed	840	2,530	4,220	9,500	14,770	21,100
1954 Late Special, 6-cyl.						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Clb Sed	1,010	3,020	5,040	11,330	17,620	25,175
1954 Manhattan, 6-cyl.						
4d Sed	990	2,960	4,940	11,120	17,290	24,700
2d Clb Sed	1,050	3,140	5,230	11,760	18,290	26,125
1954 Kaiser Darrin Spts Car, 6-cyl.						
2d Spt Car	6,950	20,860	34,770	78,230	121,700	173,850
1955 Manhattan, 6-cyl.						
4d Sed	990	2,960	4,940	11,120	17,290	24,700
2d Clb Sed	1,050	3,140	5,230	11,760	18,290	26,125

FRAZER

1947-48						
4d Sed	1,060	3,190	5,320	11,970	18,620	26,600
1947-48 Manhattan, 6-cyl.						
4d Sed	3,120	9,350	15,580	35,060	54,530	77,900
1949-50 Manhattan, 6-cyl.						
4d Sed	1,060	3,190	5,320	11,970	18,620	26,600
4d Conv Sed	3,120	9,350	15,580	35,060	54,530	77,900
1951 Manhattan, 6-cyl.						
4d Sed	1,060	3,190	5,320	11,970	18,620	26,600
4d Vag	950	2,850	4,750	10,690	16,630	23,750
4d Sed HT	1,220	3,650	6,080	13,680	21,280	30,400
4d Conv Sed	3,120	9,350	15,580	35,060	54,530	77,900

HENRY J

1951 Four						
2d Sed	800	2,390	3,990	8,980	13,970	19,950
1951 DeLuxe Six						
2d Sed	1,220	3,650	6,080	13,680	21,280	30,400
1952 Vagabond, 4-cyl.						
2d Sed	950	2,850	4,750	10,690	16,630	23,750
1952 Vagabond, 6-cyl.						
2d Sed	1,220	3,650	6,080	13,680	21,280	30,400
1952 Corsair, 4-cyl.						
2d Sed	990	2,960	4,940	11,120	17,290	24,700
1952 Corsair, 6-cyl.						
2d Sed	1,250	3,760	6,270	14,110	21,950	31,350
1952 Allstate						
2d 4-cyl	990	2,960	4,940	11,120	17,290	24,700
2d DeL Six	1,220	3,650	6,080	13,680	21,280	30,400
1953 Corsair, 4-cyl.						
2d Sed	990	2,960	4,940	11,120	17,290	24,700
1953 Corsair, 6-cyl.						
2d DeL Sed	1,250	3,760	6,270	14,110	21,950	31,350
1953 Allstate						
2d Sed 4-cyl	990	2,960	4,940	11,120	17,290	24,700
2d Sed DeL Six	1,220	3,650	6,080	13,680	21,280	30,400
1954 Corsair, 4-cyl.						
2d Sed	1,140	3,420	5,700	12,830	19,950	28,500
1954 Corsair Deluxe, 6-cyl.						
2d Sed	1,250	3,760	6,270	14,110	21,950	31,350

LINCOLN

1920 V-8, 130" - 136" wb						
3P Rds	5,200	15,600	26,000	58,500	91,000	130,000
5P Phae	5,280	15,840	26,400	59,400	92,400	132,000
7P Tr	3,970	11,900	19,840	44,640	69,440	99,200
4P Cpe	3,170	9,500	15,840	35,640	55,440	79,200
5P Sed	3,300	9,890	16,490	37,100	57,720	82,450
Sub Sed	3,100	9,310	15,520	34,920	54,320	77,600
7P Town Car	3,230	9,700	16,160	36,360	56,560	80,800
1921 V-8, 130" - 136" wb						
3P Rds	5,200	15,600	26,000	58,500	91,000	130,000
5P Phae	5,280	15,840	26,400	59,400	92,400	132,000
7P Tr	3,730	11,180	18,640	41,940	65,240	93,200
4P Cpe	3,170	9,500	15,840	35,640	55,440	79,200
4P Sed	3,300	9,890	16,490	37,100	57,720	82,450
5P Sed	3,300	9,890	16,490	37,100	57,720	82,450
Sub Sed	3,100	9,310	15,520	34,920	54,320	77,600
Town Car	3,230	9,700	16,160	36,360	56,560	80,800
1922 V-8, 130" wb						
3P Rds	5,200	15,600	26,000	58,500	91,000	130,000
5P Phae	5,280	15,840	26,400	59,400	92,400	132,000
7P Tr	3,730	11,180	18,640	41,940	65,240	93,200
Conv Tr	3,900	11,710	19,520	43,920	68,320	97,600
4P Cpe	3,170	9,500	15,840	35,640	55,440	79,200
5P Sed	3,040	9,120	15,200	34,200	53,200	76,000
1922 V-8, 136" wb						
Spt Rds	5,600	16,800	28,000	63,000	98,000	140,000
DeL Phae	5,320	15,960	26,600	59,850	93,100	133,000
DeL Tr	3,760	11,280	18,800	42,300	65,800	94,000
Std Sed	3,230	9,700	16,160	36,360	56,560	80,800
Jud Sed	3,300	9,890	16,480	37,080	57,680	82,400
FW Sed	3,300	9,890	16,480	37,080	57,680	82,400
York Sed	3,300	9,890	16,480	37,080	57,680	82,400
4P Jud Sed	3,370	10,100	16,830	37,870	58,910	84,160
7P Jud Limo	3,520	10,560	17,600	39,600	61,600	88,000
Sub Limo	3,710	11,140	18,560	41,760	64,960	92,800
Town Car	3,780	11,330	18,880	42,480	66,080	94,400
FW Limo	3,840	11,520	19,200	43,200	67,200	96,000
Std Limo	3,710	11,140	18,560	41,760	64,960	92,800
FW Cabr	4,160	12,480	20,800	46,800	72,800	104,000
FW Coll Cabr	4,480	13,440	22,400	50,400	78,400	112,000
FW Lan'let	3,840	11,520	19,200	43,200	67,200	96,000
FW Town Car	3,840	11,520	19,200	43,200	67,200	96,000
Holbrk Cabr	4,160	12,480	20,800	46,800	72,800	104,000
Brn Town Car	3,880	11,640	19,400	43,650	67,900	97,000
Brn OD Limo	3,840	11,520	19,200	43,200	67,200	96,000
1923 Model L, V-8						
Tr	3,760	11,280	18,800	42,300	65,800	94,000
Phae	5,320	15,960	26,600	59,850	93,100	133,000
Rds	5,600	16,800	28,000	63,000	98,000	140,000
Cpe	3,170	9,500	15,840	35,640	55,440	79,200
5P Sed	3,100	9,310	15,520	34,920	54,320	77,600
7P Sed	3,170	9,500	15,840	35,640	55,440	79,200
Limo	3,460	10,370	17,280	38,880	60,480	86,400
OD Limo	3,520	10,560	17,600	39,600	61,600	88,000
Town Car	3,580	10,750	17,920	40,320	62,720	89,600
4P Sed	3,040	9,120	15,200	34,200	53,200	76,000
Berl	3,100	9,310	15,520	34,920	54,320	77,600
FW Cabr	3,580	10,750	17,920	40,320	62,720	89,600
FW Limo	3,520	10,560	17,600	39,600	61,600	88,000
FW Town Car	3,580	10,750	17,920	40,320	62,720	89,600
Jud Cpe	3,490	10,460	17,440	39,240	61,040	87,200
Brn Town Car	4,100	12,290	20,480	46,080	71,680	102,400
Brn OD Limo	4,160	12,480	20,800	46,800	72,800	104,000
Jud 2W Berl	3,490	10,460	17,440	39,240	61,040	87,200
Jud 3W Berl	3,490	10,460	17,440	39,240	61,040	87,200
Holbrk Cabr	4,290	12,860	21,440	48,240	75,040	107,200
1923 Model L, V8						
Brn 7 passenger touring	4,220	12,670	21,120	47,520	73,920	105,600
1924 Model L, V-8						
Tr	3,760	11,280	18,800	42,300	65,800	94,000
Phae	5,320	15,960	26,600	59,850	93,100	133,000
Rds	5,600	16,800	28,000	63,000	98,000	140,000
Cpe	3,230	9,700	16,160	36,360	56,560	80,800
5P Sed	3,170	9,500	15,840	35,640	55,440	79,200
7P Sed	3,040	9,120	15,200	34,200	53,200	76,000
Limo	3,170	9,500	15,840	35,640	55,440	79,200
4P Sed	3,040	9,120	15,200	34,200	53,200	76,000
Town Car	3,170	9,500	15,840	35,640	55,440	79,200
Twn Limo	3,390	10,180	16,960	38,160	59,360	84,800
FW Limo	3,460	10,370	17,280	38,880	60,480	86,400
Jud Cpe	3,420	10,270	17,120	38,520	59,920	85,600
Jud Berl	3,520	10,560	17,600	39,600	61,600	88,000
Brn Cabr	3,900	11,710	19,520	43,920	68,320	97,600
Brn Cpe	3,580	10,750	17,920	40,320	62,720	89,600
Brn OD Limo	3,780	11,330	18,880	42,480	66,080	94,400
Leb Sed	3,840	11,520	19,200	43,200	67,200	96,000
1925 Model L, V-8						
Tr	3,880	11,640	19,400	43,650	67,900	97,000
Spt Tr	4,160	12,480	20,800	46,800	72,800	104,000
Phae	5,200	15,600	26,000	58,500	91,000	130,000
Rds	5,320	15,960	26,600	59,850	93,100	133,000
Cpe	3,970	11,900	19,840	44,640	69,440	99,200
4P Sed	3,490	10,460	17,440	39,240	61,040	87,200
5P Sed	3,420	10,270	17,120	38,520	59,920	85,600
7P Sed	3,420	10,270	17,120	38,520	59,920	85,600
Limo	3,940	11,810	19,680	44,280	68,880	98,400
FW Limo	3,390	10,180	16,960	38,160	59,360	84,800
Jud Cpe	3,550	10,660	17,760	39,960	62,160	88,800
Jud Berl	3,620	10,850	18,080	40,680	63,280	90,400
Brn Cabr	4,290	12,860	21,440	48,240	75,040	107,200
FW Coll Clb Rds	3,900	11,710	19,520	43,920	68,320	97,600
FW Sed	3,580	10,750	17,920	40,320	62,720	89,600
FW Brgm	3,650	10,940	18,240	41,040	63,840	91,200
FW Cabr	3,840	11,520	19,200	43,200	67,200	96,000
3W Jud Berl	3,620	10,850	18,080	40,680	63,280	90,400
4P Jud Cpe	3,550	10,660	17,760	39,960	62,160	88,800
Jud Brgm	3,680	11,040	18,400	41,400	64,400	92,000
Mur OD Limo	3,390	10,180	16,960	38,160	59,360	84,800
Holbrk Brgm	3,400	10,200	17,000	38,250	59,500	85,000
Holbrk Coll	3,400	10,200	17,000	38,250	59,500	85,000
Brn OD Limo	3,400	10,200	17,000	38,250	59,500	85,000
Brn Spt Phae	4,610	13,820	23,040	51,840	80,640	115,200
Brn Lan Sed	3,600	10,800	18,000	40,500	63,000	90,000
Brn Town Car	3,600	10,800	18,000	40,500	63,000	90,000
Brn Pan Brgm	3,600	10,800	18,000	40,500	63,000	90,000
Hume Limo	3,400	10,200	17,000	38,250	59,500	85,000
Hume Cpe	3,440	10,320	17,200	38,700	60,200	86,000
5P Leb Sed	3,360	10,080	16,800	37,800	58,800	84,000
4P Leb Sed	3,380	10,140	16,900	38,030	59,150	84,500
Leb DC Phae	5,310	15,940	26,560	59,760	92,960	132,800
Leb Clb Rds	4,800	14,400	24,000	54,000	84,000	120,000
Leb Limo	3,500	10,500	17,500	39,380	61,250	87,500
Leb Brgm	3,600	10,800	18,000	40,500	63,000	90,000
Leb Twn Brgm	3,600	10,800	18,000	40,500	63,000	90,000
Leb Cabr	4,480	13,440	22,400	50,400	78,400	112,000
Leb Coll Spt Cabr	4,800	14,400	24,000	54,000	84,000	120,000
Lke Cabr	4,670	14,020	23,360	52,560	81,760	116,800
Dtrch Coll Cabr	4,740	14,210	23,680	53,280	82,880	118,400
1926 Model L, V-8						
Tr	3,880	11,640	19,400	43,650	67,900	97,000
Spt Tr	4,160	12,480	20,800	46,800	72,800	104,000
Phae	5,200	15,600	26,000	58,500	91,000	130,000
Rds	5,320	15,960	26,600	59,850	93,100	133,000
Cpe	3,070	9,220	15,360	34,560	53,760	76,800
4P Sed	3,580	10,750	17,920	40,320	62,720	89,600
5P Sed	3,520	10,560	17,600	39,600	61,600	88,000
7P Sed	3,520	10,560	17,600	39,600	61,600	88,000
Limo	3,440	10,320	17,200	38,700	60,200	86,000
FW Limo	3,440	10,320	17,200	38,700	60,200	86,000
Jud Cpe	3,550	10,660	17,760	39,960	62,160	88,800
Jud Berl	3,620	10,850	18,080	40,680	63,280	90,400
Brn Cabr	5,280	15,840	26,400	59,400	92,400	132,000
Holbrk Coll Cabr	5,280	15,840	26,400	59,400	92,400	132,000
Hume Limo	3,400	10,200	17,000	38,250	59,500	85,000
W'by Limo	3,400	10,200	17,000	38,250	59,500	85,000
W'by Lan'let	3,520	10,560	17,600	39,600	61,600	88,000
Dtrch Sed	3,380	10,140	16,900	38,030	59,150	84,500
Dtrch Coll Cabr	5,290	15,860	26,440	59,490	92,540	132,200
Dtrch Brgm	3,400	10,200	17,000	38,250	59,500	85,000
Dtrch Cpe Rds	5,340	16,030	26,720	60,120	93,520	133,600
3W Jud Berl	3,600	10,800	18,000	40,500	63,000	90,000
Jud Brgm	3,680	11,040	18,400	41,400	64,400	92,000
Brn Phae	4,600	13,800	23,000	51,750	80,500	115,000
Brn Sed	3,600	10,800	18,000	40,500	63,000	90,000
Brn Brgm	3,600	10,800	18,000	40,500	63,000	90,000
Brn Semi-Coll Cabr						

	6	5	4	3	2	1
	3,800	11,400	19,000	42,750	66,500	95,000
2W LeB Sed	3,360	10,080	16,800	37,800	58,800	84,000
3W LeB Sed	3,380	10,140	16,900	38,030	59,150	84,500
LeB Cpe	3,200	9,600	16,000	36,000	56,000	80,000
LeB Spt Cabr	4,800	14,400	24,000	54,000	84,000	120,000
LeB A-W Cabr	5,000	15,000	25,000	56,250	87,500	125,000
LeB Limo	3,500	10,500	17,500	39,380	61,250	87,500
LeB Clb Rds	4,800	14,400	24,000	54,000	84,000	120,000
Lke Rds	4,600	13,800	23,000	51,750	80,500	115,000
Lke Semi-Coll Cabr						
	4,800	14,400	24,000	54,000	84,000	120,000
Lke Cabr	4,670	14,020	23,360	52,560	81,760	116,800
LeB Conv Phae	5,280	15,840	26,400	59,400	92,400	132,000
LeB Conv	4,480	13,440	22,400	50,400	78,400	112,000
1927 Model L, V-8						
Spt Rds	5,320	15,960	26,600	59,850	93,100	133,000
Spt Tr	4,160	12,480	20,800	46,800	72,800	104,000
Phae	5,200	15,600	26,000	58,500	91,000	130,000
Cpe	3,070	9,220	15,360	34,560	53,760	76,800
2W Sed	3,480	10,440	17,400	39,150	60,900	87,000
3W Sed	3,520	10,560	17,600	39,600	61,600	88,000
Sed	3,520	10,560	17,600	39,600	61,600	88,000
FW Limo	3,440	10,320	17,200	38,700	60,200	86,000
Jud Cpe	3,550	10,660	17,760	39,960	62,160	88,800
Brn Cabr	5,280	15,840	26,400	59,400	92,400	132,000
Holbrk Cabr	5,280	15,840	26,400	59,400	92,400	132,000
Brn Brgm	3,600	10,800	18,000	40,500	63,000	90,000
Dtrch Conv Sed						
	5,400	16,200	27,000	60,750	94,500	135,000
Dtrch Conv Vic	5,200	15,600	26,000	58,500	91,000	130,000
Brn Conv	5,080	15,240	25,400	57,150	88,900	127,000
Brn Semi-Coll Cabr						
	5,160	15,480	25,800	58,050	90,300	129,000
Holbrk Coll Cabr		5,280	15,840	26,400	59,400	92,400
132,000						
LeB A-W Cabr	5,000	15,000	25,000	56,250	87,500	125,000
LeB A-W Brgm	3,400	10,200	17,000	38,250	59,500	85,000
W'by Semi-Coll Cabr						
	5,000	15,000	25,000	56,250	87,500	125,000
Jud Brgm	3,520	10,560	17,600	39,600	61,600	88,000
Clb Rds	4,600	13,800	23,000	51,750	80,500	115,000
2W Jud Berl	3,600	10,800	18,000	40,500	63,000	90,000
3W Jud Berl	3,560	10,680	17,800	40,050	62,300	89,000
7P E d Limo	3,600	10,800	18,000	40,500	63,000	90,000
LeB Spt Cabr	4,800	14,400	24,000	54,000	84,000	120,000
W'by Lan'let	3,820	11,460	19,100	42,980	66,850	95,500
W'by Limo	3,400	10,200	17,000	38,250	59,500	85,000
LeB Cpe	3,200	9,600	16,000	36,000	56,000	80,000
Der Spt Sed	3,200	9,600	16,000	36,000	56,000	80,000
Lke Conv Sed	4,800	14,400	24,000	54,000	84,000	120,000
Dtrch Cpe Rds	5,000	15,000	25,000	56,250	87,500	125,000
Dtrch Spt Phae	5,200	15,600	26,000	58,500	91,000	130,000
1928 Model L, V-8						
164 Spt Tr	5,340	16,020	26,700	60,080	93,450	133,500
163 Lke Spt Phae						
	4,200	12,600	21,000	47,250	73,500	105,000
151 Lke Spt Rds	4,120	12,360	20,600	46,350	72,100	103,000
154 Clb Rds	4,640	13,920	23,200	52,200	81,200	116,000
156 Cpe	3,070	9,220	15,360	34,560	53,760	76,800
144W 2W Sed	3,500	10,500	17,500	39,380	61,250	87,500
144B Sed	3,540	10,620	17,700	39,830	61,950	88,500
152 Sed	3,240	9,720	16,200	36,450	56,700	81,000
147A Sed	3,240	9,720	16,200	36,450	56,700	81,000
147B Limo	3,440	10,320	17,200	38,700	60,200	86,000
161 Jud Berl	3,560	10,680	17,800	40,050	62,300	89,000
161C Jud Berl	3,620	10,860	18,100	40,730	63,350	90,500
Jud Cpe	3,550	10,660	17,760	39,960	62,160	88,800
159 Brn Cabr	5,300	15,900	26,500	59,630	92,750	132,500
145 Brn Brgm	3,600	10,800	18,000	40,500	63,000	90,000
155A Hlbrk Coll Cabr						
	5,300	15,900	26,500	59,630	92,750	132,500
155 LeB Spt Cabr						
	5,000	15,000	25,000	56,250	87,500	125,000
157 W'by Lan'let Berl						
	3,800	11,400	19,000	42,750	66,500	95,000
160 W'by Limo	3,520	10,560	17,600	39,600	61,600	88,000
162A LeB A-W Cabr						
	5,020	15,060	25,100	56,480	87,850	125,500
162 LeB A-W Lan'let						
	4,840	14,520	24,200	54,450	84,700	121,000
Jud Spt Cpe	3,540	10,620	17,700	39,830	61,950	88,500
LeB Cpe	3,700	11,100	18,500	41,630	64,750	92,500
Dtrch Conv Vic	4,820	14,460	24,100	54,230	84,350	120,500
Dtrch Cpe Rds	5,020	15,060	25,100	56,480	87,850	125,500
Dtrch Conv Sed						
	5,200	15,600	26,000	58,500	91,000	130,000
Holbrk Cabr	5,280	15,840	26,400	59,400	92,400	132,000
W'by Spt Sed	3,600	10,800	18,000	40,500	63,000	90,000
Der Spt Sed	3,640	10,920	18,200	40,950	63,700	91,000
Brn Spt Conv	5,100	15,300	25,500	57,380	89,250	127,500
1929 Model L, V-8 Standard Line						
Lke Spt Rds	4,140	12,420	20,700	46,580	72,450	103,500
Clb Rds	4,660	13,980	23,300	52,430	81,550	116,500
Lke Spt Phae	4,220	12,660	21,100	47,480	73,850	105,500
Lke TWS Spt Phae						
	4,400	13,200	22,000	49,500	77,000	110,000
Lke Spt Phae TC & WS						
	4,820	14,460	24,100	54,230	84,350	120,500
Lke Spt Tr	4,100	12,300	20,500	46,130	71,750	102,500
Lke Clb Rds	4,420	13,260	22,100	49,730	77,350	110,500
4P Cpe	3,000	9,000	15,000	33,750	52,500	75,000
Twn Sed	2,800	8,400	14,000	31,500	49,000	70,000
5P Sed	2,840	8,520	14,200	31,950	49,700	71,000
7P Sed	2,880	8,640	14,400	32,400	50,400	72,000
7P Limo	2,800	8,400	14,000	31,500	49,000	70,000
2W Jud Berl	3,560	10,680	17,800	40,050	62,300	89,000
3W Jud Berl	3,580	10,740	17,900	40,280	62,650	89,500
Brn A-W Brgm	3,600	10,800	18,000	40,500	63,000	90,000
Brn Cabr	5,300	15,900	26,500	59,630	92,750	132,500
Brn Non-Coll Cabr						
	4,800	14,400	24,000	54,000	84,000	120,000
Holbrk Coll Cabr						
	5,300	15,900	26,500	59,630	92,750	132,500
LeB A-W Cabr	5,020	15,060	25,100	56,480	87,850	125,500
LeB Semi-Coll Cabr						
	4,600	13,800	23,000	51,750	80,500	115,000
LeB Coll Cabr	5,040	15,120	25,200	56,700	88,200	126,000

	6	5	4	3	2	1
W'by Lan'let	3,800	11,400	19,000	42,750	66,500	95,000
W'by Limo	3,520	10,560	17,600	39,600	61,600	88,000
Dtrch Cpe	4,800	14,400	24,000	54,000	84,000	120,000
Dtrch Sed	4,000	12,000	20,000	45,000	70,000	100,000
Dtrch Conv	5,200	15,600	26,000	58,500	91,000	130,000
LeB Spt Sed	3,780	11,340	18,900	42,530	66,150	94,500
LeB Aero Phae	5,000	15,000	25,000	56,250	87,500	125,000
LeB Sal Cabr	4,800	14,400	24,000	54,000	84,000	120,000
Brn Spt Conv	4,500	13,500	22,500	50,630	78,750	112,500
Dtrch Conv Sed						
	5,200	15,600	26,000	58,500	91,000	130,000
Dtrch Conv Vic	500	1,500	2,500	5,630	8,750	12,500
1930 Model L, V-8 Standard Line						
Conv Rds	4,200	12,600	21,000	47,250	73,500	105,000
5P Lke Spt Phae						
	6,800	20,400	34,000	76,500	119,000	170,000
5P Lke Spt Phae TC & WS						
	7,200	21,600	36,000	81,000	126,000	180,000
7P Lke Spt Phae						
	6,400	19,200	32,000	72,000	112,000	160,000
Lke Rds	7,200	21,600	36,000	81,000	126,000	180,000
4P Cpe	3,000	9,000	15,000	33,750	52,500	75,000
Twn Sed	3,000	9,000	15,000	33,750	52,500	75,000
5P Sed	2,800	8,400	14,000	31,500	49,000	70,000
7P Sed	2,880	8,640	14,400	32,400	50,400	72,000
7P Limo	3,000	9,000	15,000	33,750	52,500	75,000
1930 Custom Line						
Jud Cpe	3,000	9,000	15,000	33,750	52,500	75,000
2W Jud Berl	3,240	9,720	16,200	36,450	56,700	81,000
3W Jud Berl	3,240	9,720	16,200	36,450	56,700	81,000
Brn A-W Cabr	5,280	15,840	26,400	59,400	92,400	132,000
Brn Non-Coll Cabr						
	5,000	15,000	25,000	56,250	87,500	125,000
LeB A-W Cabr	6,880	20,640	34,400	77,400	120,400	172,000
LeB Semi-Coll Cabr						
	7,280	21,840	36,400	81,900	127,400	182,000
W'by Limo	3,440	10,320	17,200	38,700	60,200	86,000
Dtrch Cpe	3,680	11,040	18,400	41,400	64,400	92,000
Dtrch Sed	3,680	11,040	18,400	41,400	64,400	92,000
2W W'by Twn Sed						
	3,200	9,600	16,000	36,000	56,000	80,000
3W W'by Twn Sed						
	3,360	10,080	16,800	37,800	58,800	84,000
W'by Pan Brgm	3,520	10,560	17,600	39,600	61,600	88,000
LeB Cpe	3,200	9,600	16,000	36,000	56,000	80,000
LeB Conv Rds	6,880	20,640	34,400	77,400	120,400	172,000
LeB Spt Sed	4,080	12,240	20,400	45,900	71,400	102,000
Der Spt Conv	5,840	17,520	29,200	65,700	102,200	146,000
Der Conv Phae	5,920	17,760	29,600	66,600	103,600	148,000
Brn Semi-Coll Cabr						
	6,080	18,240	30,400	68,400	106,400	152,000
Dtrch Conv Cpe	6,640	19,920	33,200	74,700	116,200	166,000
Dtrch Conv Sed	6,400	19,200	32,000	72,000	112,000	160,000
Wolf Conv Sed	6,400	19,200	32,000	72,000	112,000	160,000
1931 Model K, V-8 Type 201, 145" wb						
202B Spt Phae	5,140	15,420	25,700	57,830	89,950	128,500
202A Spt Phae	5,220	15,660	26,100	58,730	91,350	130,500
203 Spt Tr	4,740	14,220	23,700	53,330	82,950	118,500
214 Conv Rds	4,580	13,740	22,900	51,530	80,150	114,500
206 Cpe	2,980	8,940	14,900	33,530	52,150	74,500
204 Twn Sed	2,800	8,400	14,000	31,500	49,000	70,000
205 Sed	2,800	8,400	14,000	31,500	49,000	70,000
207A Sed	2,800	8,400	14,000	31,500	49,000	70,000
207B Limo	2,880	8,640	14,400	32,400	50,400	72,000
212 Conv Phae	6,080	18,240	30,400	68,400	106,400	152,000
210 Conv Cpe	5,080	15,240	25,400	57,150	88,900	127,000
211 Conv Sed	6,080	18,240	30,400	68,400	106,400	152,000
216 W'by Pan Brgm						
	3,320	9,960	16,600	37,350	58,100	83,000
213A Jud Berl	3,260	9,780	16,300	36,680	57,050	81,500
213B Jud Berl	3,260	9,780	16,300	36,680	57,050	81,500
Jud Cpe	3,260	9,780	16,300	36,680	57,050	81,500
Brn Cabr	5,280	15,840	26,400	59,400	92,400	132,000
LeB Cabr	4,880	14,640	24,400	54,900	85,400	122,000
W'by Limo	3,260	9,780	16,300	36,680	57,050	81,500
Lke Spt Rds	5,760	17,280	28,800	64,800	100,800	144,000
Der Conv Sed	6,080	18,240	30,400	68,400	106,400	152,000
LeB Conv Rds	5,840	17,520	29,200	65,700	102,200	146,000
Mur DC Phae	6,240	18,720	31,200	70,200	109,200	156,000
Dtrch Conv Sed	6,240	18,720	31,200	70,200	109,200	156,000
Dtrch Conv Cpe	6,160	18,480	30,800	69,300	107,800	154,000
Dtrch Conv Vic	6,200	18,600	31,000	69,750	108,500	155,000
Wtrhs Conv Vic	6,240	18,720	31,200	70,200	109,200	156,000
1932 Model KA, V-8, 136" wb						
Rds	5,360	16,080	26,800	60,300	93,800	134,000
Phae	6,080	18,240	30,400	68,400	106,400	152,000
Twn Sed	2,480	7,440	12,400	27,900	43,400	62,000
Sed	2,660	7,980	13,300	29,930	46,550	66,500
Cpe	3,220	9,660	16,100	36,230	56,350	80,500
Vic	3,140	9,420	15,700	35,330	54,950	78,500
7P Sed	3,140	9,420	15,700	35,330	54,950	78,500
Limo	3,300	9,900	16,500	37,130	57,750	82,500
1932 Model KB, V-12 Standard, 145" wb						
Phae	6,800	20,400	34,000	76,500	119,000	170,000
Spt Phae	7,120	21,360	35,600	80,100	124,600	178,000
Cpe	3,220	9,660	16,100	36,230	56,350	80,500
2W Tr Sed	2,900	8,700	14,500	32,630	50,750	72,500
3W Tr Sed	2,860	8,580	14,300	32,180	50,050	71,500
5P Sed	2,820	8,460	14,100	31,730	49,350	70,500
7P Sed	2,800	8,400	14,000	31,500	49,000	70,000
Limo	3,120	9,360	15,600	35,100	54,600	78,000
1932 Custom, 145" wb						
LeB Conv Cpe	7,200	21,600	36,000	81,000	126,000	180,000
2P Dtrch Cpe	4,000	12,000	20,000	45,000	70,000	100,000
4P Dtrch Cpe	3,920	11,760	19,600	44,100	68,600	98,000
Jud Cpe	7,520	22,560	37,600	84,600	131,600	188,000
Jud Berl	7,200	21,600	36,000	81,000	126,000	180,000
W'by Limo	3,680	11,040	18,400	41,400	64,400	92,000
Wtrhs Conv Vic	7,040	21,120	35,200	79,200	123,200	176,000
Dtrch Conv Sed	7,200	21,600	36,000	81,000	126,000	180,000
W'by Twn Brgm						
	4,120	12,360	20,600	46,350	72,100	103,000
Brn Brgm	3,720	11,160	18,600	41,850	65,100	93,000
Brn Non-Coll Cabr						
	5,920	17,760	29,600	66,600	103,600	148,000
Brn Semi-Coll Cabr						

	6	5	4	3	2	1
	6,800	20,400	34,000	76,500	119,000	170,000
LeB Twn Cabr	7,200	21,600	36,000	81,000	126,000	180,000
Dtrch Spt Berl	5,600	16,800	28,000	63,000	98,000	140,000
5P Rlstn TwnC	5,400	16,200	27,000	60,750	94,500	135,000
7P Rlstn TwnC	5,400	16,200	27,000	60,750	94,500	135,000
Brn Phae	6,240	18,720	31,200	70,200	109,200	156,000
Brn dbl-entry Spt Sed						
	4,720	14,160	23,600	53,100	82,600	118,000
Brn A-W Brgm	5,440	16,320	27,200	61,200	95,200	136,000
Brn Clb Sed	4,320	12,960	21,600	48,600	75,600	108,000
Mur Conv Rds	7,800	23,400	39,000	87,750	136,500	195,000
1933 Model KA, V-12, 136" wb						
512B Cpe	3,440	10,320	17,200	38,700	60,200	86,000
512A RS Cpe	3,520	10,560	17,600	39,600	61,600	88,000
513A Conv Rds	5,120	15,360	25,600	57,600	89,600	128,000
514 Twn Sed	3,040	9,120	15,200	34,200	53,200	76,000
515 Sed	3,000	9,000	15,000	33,750	52,500	75,000
516 Cpe	3,400	10,200	17,000	38,250	59,500	85,000
517 Sed	3,000	9,000	15,000	33,750	52,500	75,000
517B Limo	3,360	10,080	16,800	37,800	58,800	84,000
518A DC Phae	6,480	19,440	32,400	72,900	113,400	162,000
518B Phae	6,000	18,000	30,000	67,500	105,000	150,000
519 7P Tr	6,000	18,000	30,000	67,500	105,000	150,000
520B RS Rds	5,680	17,040	28,400	63,900	99,400	142,000
520A Rds	5,600	16,800	28,000	63,000	98,000	140,000
1933 Model KB, V-12, 145" wb						
252A DC Phae	6,320	18,960	31,600	71,100	110,600	158,000
252B Phae	6,080	18,240	30,400	68,400	106,400	152,000
253 7P Tr	6,080	18,240	30,400	68,400	106,400	152,000
Twn Sed	2,800	8,400	14,000	31,500	49,000	70,000
255 5P Sed	2,840	8,520	14,200	31,950	49,700	71,000
256 5P Cpe	3,400	10,200	17,000	38,250	59,500	85,000
257 7P Sed	2,880	8,640	14,400	32,400	50,400	72,000
257B Limo	2,960	8,880	14,800	33,300	51,800	74,000
258C Brn Semi-Coll Cabr						
	6,000	18,000	30,000	67,500	105,000	150,000
258D Brn Non-Coll Cabr						
	5,600	16,800	28,000	63,000	98,000	140,000
259 Brn Brgm	3,600	10,800	18,000	40,500	63,000	90,000
260 Brn Conv Cpe						
	7,560	22,680	37,800	85,050	132,300	189,000
Dtrch Conv Sed						
	7,760	23,280	38,800	87,300	135,800	194,000
2P Dtrch Cpe	3,520	10,560	17,600	39,600	61,600	88,000
4P Dtrch Cpe	3,520	10,560	17,600	39,600	61,600	88,000
Jud Berl	3,040	9,120	15,200	34,200	53,200	76,000
2P Jud Cpe	3,200	9,600	16,000	36,000	56,000	80,000
4P Jud Cpe	3,200	9,600	16,000	36,000	56,000	80,000
Jud Limo	3,360	10,080	16,800	37,800	58,800	84,000
LeB Conv Rds	6,960	20,880	34,800	78,300	121,800	174,000
W'by Limo	3,360	10,080	16,800	37,800	58,800	84,000
W'by Brgm	3,520	10,560	17,600	39,600	61,600	88,000
1934 Series KA, V-12, 136" wb						
4P Conv Rds	4,560	13,680	22,800	51,300	79,800	114,000
4P Twn Sed	2,120	6,360	10,600	23,850	37,100	53,000
5P Sed	3,000	9,000	15,000	33,750	52,500	75,000
5P Cpe	2,880	8,640	14,400	32,400	50,400	72,000
7P Sed	2,840	8,520	14,200	31,950	49,700	71,000
7P Limo	2,960	8,880	14,800	33,300	51,800	74,000
2P Cpe	2,960	8,880	14,800	33,300	51,800	74,000
5P Conv Phae	5,000	15,000	25,000	56,250	87,500	125,000
4P Cpe	2,880	8,640	14,400	32,400	50,400	72,000
1934 Series K/KB, V-12, 145" wb						
Tr	4,560	13,680	22,800	51,300	79,800	114,000
Sed	2,800	8,400	14,000	31,500	49,000	70,000
Limo	3,600	10,800	18,000	40,500	63,000	90,000
2W Jud Berl	3,760	11,280	18,800	42,300	65,800	94,000
3W Jud Berl	3,200	9,600	16,000	36,000	56,000	80,000
Jud Sed Limo	3,120	9,360	15,600	35,100	54,600	78,000
Brn Brgm	3,360	10,080	16,800	37,800	58,800	84,000
Brn Semi-Coll Cabr						
	5,280	15,840	26,400	59,400	92,400	132,000
Brn Conv Cpe	5,760	17,280	28,800	64,800	100,800	144,000
W'by Limo	3,040	9,120	15,200	34,200	53,200	76,000
LeB Rds	8,040	24,120	40,200	90,450	140,700	201,000
Dtrch Conv Sed	8,080	24,240	40,400	90,900	141,400	202,000
Brn Conv Vic	6,160	18,480	30,800	69,300	107,800	154,000
LeB Cpe	3,200	9,600	16,000	36,000	56,000	80,000
Dtrch/Murray Cpe						
	4,600	13,800	23,000	51,750	80,500	115,000
Dtrch Conv Rds	5,760	17,280	28,800	64,800	100,800	144,000
W'by Spt Sed	3,000	9,000	15,000	33,750	52,500	75,000
LeB Conv Cpe	5,760	17,280	28,800	64,800	100,800	144,000
Brn Conv Sed	5,760	17,280	28,800	64,800	100,800	144,000
Brn Cus Phae	6,800	20,400	34,000	76,500	119,000	170,000
Brwstr Non-Coll Cabr						
	4,560	13,680	22,800	51,300	79,800	114,000
KM/LeBaron Vic Conv						
	15,600	46,800	78,000	175,500	273,000	390,000
1935 Series K, V-12, 136" wb						
LeB Conv Rds	6,140	18,410	30,680	69,030	107,380	153,400
LeB Cpe	2,640	7,920	13,200	29,700	46,200	66,000
Cpe	3,170	9,520	15,860	35,690	55,510	79,300
Brn Conv Vic	6,240	18,720	31,200	70,200	109,200	156,000
2W Sed	2,700	8,110	13,520	30,420	47,320	67,600
3W Sed	3,170	9,520	15,860	35,690	55,510	79,300
LeB Conv Phae	6,450	19,340	32,240	72,540	112,840	161,200
1935 V-12, 145" wb						
7P Tr	5,930	17,780	29,640	66,690	103,740	148,200
7P Sed	2,910	8,740	14,560	32,760	50,960	72,800
7P Limo	3,280	9,830	16,380	36,860	57,330	81,900
LeB Conv Sed	7,800	23,400	39,000	87,750	136,500	195,000
Brn Semi-Coll Cabr						
	6,760	20,280	33,800	76,050	118,300	169,000
Brn Non-Coll Cabr						
	6,240	18,720	31,200	70,200	109,200	156,000
Brn Brgm	3,380	10,140	16,900	38,030	59,150	84,500
W'by Limo	3,330	9,980	16,640	37,440	58,240	83,200
W'by Spt Sed	3,350	10,060	16,770	37,730	58,700	83,850
2W Jud Berl	3,330	9,980	16,640	37,440	58,240	83,200
3W Jud Berl	3,350	10,060	16,770	37,730	58,700	83,850
Jud Sed Limo	3,380	10,140	16,900	38,030	59,150	84,500
1936 Zephyr, V-12, 122" wb						
4d Sed	2,650	7,960	13,260	29,840	46,410	66,300
2d Sed	2,780	8,350	13,910	31,300	48,690	69,550

	6	5	4	3	2	1
1936 12-cyl., 136" wb						
LeB Rds Cabr	5,930	17,780	29,640	66,690	103,740	148,200
2P LeB Cpe	3,120	9,360	15,600	35,100	54,600	78,000
5P Cpe	2,860	8,580	14,300	32,180	50,050	71,500
Brn Conv Vic	5,200	15,600	26,000	58,500	91,000	130,000
2W Sed	2,240	6,710	11,180	25,160	39,130	55,900
3W Sed	2,180	6,550	10,920	24,570	38,220	54,600
LeB Conv Sed	8,320	24,960	41,600	93,600	145,600	208,000
1936 V-12, 145" wb						
7P Tr	6,000	18,000	30,000	67,500	105,000	150,000
7P Sed	2,910	8,740	14,560	32,760	50,960	72,800
7P Limo	3,280	9,830	16,380	36,860	57,330	81,900
LeB Conv Sed w/part		5,920	17,760	29,600	66,600	103,600	148,000
Brn Semi-Coll Cabr		5,400	16,200	27,000	60,750	94,500	135,000
Brn Non-Coll Cabr		5,000	15,000	25,000	56,250	87,500	125,000
Brn Brgm	3,260	9,780	16,300	36,680	57,050	81,500
W'by Limo	3,350	10,040	16,740	37,670	58,590	83,700
W'by Spt Sed	3,350	10,060	16,770	37,730	58,700	83,850
2W Jud Berl	3,330	9,980	16,640	37,440	58,240	83,200
3W Jud Berl	3,350	10,060	16,770	37,730	58,700	83,850
Jud Limo	3,380	10,140	16,900	38,030	59,150	84,500
1937 Zephyr, V-12						
3P Cpe	2,820	8,460	14,100	31,730	49,350	70,500
2d Sed	2,120	6,360	10,600	23,850	37,100	53,000
4d Sed	2,020	6,060	10,100	22,730	35,350	50,500
Twn Sed	2,440	7,320	12,200	27,450	42,700	61,000
1937 Series K, V-12, 136" wb						
LeB Conv Rds	5,930	17,780	29,640	66,690	103,740	148,200
LeB Cpe	3,120	9,360	15,600	35,100	54,600	78,000
W'by Cpe	3,200	9,600	16,000	36,000	56,000	80,000
Brn Conv Vic	5,200	15,600	26,000	58,500	91,000	130,000
2W Sed	2,240	6,710	11,180	25,160	39,130	55,900
3W Sed	2,180	6,540	10,900	24,530	38,150	54,500
1937 V-12, 145" wb						
7P Sed	2,910	8,740	14,560	32,760	50,960	72,800
7P Limo	3,280	9,830	16,380	36,860	57,330	81,900
LeB Conv Sed	5,920	17,760	29,600	66,600	103,600	148,000
LeB Conv Sed w/part		6,000	18,000	30,000	67,500	105,000	150,000
Brn Semi-Coll Cabr		5,400	16,200	27,000	60,750	94,500	135,000
Brn Non-Coll Cabr		5,000	15,000	25,000	56,250	87,500	125,000
Brn Brgm	3,260	9,780	16,300	36,680	57,050	81,500
Brn Tr Cabr	5,320	15,960	26,600	59,850	93,100	133,000
2W Jud Berl	3,330	9,980	16,640	37,440	58,240	83,200
3W Jud Berl	3,340	10,020	16,700	37,580	58,450	83,500
Jud Limo	3,380	10,140	16,900	38,030	59,150	84,500
W'by Tr	4,000	12,000	20,000	45,000	70,000	100,000
W'by Limo	3,330	9,980	16,630	37,420	58,210	83,150
W'by Spt Sed	3,600	10,800	18,000	40,500	63,000	90,000
W'by Cpe	3,580	10,740	17,900	40,280	62,650	89,500
W'by Pan Brgm	3,560	10,680	17,800	40,050	62,300	89,000
Jud Cpe	3,170	9,520	15,860	35,690	55,510	79,300
1938 Zephyr, V-12						
3P Cpe	2,820	8,460	14,100	31,730	49,350	70,500
3P Conv Cpe	3,080	9,240	15,400	34,650	53,900	77,000
4d Sed	2,020	6,060	10,100	22,730	35,350	50,500
2d Sed	2,120	6,360	10,600	23,850	37,100	53,000
Conv Sed	4,000	12,000	20,000	45,000	70,000	100,000
Twn Sed	2,060	6,180	10,300	23,180	36,050	51,500
1938 Series K, V-12, 136" wb						
LeB Conv Rds	5,920	17,760	29,600	66,600	103,600	148,000
LeB Cpe	3,120	9,360	15,600	35,100	54,600	78,000
W'by Cpe	3,200	9,600	16,000	36,000	56,000	80,000
2W Sed	2,240	6,710	11,190	25,180	39,170	55,950
3W Sed	2,180	6,540	10,900	24,530	38,150	54,500
Brn Conv Vic	5,200	15,600	26,000	58,500	91,000	130,000
1938 V-12, 145" wb						
7P Sed	2,910	8,740	14,560	32,760	50,960	72,800
Sed Limo	3,280	9,830	16,380	36,860	57,330	81,900
LeB Conv Sed	5,920	17,760	29,600	66,600	103,600	148,000
LeB Conv Sed w/part		6,000	18,000	30,000	67,500	105,000	150,000
2W Jud Berl	3,330	9,980	16,640	37,440	58,240	83,200
3W Jud Berl	3,340	10,020	16,700	37,580	58,450	83,500
Jud Limo	3,380	10,140	16,900	38,030	59,150	84,500
Brn Tr Cabr	5,320	15,960	26,600	59,850	93,100	133,000
W'by Tr	4,000	12,000	20,000	45,000	70,000	100,000
W'by Spt Sed	3,600	10,800	18,000	40,500	63,000	90,000
Brn Non-Coll Cabr		5,000	15,000	25,000	56,250	87,500	125,000
Brn Semi-Coll Cabr		5,400	16,200	27,000	60,750	94,500	135,000
Brn Brgm	3,260	9,780	16,300	36,680	57,050	81,500
W'by Pan Brgm	3,560	10,680	17,800	40,050	62,300	89,000
W'by Limo	3,330	9,980	16,630	37,420	58,210	83,150
1939 Zephyr, V-12						
3P Cpe	2,820	8,460	14,100	31,730	49,350	70,500
Conv Cpe	3,400	10,200	17,000	38,250	59,500	85,000
2d Sed	2,120	6,360	10,600	23,850	37,100	53,000
5P Sed	2,020	6,060	10,100	22,730	35,350	50,500
Conv Sed	3,300	9,900	16,500	37,130	57,750	82,500
Twn Sed	2,060	6,180	10,300	23,180	36,050	51,500
1939 Series K, V-12, 136" wb						
LeB Conv Rds	5,920	17,760	29,600	66,600	103,600	148,000
LeB Cpe	3,120	9,360	15,600	35,100	54,600	78,000
W'by Cpe	3,200	9,600	16,000	36,000	56,000	80,000
2W Sed	2,240	6,710	11,190	25,180	39,170	55,950
3W Sed	2,180	6,540	10,900	24,530	38,150	54,500
Brn Conv Vic	5,200	15,600	26,000	58,500	91,000	130,000
1939 V-12, 145" wb						
2W Jud Berl	3,330	9,980	16,640	37,440	58,240	83,200
3W Jud Berl	3,340	10,020	16,700	37,580	58,450	83,500
Jud Limo	3,260	9,780	16,300	36,680	57,050	81,500
Brn Tr Cabr	5,320	15,960	26,600	59,850	93,100	133,000
7P Sed	2,910	8,740	14,560	32,760	50,960	72,800
7P Limo	3,280	9,830	16,380	36,860	57,330	81,900
LeB Conv Sed	5,920	17,760	29,600	66,600	103,600	148,000
LeB Conv Sed w/part		6,000	18,000	30,000	67,500	105,000	150,000
W'by Spt Sed	3,600	10,800	18,000	40,500	63,000	90,000
1939 V-12, 145" wb, 6 wheels						
Brn Non-Coll Cabr		5,000	15,000	25,000	56,250	87,500	125,000
Brn Semi-Coll Cabr		5,400	16,200	27,000	60,750	94,500	135,000
Brn Brgm	3,260	9,780	16,300	36,680	57,050	81,500
W'by Limo	3,330	9,980	16,630	37,420	58,210	83,150
1940 Zephyr, V-12						
3P Cpe	2,820	8,460	14,100	31,730	49,350	70,500
OS Cpe	2,920	8,760	14,600	32,850	51,100	73,000
Clb Cpe	2,800	8,400	14,000	31,500	49,000	70,000
Conv Clb Cpe	3,400	10,200	17,000	38,250	59,500	85,000
6P Sed	2,020	6,060	10,100	22,730	35,350	50,500
Twn Limo	2,060	6,180	10,300	23,180	36,050	51,500
1940 Continental, V-12						
Clb Cpe	3,080	9,240	15,400	34,650	53,900	77,000
Conv Cabr	3,600	10,800	18,000	40,500	63,000	90,000
1940 Series K, V-12						
NOTE: Available on special request, black emblems rather than blue.						
1941 Zephyr, V-12						
3P Cpe	2,800	8,400	14,000	31,500	49,000	70,000
OS Cpe	2,880	8,640	14,400	32,400	50,400	72,000
Clb Cpe	2,800	8,400	14,000	31,500	49,000	70,000
Conv Cpe	3,400	10,200	17,000	38,250	59,500	85,000
6P Sed	2,020	6,060	10,100	22,730	35,350	50,500
Cus Sed	2,040	6,120	10,200	22,950	35,700	51,000
8P Limo	2,060	6,180	10,300	23,180	36,050	51,500
1941 Continental, V-12						
Cpe	3,120	9,360	15,600	35,100	54,600	78,000
Conv Cabr	3,640	10,920	18,200	40,950	63,700	91,000
1942 Zephyr, V-12						
3P Cpe	2,800	8,400	14,000	31,500	49,000	70,000
Clb Cpe	2,600	7,800	13,000	29,250	45,500	65,000
6P Sed	2,020	6,060	10,100	22,730	35,350	50,500
Cus Sed	2,040	6,120	10,200	22,950	35,700	51,000
8P Limo	2,060	6,180	10,300	23,180	36,050	51,500
1942 Continental, V-12						
Conv Clb Cpe	3,600	10,800	18,000	40,500	63,000	90,000
Cpe	3,120	9,360	15,600	35,100	54,600	78,000
Conv Cabr	3,640	10,920	18,200	40,950	63,700	91,000
1946-48 8th Series, V-12, 125" wb						
2d Clb Cpe	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
4d Sed	1,440	4,320	7,200	16,200	25,200	36,000
2d Cont Cpe	2,000	6,000	10,000	22,500	35,000	50,000
2d Cont Conv	3,040	9,120	15,200	34,200	53,200	76,000
1949-50 Model 9EL/OEL, V-8, 121" wb						
4d Spt Sed	1,060	3,190	5,320	11,970	18,620	26,600
2d Cpe	1,140	3,420	5,700	12,830	19,950	28,500
2d Lido Cpe (1950 only)		1,330	3,990	6,650	14,960	23,280	33,250
2d Conv (1949 only)		2,950	8,840	14,730	33,130	51,540	73,625
1949-50 Cosmopolitan, V-8, 125" wb						
4d Town Sed (1949 only)			1,060	3,190	5,320	11,970	18,620	26,600
4d Spt Sed	1,140	3,420	5,700	12,830	19,950	28,500
2d Cpe	1,180	3,530	5,890	13,250	20,620	29,450
2d Capri (1950 only)		1,270	3,820	6,370	14,320	22,280	31,825
2d Conv	2,660	7,980	13,300	29,930	46,550	66,500
1951 Model 1EL, V-8, 121" wb						
4d Spt Sed	1,060	3,190	5,320	11,970	18,620	26,600
2d Cpe	1,180	3,530	5,890	13,250	20,620	29,450
2d Lido Cpe	1,330	3,990	6,650	14,960	23,280	33,250
1951 Cosmopolitan, V-8, 125" wb						
4d Spt Sed	1,140	3,420	5,700	12,830	19,950	28,500
2d Cpe	1,180	3,530	5,890	13,250	20,620	29,450
2d Capri	1,350	4,060	6,770	15,220	23,680	33,825
2d Conv	2,660	7,980	13,300	29,930	46,550	66,500
1952-53 Cosmopolitan Model BH, V-8, 123" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d HT	1,100	3,310	5,510	12,400	19,290	27,550
1952-53 Capri, V-8, 123" wb						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,100	3,310	5,510	12,400	19,290	27,550
2d Conv	2,360	7,070	11,780	26,510	41,230	58,900
1954 Cosmopolitan, V-8, 123" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
1954 Capri, V-8, 123" wb						
4d Sed	800	2,390	3,990	8,980	13,970	19,950
2d HT	1,240	3,710	6,180	13,890	21,610	30,875
2d Conv	2,430	7,300	12,160	27,360	42,560	60,800
1955 Cosmopolitan, V-8, 123" wb						
4d Sed	800	2,390	3,990	8,980	13,970	19,950
2d HT	1,220	3,650	6,080	13,680	21,280	30,400
1955 Capri, V-8, 123" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d HT	1,410	4,220	7,030	15,820	24,610	35,150
2d Conv	2,470	7,410	12,350	27,790	43,230	61,750
1956 Capri, V-8, 126" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d HT	1,220	3,650	6,080	13,680	21,280	30,400
1956 Premiere, V-8, 126" wb						
4d Sed	860	2,570	4,280	9,620	14,960	21,375
2d HT	1,270	3,820	6,370	14,320	22,280	31,825
2d Conv	2,550	7,640	12,730	28,640	44,560	63,650
1956 Continental Mk II, V-8, 126" wb						
2d HT	3,800	11,400	19,000	42,750	66,500	95,000
1957 Capri, V-8, 126" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d HT	910	2,740	4,560	10,260	15,960	22,800
2d HT	1,220	3,650	6,080	13,680	21,280	30,400
1957 Premiere, V-8, 126" wb						
4d Sed	860	2,570	4,280	9,620	14,960	21,375
4d HT	950	2,850	4,750	10,690	16,630	23,750
2d HT	1,270	3,820	6,370	14,320	22,280	31,825
2d Conv	2,550	7,640	12,730	28,640	44,560	63,650
1957 Continental Mk II, V-8, 126" wb						
2d HT	3,800	11,400	19,000	42,750	66,500	95,000
1958-59 Capri, V-8, 131" wb						
4d Sed	790	2,380	3,960	8,910	13,860	19,800
4d HT	760	2,280	3,800	8,550	13,300	19,000
2d HT	920	2,760	4,600	10,350	16,100	23,000
1958-59 Premiere, V-8, 131" wb						
4d Sed	860	2,570	4,290	9,650	15,020	21,450
4d HT	820	2,450	4,090	9,190	14,300	20,425
2d HT	950	2,850	4,750	10,690	16,630	23,750
1958-59 Continental Mk III and IV, V-8, 131" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d HT	870	2,620	4,370	9,830	15,300	21,850
2d HT	1,330	3,990	6,650	14,960	23,280	33,250
2d Conv	2,660	7,980	13,300	29,930	46,550	66,500
4d Town Car (1959 only)		1,180	3,530	5,890	13,250	20,620	29,450
4d Limo (1959 only)		1,520	4,560	7,600	17,100	26,600	38,000
1960 Lincoln, V-8, 131" wb						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT	860	2,580	4,300	9,680	15,050	21,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
1960 Premiere, V-8, 131" wb						
4d Sed	780	2,340	3,900	8,780	13,650	19,500
4d HT	900	2,700	4,500	10,130	15,750	22,500
2d HT	1,060	3,180	5,300	11,930	18,550	26,500
1960 Continental Mk V, V-8, 131" wb						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
4d HT	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
4d Town Car	840	2,520	4,200	9,450	14,700	21,000
4d Limo	1,600	4,800	8,000	18,000	28,000	40,000
1961-63 Continental, V-8, 123" wb						
4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
4d Conv	4,400	13,200	22,000	49,500	77,000	110,000
1964 Continental, V-8, 126" wb						
4d Sed	1,350	4,040	6,740	15,170	23,590	33,700
4d Conv	2,800	8,400	14,000	31,500	49,000	70,000
4d Exec Limo	2,000	6,000	10,000	22,500	35,000	50,000
1965 Continental, V-8, 126" wb						
4d Sed	1,340	4,010	6,680	15,020	23,360	33,375
2d HT	1,470	4,410	7,350	16,530	25,710	36,725
4d Conv	3,530	10,590	17,650	39,700	61,760	88,225
1966 Continental, V-8, 126" wb						
4d Sed	1,380	4,130	6,880	15,470	24,060	34,375
2d HT	1,470	4,410	7,350	16,530	25,710	36,725
4d Conv	3,530	10,590	17,650	39,700	61,760	88,225

LOCOMOBILE

	6	5	4	3	2	1
1901						
Style 2 Steam Rbt		1,720	5,150	8,580	19,310	30,030	42,900
Style 02 Steam Rbt		1,760	5,280	8,800	19,800	30,800	44,000
Style 3 Buggy Top Rbt		1,800	5,410	9,020	20,300	31,570	45,100
Style 03 Vic Top Rbt		1,800	5,410	9,020	20,300	31,570	45,100
Style 003 Vic Top Rbt		1,800	5,410	9,020	20,300	31,570	45,100
Style 5 Locosurrey		1,850	5,540	9,240	20,790	32,340	46,200
Style 05 Locosurrey		1,890	5,680	9,460	21,290	33,110	47,300
1902						
4P Model A Steam Tr		1,800	5,410	9,020	20,300	31,570	45,100
2/4P Model B Steam Tr		1,850	5,540	9,240	20,790	32,340	46,200
2P Steam Vic	1,720	5,150	8,580	19,310	30,030	42,900
Style No. 2 Std Steam Rbt		1,670	5,020	8,360	18,810	29,260	41,800
Style No. 02 Steam Rbt		1,720	5,150	8,580	19,310	30,030	42,900
4P Style No. 5 Steam Locosurrey		1,800	5,410	9,020	20,300	31,570	45,100
4P Style No. 05 Steam Locosurrey		1,850	5,540	9,240	20,790	32,340	46,200
Style No. 3 Steam Physician's Car		1,720	5,150	8,580	19,310	30,030	42,900
Style No. 03 Steam Stanhope		1,630	4,880	8,140	18,320	28,490	40,700
Style No. 003 Stanhope		1,670	5,020	8,360	18,810	29,260	41,800
Steam Locotrap		1,670	5,020	8,360	18,810	29,260	41,800
Steam Locodelivery		1,720	5,150	8,580	19,310	30,030	42,900
1903 Steam Cars						
Dos-a-Dos	1,760	5,280	8,800	19,800	30,800	44,000
Locosurrey	1,800	5,410	9,020	20,300	31,570	45,100
Rbt	1,720	5,150	8,580	19,310	30,030	42,900
1903 Gasoline Car, 2-cyl., 9 hp, 76" wb						
5P Tonn	1,760	5,280	8,800	19,800	30,800	44,000
1903 Gasoline Car, 4-cyl., 16 hp, 86" wb						
5P Tonn	1,890	5,680	9,460	21,290	33,110	47,300
1904 Steam Cars						
Tr, 85" wb	1,850	5,540	9,240	20,790	32,340	46,200
Tr, 79" wb	1,890	5,680	9,460	21,290	33,110	47,300
Stanhope, 79" wb		1,720	5,150	8,580	19,310	30,030	42,900
Dos-a-Dos, 79" wb		1,800	5,410	9,020	20,300	31,570	45,100
LWB Rbt	1,760	5,280	8,800	19,800	30,800	44,000
Locosurrey, 75" wb		1,890	5,680	9,460	21,290	33,110	47,300
Spl Surrey, 93" wb		1,940	5,810	9,680	21,780	33,880	48,400
1904 Gasoline Model C, 2-cyl., 9/12 hp, 76" wb						
5P Tonn	1,850	5,540	9,240	20,790	32,340	46,200
5P Canopy Top Tonn		1,980	5,940	9,900	22,280	34,650	49,500
1904 Gasoline Model D, 4-cyl., 16/22 hp, 86" wb						
6/8P Limo	1,580	4,750	7,920	17,820	27,720	39,600
6P King of Belgian Tonn		1,720	5,150	8,580	19,310	30,030	42,900

	6	5	4	3	2	1
6P DeL Tonn	1,540	4,620	7,700	17,330	26,950	38,500
1905 Model E, 4-cyl., 15/20 hp, 92" wb						
5P Tr	1,890	5,680	9,460	21,290	33,110	47,300
5P Lan'let	1,800	5,410	9,020	20,300	31,570	45,100
1905 Model D, 4-cyl., 20/25 hp, 96" wb						
7P Tr	1,940	5,810	9,680	21,780	33,880	48,400
1905 Model H, 4-cyl., 30/35 hp, 106" wb						
7P Tr	1,980	5,940	9,900	22,280	34,650	49,500
7P Limo	1,630	4,880	8,140	18,320	28,490	40,700
1905 Model F, 4-cyl., 40/45 hp, 110" wb						
7P Limo	1,670	5,020	8,360	18,810	29,260	41,800
1906 Model E, 4-cyl., 15/20 hp, 93" wb						
5P Tr	1,890	5,680	9,460	21,290	33,110	47,300
2P Fishtail Rbt	1,940	5,810	9,680	21,780	33,880	48,400
5P Limo	1,580	4,750	7,920	17,820	27,720	39,600
1906 Model H, 4-cyl., 30/35 hp, 106" wb						
5/7P Tr	1,980	5,940	9,900	22,280	34,650	49,500
5/7P Limo	1,630	4,880	8,140	18,320	28,490	40,700
1906 Special, 4-cyl., 90 hp, 110" wb						
Vanderbilt Racer				value not estimable		
1907 Model E, 4-cyl., 20 hp, 96" wb						
5P Tr	1,940	5,810	9,680	21,780	33,880	48,400
2P Fishtail Rbt	1,980	5,940	9,900	22,280	34,650	49,500
5P Limo	1,630	4,880	8,140	18,320	28,490	40,700
1907 Model H, 4-cyl., 35 hp, 120" wb						
7P Tr	1,980	5,940	9,900	22,280	34,650	49,500
7P Limo	1,670	5,020	8,360	18,810	29,260	41,800
1907 Special, 4-cyl., 90 hp, 120" wb						
Vanderbilt Racer				value not estimable		
1908 Model E, 4-cyl., 20 hp, 102" wb						
Std Tr	1,980	5,940	9,900	22,280	34,650	49,500
1908 Model E, 4-cyl., 20 hp, 116" wb						
6P Limo	1,630	4,880	8,140	18,320	28,490	40,700
6P Lan'let	1,760	5,280	8,800	19,800	30,800	44,000
1908 Model I, 4-cyl., 40 hp, 123" wb						
3P Rbt	2,070	6,200	10,340	23,270	36,190	51,700
1909 Model 30, 4-cyl., 32 hp, 120" wb						
5P Tr	2,020	6,070	10,120	22,770	35,420	50,600
4P Rbt	2,070	6,200	10,340	23,270	36,190	51,700
1909 Model 40, 4-cyl., 40 hp, 123" wb						
7P Tr	2,110	6,340	10,560	23,760	36,960	52,800
4P Baby Tonn	2,160	6,470	10,780	24,260	37,730	53,900
7P Limo	1,630	4,880	8,140	18,320	28,490	40,700
1910 Model 30(L), 4-cyl., 30 hp, 120" wb						
4P Rds	2,110	6,340	10,560	23,760	36,960	52,800
4P Baby Tonn	2,070	6,200	10,340	23,270	36,190	51,700
5P Tr	2,020	6,070	10,120	22,770	35,420	50,600
Limo	1,630	4,880	8,140	18,320	28,490	40,700
1910 Model 40(I), 4-cyl., 40 hp, 123" wb						
7P Tr	2,380	7,130	11,880	26,730	41,580	59,400
Rbt	2,330	7,000	11,660	26,240	40,810	58,300
7P Limo	1,940	5,810	9,680	21,780	33,880	48,400
7P Lan'let	2,070	6,200	10,340	23,270	36,190	51,700
4P Baby Tonn	2,330	7,000	11,660	26,240	40,810	58,300
1911 Model 30(L), 4-cyl., 32 hp, 120" wb						
5P Tr	2,110	6,340	10,560	23,760	36,960	52,800
4P Baby Tonn	2,200	6,600	11,000	24,750	38,500	55,000
4P Torp	2,240	6,730	11,220	25,250	39,270	56,100
6P Limo	1,720	5,150	8,580	19,310	30,030	42,900
6P Lan'let	1,850	5,540	9,240	20,790	32,340	46,200
1911 Model 48(M), 6-cyl., 48 hp, 125" wb						
7P Tr	2,420	7,260	12,100	27,230	42,350	60,500
4P Baby Tonn	2,550	7,660	12,760	28,710	44,660	63,800
7P Limo	2,020	6,070	10,120	22,770	35,420	50,600
7P Lan'let	2,160	6,470	10,780	24,260	37,730	53,900
1912 Model 30(L), 4-cyl., 30 hp, 120" wb						
Tr	2,110	6,340	10,560	23,760	36,960	52,800
Baby Tonn	2,160	6,470	10,780	24,260	37,730	53,900
Torp	2,200	6,600	11,000	24,750	38,500	55,000
Limo	1,720	5,150	8,580	19,310	30,030	42,900
Berl	1,890	5,680	9,460	21,290	33,110	47,300
Lan'let	2,020	6,070	10,120	22,770	35,420	50,600
1912 Model 48(M), 6-cyl., 48 hp, 135" wb						
Tr	2,420	7,260	12,100	27,230	42,350	60,500
4P Torp	2,460	7,390	12,320	27,720	43,120	61,600
5P Torp	2,510	7,520	12,540	28,220	43,890	62,700
Limo	1,980	5,940	9,900	22,280	34,650	49,500
Berl	2,160	6,470	10,780	24,260	37,730	53,900
Lan'let	2,290	6,860	11,440	25,740	40,040	57,200
1913 Model 30(L), 4-cyl., 32.4 hp, 120" wb						
4P Torp	2,240	6,730	11,220	25,250	39,270	56,100
5P Tr	2,290	6,860	11,440	25,740	40,040	57,200
Rds	2,240	6,730	11,220	25,250	39,270	56,100
1913 Model 38(R), 6-cyl., 43.8 hp, 128" wb						
4P Torp	2,730	8,180	13,640	30,690	47,740	68,200
5P Tr	2,680	8,050	13,420	30,200	46,970	67,100
Rds	2,730	8,180	13,640	30,690	47,740	68,200
Limo	2,020	6,070	10,120	22,770	35,420	50,600
Lan'let	2,120	6,350	10,580	23,800	37,020	52,880
Berl Limo	2,240	6,730	11,220	25,250	39,270	56,100
Berl Lan'let	2,330	7,000	11,660	26,240	40,810	58,300
1914 Model 38, 6-cyl., 43.8 hp, 132" wb						
4P Torp	2,990	8,980	14,960	33,660	52,360	74,800
5P Tr	3,080	9,240	15,400	34,650	53,900	77,000
2P Rds	3,190	9,570	15,950	35,890	55,830	79,750
7P Limo	2,380	7,130	11,880	26,730	41,580	59,400
7P Lan'let	2,420	7,260	12,100	27,230	42,350	60,500
7P Berl	2,510	7,520	12,540	28,220	43,890	62,700
1914 Model 48, 6-cyl., 48.6 hp, 136 & 140" wb						
7P Tr	3,080	9,240	15,400	34,650	53,900	77,000
6P Torp	3,190	9,570	15,950	35,890	55,830	79,750
2P Rds	3,260	9,770	16,280	36,630	56,980	81,400
7P Limo	2,510	7,520	12,540	28,220	43,890	62,700
7P Lan'let	2,600	7,790	12,980	29,210	45,430	64,900
7P Berl	2,680	8,050	13,420	30,200	46,970	67,100
1915 Model 38, 6-cyl., 43.3 hp, 132" wb						
5P Tr	3,080	9,240	15,400	34,650	53,900	77,000
2P Rds	3,190	9,570	15,950	35,890	55,830	79,750
4P Torp	3,080	9,240	15,400	34,650	53,900	77,000
7P Limo	1,720	5,150	8,580	19,310	30,030	42,900
7P Lan'let	1,760	5,280	8,800	19,800	30,800	44,000
7P Berl	1,800	5,410	9,020	20,300	31,570	45,100
1915 Model 48, 6-cyl., 48.6 hp, 140" wb						
7P Tr	3,170	9,500	15,840	35,640	55,440	79,200
2P Rds	3,260	9,770	16,280	36,630	56,980	81,400
6P Torp	3,170	9,500	15,840	35,640	55,440	79,200
7P Limo	1,760	5,280	8,800	19,800	30,800	44,000
7P Lan'let	1,800	5,410	9,020	20,300	31,570	45,100
7P Berl	1,850	5,540	9,240	20,790	32,340	46,200
1916 Model 38, 6-cyl., 43.35 hp, 140" wb						
7P Tr	3,340	10,030	16,720	37,620	58,520	83,600
6P Tr	3,430	10,300	17,160	38,610	60,060	85,800
7P Limo	2,380	7,130	11,880	26,730	41,580	59,400
7P Lan'let	1,760	5,280	8,800	19,800	30,800	44,000
7P Berl	1,800	5,410	9,020	20,300	31,570	45,100
1916 Model 48, 6-cyl., 48.6 hp, 143" wb						
6P Tr	4,140	12,410	20,680	46,530	72,380	103,400
7P Tr	3,780	11,350	18,920	42,570	66,220	94,600
7P Lan'let	1,890	5,680	9,460	21,290	33,110	47,300
7P Berl	1,940	5,810	9,680	21,780	33,880	48,400
7P Limo	1,850	5,540	9,240	20,790	32,340	46,200
1917 Model 38, 6-cyl., 43.34 hp, 139" wb						
7P Tr	3,960	11,880	19,800	44,550	69,300	99,000
6P Tr	4,140	12,410	20,680	46,530	72,380	103,400
4P Tr	4,220	12,670	21,120	47,520	73,920	105,600
7P Limo	1,850	5,540	9,240	20,790	32,340	46,200
7P Lan'let	1,890	5,680	9,460	21,290	33,110	47,300
7P Berl	1,980	5,940	9,900	22,280	34,650	49,500
1917 Model 48, 6-cyl., 48.6 hp, 142" wb						
Sportif	6,510	19,540	32,560	73,260	113,960	162,800
6P Tr	4,220	12,670	21,120	47,520	73,920	105,600
7P Tr	4,140	12,410	20,680	46,530	72,380	103,400
7P Lan'let	1,980	5,940	9,900	22,280	34,650	49,500
7P Berl	2,070	6,200	10,340	23,270	36,190	51,700
7P Limo	1,940	5,810	9,680	21,780	33,880	48,400
1918 Model 38, Series Two, 6-cyl., 43.35 hp, 139" wb						
7P Tr	3,960	11,880	19,800	44,550	69,300	99,000
6P Tr	4,050	12,140	20,240	45,540	70,840	101,200
4P Tr	4,140	12,410	20,680	46,530	72,380	103,400
7P Lan'let	1,850	5,540	9,240	20,790	32,340	46,200
7P Berl	1,980	5,940	9,900	22,280	34,650	49,500
7P Limo	1,800	5,410	9,020	20,300	31,570	45,100
1918 Model 48, Series Two, 6-cyl., 48.6 hp, 142" wb						
Sportif	6,510	19,540	32,560	73,260	113,960	162,800
7P Tr	4,140	12,410	20,680	46,530	72,380	103,400
6P Tr	4,220	12,670	21,120	47,520	73,920	105,600
4P Tr	4,220	12,670	21,120	47,520	73,920	105,600
7P Limo	1,940	5,810	9,680	21,780	33,880	48,400
7P Lan'let	1,980	5,940	9,900	22,280	34,650	49,500
7P Berl	2,070	6,200	10,340	23,270	36,190	51,700
1919 Model 48, 6-cyl., 48.6 hp, 142" wb						
7P Tr	4,220	12,670	21,120	47,520	73,920	105,600
Torp	4,220	12,670	21,120	47,520	73,920	105,600
Sportif	6,510	19,540	32,560	73,260	113,960	162,800
Limo	2,290	6,860	11,440	25,740	40,040	57,200
Lan'let	2,380	7,130	11,880	26,730	41,580	59,400
Berl	2,510	7,520	12,540	28,220	43,890	62,700
1920 Model 48, 6-cyl., 142" wb						
4P Spl Tr	4,310	12,940	21,560	48,510	75,460	107,800
4P Tr	4,140	12,410	20,680	46,530	72,380	103,400
7P Tr	3,870	11,620	19,360	43,560	67,760	96,800
7P Limo	2,510	7,520	12,540	28,220	43,890	62,700
7P Lan'let	2,600	7,790	12,980	29,210	45,430	64,900
7P Sed	1,500	4,490	7,480	16,830	26,180	37,400
4P Cabr	2,070	6,200	10,340	23,270	36,190	51,700
5P Semi-Tr	2,510	7,520	12,540	28,220	43,890	62,700
1921 Model 48, 6-cyl., 95 hp, 142" wb						
7P Tr	3,870	11,620	19,360	43,560	67,760	96,800
Sportif	6,290	18,880	31,460	70,790	110,110	157,300
7P Limo	2,510	7,520	12,540	28,220	43,890	62,700
7P Lan	2,600	7,790	12,980	29,210	45,430	64,900
1922 Model 48, 6-cyl., 95 hp, 142" wb						
7P Tr	3,870	11,620	19,360	43,560	67,760	96,800
4P Sportif	6,290	18,880	31,460	70,790	110,110	157,300
6P Limo	2,510	7,520	12,540	28,220	43,890	62,700
Lan'let	2,600	7,790	12,980	29,210	45,430	64,900
DC Phae	6,070	18,220	30,360	68,310	106,260	151,800
Cpe-Limo	2,730	8,180	13,640	30,690	47,740	68,200
Cabr	2,820	8,450	14,080	31,680	49,280	70,400
Sed	2,070	6,200	10,340	23,270	36,190	51,700
1923 Model 48, 6-cyl., 95 hp, 142" wb						
4P Sportif	6,290	18,880	31,460	70,790	110,110	157,300
7P Tr	3,870	11,620	19,360	43,560	67,760	96,800
4P Tr	4,140	12,410	20,680	46,530	72,380	103,400
7P Limo	2,730	8,180	13,640	30,690	47,740	68,200
4P DC Phae	6,070	18,220	30,360	68,310	106,260	151,800
5P Cpe	2,070	6,200	10,340	23,270	36,190	51,700
5P Cabr	2,820	8,450	14,080	31,680	49,280	70,400
7P Sed	1,850	5,540	9,240	20,790	32,340	46,200
1924 Model 48, 6-cyl., 95 hp, 142" wb						
4P Sportif	6,070	18,200	30,340	68,270	106,190	151,700
7P Tr	4,140	12,410	20,680	46,530	72,380	103,400
7P Tr Limo	2,820	8,450	14,080	31,680	49,280	70,400
5P Brgm	2,730	8,180	13,640	30,690	47,740	68,200
Encl Dr Limo	2,640	7,920	13,200	29,700	46,200	66,000
Vic Sed	2,070	6,200	10,340	23,270	36,190	51,700
5P Cabr	2,990	8,980	14,960	33,660	52,360	74,800
1925 Junior 8, 8-cyl., 66 hp, 124" wb						
5P Tr	3,340	10,030	16,720	37,620	58,520	83,600
5P Sed	1,670	5,020	8,360	18,810	29,260	41,800
5P Brgm	2,110	6,340	10,560	23,760	36,960	52,800
4P Rds	3,520	10,560	17,600	39,600	61,600	88,000
4P Cpe	1,890	5,680	9,460	21,290	33,110	47,300
1925 Model 48, 6-cyl., 103 hp, 142" wb						
4P Sportif	6,290	18,880	31,460	70,790	110,110	157,300
7P Tr	4,220	12,670	21,120	47,520	73,920	105,600
7P Tr Limo	2,900	8,710	14,520	32,670	50,820	72,600
6P Brgm	2,640	7,920	13,200	29,700	46,200	66,000
5P Vic Sed	2,110	6,340	10,560	23,760	36,960	52,800
7P Encl Limo	2,730	8,180	13,640	30,690	47,740	68,200
7P Cabr	2,900	8,710	14,520	32,670	50,820	72,600
1926 Junior 8, 8-cyl., 70 hp, 124" wb						
5P Tr	3,430	10,300	17,160	38,610	60,060	85,800
5P Sed	1,670	5,020	8,360	18,810	29,260	41,800
5P Brgm	1,890	5,680	9,460	21,290	33,110	47,300
4P Rds	3,520	10,560	17,600	39,600	61,600	88,000
4P Cpe	1,980	5,940	9,900	22,280	34,650	49,500
1926 Model 90, 6-cyl., 86 hp, 138" wb						
4P Sportif	5,720	17,160	28,600	64,350	100,100	143,000
4P Rds	5,500	16,500	27,500	61,880	96,250	137,500
5P Vic Cpe	1,980	5,940	9,900	22,280	34,650	49,500
5P Vic Sed	1,890	5,680	9,460	21,290	33,110	47,300
5P Vic Div Sed	2,110	6,340	10,560	23,760	36,960	52,800
7P Brgm	2,200	6,600	11,000	24,750	38,500	55,000
7P Sub Limo	2,240	6,730	11,220	25,250	39,270	56,100
7P Cabr	2,820	8,450	14,080	31,680	49,280	70,400
1926 Model 48, 6-cyl., 103 hp, 138" wb						
4P Sportif	5,980	17,950	29,920	67,320	104,720	149,600
7P Tr	4,220	12,670	21,120	47,520	73,920	105,600
7P Cabr	3,430	10,300	17,160	38,610	60,060	85,800
5P Vic Sed	2,110	6,340	10,560	23,760	36,960	52,800
7P Encl Dr Limo	2,550	7,660	12,760	28,710	44,660	63,800
7P Tr Limo	2,330	7,000	11,660	26,240	40,810	58,300
6P Twn Brgm	2,290	6,860	11,440	25,740	40,040	57,200
1927 Junior 8, 8-cyl., 66 hp, 124" wb						
5P Tr	3,780	11,350	18,920	42,570	66,220	94,600
5P Sed	2,110	6,340	10,560	23,760	36,960	52,800
5P Brgm	2,550	7,660	12,760	28,710	44,660	63,800
4P Rds	3,780	11,350	18,920	42,570	66,220	94,600
4P Cpe	2,640	7,920	13,200	29,700	46,200	66,000
1927 Model 8-80, 8-cyl., 90 hp, 130" wb						
5P Sed	1,890	5,680	9,460	21,290	33,110	47,300
1927 Model 90, 6-cyl., 86 hp, 138" wb						
4P Tr	3,960	11,880	19,800	44,550	69,300	99,000
4P Sportif	5,720	17,160	28,600	64,350	100,100	143,000
4P Rds	4,310	12,940	21,560	48,510	75,460	107,800
5P Vic Cpe	2,640	7,920	13,200	29,700	46,200	66,000
5P Sed	2,330	7,000	11,660	26,240	40,810	58,300
5P Div Sed	2,420	7,260	12,100	27,230	42,350	60,500
7P Sed	2,380	7,130	11,880	26,730	41,580	59,400
7P Brgm	2,640	7,920	13,200	29,700	46,200	66,000
7P Cabr	2,880	8,640	14,400	32,400	50,400	72,000
1927 Model 48, 6-cyl., 103 hp, 138" wb						
4P Sportif	5,980	17,950	29,920	67,320	104,720	149,600
7P Tr	4,050	12,140	20,240	45,540	70,840	101,200
4P Rds	4,400	13,200	22,000	49,500	77,000	110,000
5P Cabr	3,340	10,030	16,720	37,620	58,520	83,600
5P Vic Sed	2,110	6,340	10,560	23,760	36,960	52,800
7P Encl Dr Limo	2,550	7,660	12,760	28,710	44,660	63,800
7P Tr Limo	2,420	7,260	12,100	27,230	42,350	60,500
6P Twn Brgm	2,640	7,920	13,200	29,700	46,200	66,000
1928 Model 8-70, 8-cyl., 70 hp, 122" wb						
5P Sed	1,670	5,020	8,360	18,810	29,260	41,800
5P Brgm	1,760	5,280	8,800	19,800	30,800	44,000
5P DeL Brgm	1,850	5,540	9,240	20,790	32,340	46,200
4P Vic Cpe	1,980	5,940	9,900	22,280	34,650	49,500
1928 Model 8-80, 8-cyl., 90 hp, 130" wb						
5P Spt Phae	2,900	8,710	14,520	32,670	50,820	72,600
5P Sed	1,760	5,280	8,800	19,800	30,800	44,000
5P Brgm	1,850	5,540	9,240	20,790	32,340	46,200
4P Vic Cpe	2,110	6,340	10,560	23,760	36,960	52,800
Spl Rds	2,990	8,980	14,960	33,660	52,360	74,800
4P Collegiate Cpe 56,100		2,240	6,730	11,220	25,250	39,270
7P Tr	2,880	8,640	14,400	32,400	50,400	72,000
Vic Sed	1,850	5,540	9,240	20,790	32,340	46,200
7P Sed, 140" wb	1,760	5,280	8,800	19,800	30,800	44,000
7P Sub, 140" wb	1,850	5,540	9,240	20,790	32,340	46,200
1928 Model 90, 6-cyl., 86 hp, 138" wb						
4P Sportif	3,760	11,280	18,800	42,300	65,800	94,000
4P Rds	3,340	10,030	16,720	37,620	58,520	83,600
7P Tr	3,260	9,770	16,280	36,630	56,980	81,400
Cpe	2,200	6,600	11,000	24,750	38,500	55,000
5P Vic Sed	1,980	5,940	9,900	22,280	34,650	49,500
5P Div Vic Sed	2,110	6,340	10,560	23,760	36,960	52,800
7P Sub	2,160	6,470	10,780	24,260	37,730	53,900
7P Twn Brgm	2,160	6,470	10,780	24,260	37,730	53,900
7P Cabr	2,900	8,710	14,520	32,670	50,820	72,600
7P Semi-Collapsible Cabr		2,820	8,450	14,080	31,680	49,280	70,400
1928 Model 48, 6-cyl., 103 hp, 142" wb						
4P Sportif	3,960	11,880	19,800	44,550	69,300	99,000
7P Tr	3,780	11,350	18,920	42,570	66,220	94,600
Rds	3,870	11,620	19,360	43,560	67,760	96,800
7P Cabr	2,990	8,980	14,960	33,660	52,360	74,800
5P Vic Sed	2,990	8,980	14,960	33,660	52,360	74,800
7P Encl Dr Limo	2,900	8,710	14,520	32,670	50,820	72,600
7P Tr Limo	3,080	9,240	15,400	34,650	53,900	77,000
6P Twn Brgm	3,080	9,240	15,400	34,650	53,900	77,000
1929 Model 88, 8-cyl., 115 hp, 130" wb						
4P Phae	3,340	10,030	16,720	37,620	58,520	83,600
5P Sed	1,890	5,680	9,460	21,290	33,110	47,300
Vic Cpe	2,550	7,660	12,760	28,710	44,660	63,800
5P Brgm	2,330	7,000	11,660	26,240	40,810	58,300
4P Collegiate Cpe		2,640	7,920	13,200	29,700	46,200	66,000
7P Sed	1,800	5,410	9,020	20,300	31,570	45,100
7P Sub	1,850	5,540	9,240	20,790	32,340	46,200
7P A/W Cabr	2,640	7,920	13,200	29,700	46,200	66,000
1929 Model 90, 6-cyl., 86 hp, 138" wb						
4P Sportif	3,830	11,480	19,140	43,070	66,990	95,700
4P Rds	3,520	10,560	17,600	39,600	61,600	88,000
7P Tr	3,430	10,300	17,160	38,610	60,060	85,800
5P Vic Sed	2,550	7,660	12,760	28,710	44,660	63,800
5P Vic Div Sed	2,640	7,930	13,220	29,750	46,270	66,100
6P Twn Brgm	2,730	8,180	13,640	30,690	47,740	68,200
7P Cabr	3,080	9,240	15,400	34,650	53,900	77,000
Semi-Collapsible Cabr		2,990	8,980	14,960	33,660	52,360	74,800
1929 Model 48, 6-cyl., 103 hp, 142" wb						
4P Sportif	4,050	12,140	20,240	45,540	70,840	101,200
7P Tr	3,780	11,350	18,920	42,570	66,220	94,600
Rds	3,960	11,880	19,800	44,550	69,300	99,000
7P Cabr	3,340	10,030	16,720	37,620	58,520	83,600
5P Vic Sed	2,640	7,920	13,200	29,700	46,200	66,000
7P Encl Dr Limo	2,820	8,450	14,080	31,680	49,280	70,400
7P Tr Limo	2,900	8,710	14,520	32,670	50,820	72,600
6P Twn Brgm	2,900	8,710	14,520	32,670	50,820	72,600

MARMON

	6	5	4	3	2	1
1909-12 Model 32, 4-cyl., 32 hp, 120" wb						
Rds	2,840	8,530	14,220	31,980	49,750	71,075

	6	5	4	3	2	1
4P Tr	2,880	8,650	14,420	32,450	50,470	72,100
5P Tr	2,930	8,780	14,630	32,910	51,190	73,125
Spds	4,170	12,500	20,830	46,860	72,890	104,125
Limo	2,800	8,410	14,010	31,520	49,040	70,050
1913 Model 32, 4-cyl., 32 hp, 120" wb						
Rds	2,840	8,530	14,220	31,980	49,750	71,075
5P Tr	2,880	8,650	14,420	32,450	50,470	72,100
7P Tr	2,800	8,410	14,010	31,520	49,040	70,050
Spds	4,290	12,860	21,430	48,210	74,990	107,125
Limo	2,800	8,410	14,010	31,520	49,040	70,050
1913 Model 48, 6-cyl., 48 hp, 145" wb						
Rds	3,500	10,500	17,500	39,380	61,250	87,500
4P Tr	3,540	10,630	17,720	39,860	62,000	88,575
5P Tr	3,580	10,750	17,920	40,320	62,720	89,600
7P Tr	3,630	10,880	18,130	40,790	63,460	90,650
Spds	4,610	13,840	23,070	51,910	80,750	115,350
Limo	3,380	10,130	16,890	38,000	59,120	84,450
1914 Model 32, 4-cyl., 32 hp, 120" wb						
Rds	2,840	8,530	14,220	31,980	49,750	71,075
4P Tr	2,880	8,650	14,420	32,450	50,470	72,100
5P Tr	2,910	8,720	14,530	32,680	50,840	72,625
Spds	4,290	12,860	21,430	48,210	74,990	107,125
Limo	2,800	8,410	14,010	31,520	49,040	70,050
1914 Model 41, 6-cyl., 41 hp, 132" wb						
Rds	2,840	8,530	14,220	31,980	49,750	71,075
4P Tr	2,880	8,650	14,420	32,450	50,470	72,100
5P Tr	2,930	8,780	14,630	32,910	51,190	73,125
7P Tr	2,970	8,900	14,830	33,370	51,910	74,150
Spds	4,390	13,160	21,940	49,370	76,790	109,700
1914 Model 48, 6-cyl., 48 hp, 145" wb						
Rds	3,340	10,010	16,690	37,540	58,400	83,425
4P Tr	3,380	10,130	16,890	38,000	59,120	84,450
5P Tr	3,420	10,260	17,100	38,480	59,850	85,500
7P Tr	3,460	10,380	17,310	38,940	60,570	86,525
Spds	4,610	13,840	23,070	51,910	80,750	115,350
Limo	3,380	10,130	16,890	38,000	59,120	84,450
Ber Limo	3,420	10,260	17,100	38,480	59,850	85,500
1915 Model 41, 6-cyl., 41 hp, 132" wb						
Rds	2,840	8,530	14,220	31,980	49,750	71,075
4P Tr	2,880	8,650	14,420	32,450	50,470	72,100
5P Tr	2,910	8,720	14,530	32,680	50,840	72,625
7P Tr	2,930	8,780	14,630	32,910	51,190	73,125
Spds	4,390	13,160	21,940	49,370	76,790	109,700
1915 Model 48, 6-cyl., 48 hp, 145" wb						
7P Tr	3,170	9,520	15,860	35,690	55,510	79,300
1916 Model 41, 6-cyl., 41 hp, 132" wb						
Rds	2,600	7,790	12,980	29,210	45,430	64,900
4P Tr	2,640	7,910	13,190	29,670	46,150	65,925
5P Tr	2,680	8,030	13,390	30,130	46,870	66,950
5P Tr	2,720	8,160	13,600	30,590	47,580	67,975
Spds	4,220	12,670	21,120	47,510	73,900	105,575
1916 Model 34, 6-cyl., 34 hp, 136" wb						
Clb Rds	2,550	7,660	12,770	28,730	44,700	63,850
5P Tr	2,600	7,790	12,980	29,210	45,430	64,900
7P Tr	2,640	7,910	13,190	29,670	46,150	65,925
Limo	2,510	7,540	12,570	28,270	43,980	62,825
Lan'let	2,550	7,660	12,770	28,730	44,700	63,850
Sed	2,230	6,680	11,130	25,030	38,940	55,625
Twn Car	2,350	7,040	11,740	26,420	41,090	58,700
1917 Model 34, 6-cyl., 34 hp, 136" wb						
5P Tr	2,250	6,740	11,230	25,260	39,290	56,125
4P Rds	2,180	6,550	10,920	24,570	38,220	54,600
7P Tr	2,270	6,800	11,330	25,490	39,660	56,650
Limo	1,850	5,560	9,270	20,860	32,450	46,350
Lan'let	1,900	5,690	9,480	21,320	33,160	47,375
Sed	1,650	4,940	8,240	18,540	28,840	41,200
Twn Car	1,940	5,810	9,680	21,780	33,880	48,400
1918 Model 34, 6-cyl., 34 hp, 136" wb						
5P Tr	2,230	6,680	11,130	25,030	38,940	55,625
4P Rds	2,180	6,550	10,920	24,570	38,220	54,600
7P Tr	2,310	6,920	11,540	25,950	40,370	57,675
Sed	1,850	5,560	9,270	20,860	32,450	46,350
Limo-Twn Car	2,020	6,060	10,100	22,710	35,330	50,475
Lan'let	2,070	6,220	10,360	23,310	36,260	51,800
Rubay Twn Car	2,140	6,430	10,710	24,100	37,490	53,550
Rubay Limo	2,160	6,480	10,800	24,300	37,800	54,000
1919 Model 34, 6-cyl., 34 hp, 136" wb						
5P Tr	2,310	6,920	11,540	25,950	40,370	57,675
4P Rds	2,270	6,800	11,330	25,490	39,660	56,650
7P Tr	2,800	8,410	14,010	31,520	49,040	70,050
Sed	1,940	5,810	9,680	21,780	33,880	48,400
Limo	2,060	6,180	10,300	23,180	36,050	51,500
Twn Car	2,100	6,300	10,510	23,640	36,770	52,525
Lan'let	2,140	6,430	10,710	24,100	37,490	53,550
1920 Model 34, 6-cyl., 34 hp, 136" wb						
4P Rds	2,350	7,040	11,740	26,420	41,090	58,700
4P 4d Tr	2,070	6,210	10,350	23,290	36,230	51,750
4P Cpe	1,980	5,930	9,890	22,250	34,620	49,450
7P Sed	2,020	6,060	10,100	22,710	35,330	50,475
Twn Car	2,100	6,300	10,510	23,640	36,770	52,525
7P Tr	2,390	7,170	11,950	26,890	41,830	59,750
1921 Model 34, 6-cyl., 34 hp, 136" wb						
4P Rds	2,390	7,170	11,950	26,890	41,830	59,750
7P Tr	2,470	7,420	12,360	27,810	43,260	61,800
2P Spds	3,710	11,120	18,540	41,720	64,890	92,700
4P Cpe	2,020	6,060	10,100	22,710	35,330	50,475
4P Tr	2,430	7,290	12,150	27,330	42,510	60,725
7P Sed	2,060	6,180	10,300	23,180	36,050	51,500
Limo	2,100	6,300	10,510	23,640	36,770	52,525
Twn Car	2,140	6,430	10,710	24,100	37,490	53,550
1922 Model 34, 6-cyl., 34 hp, 136" wb						
4P Rds	2,390	7,170	11,950	26,890	41,830	59,750
4P Tr	2,430	7,290	12,160	27,350	42,540	60,775
7P Tr	2,470	7,420	12,360	27,810	43,260	61,800
2P Spds	4,120	12,360	20,600	46,350	72,100	103,000
4P Spds	4,530	13,600	22,660	50,990	79,310	113,300
W'by Cpe	2,510	7,540	12,570	28,270	43,980	62,825
N & M Cpe	2,450	7,350	12,260	27,570	42,890	61,275
7P N & M Sed	2,430	7,290	12,160	27,350	42,540	60,775
Rubay Limo	2,350	7,040	11,740	26,420	41,090	58,700
4P N & M Sed	2,350	7,040	11,740	26,420	41,090	58,700
7P Sub	2,430	7,290	12,160	27,350	42,540	60,775
Spt Sed	2,470	7,420	12,360	27,810	43,260	61,800
N & H Sed	2,350	7,040	11,740	26,420	41,090	58,700
Rubay Twn Car	2,430	7,290	12,160	27,350	42,540	60,775
W'by Limo	2,430	7,290	12,160	27,350	42,540	60,775
W'by Twn Car	2,510	7,540	12,570	28,270	43,980	62,825

NOTE: N & M bodies by Nordyke Marmon Co. (factory custom).

1923 Model 34, 6-cyl., 34 hp, 132" wb						
4P Phae	2,580	7,730	12,880	28,970	45,060	64,375
2P Rds	2,550	7,660	12,770	28,730	44,700	63,850
4P Rds	2,530	7,600	12,670	28,510	44,350	63,350
7P Phae	2,620	7,850	13,080	29,430	45,780	65,400
4P Tr	2,530	7,600	12,670	28,510	44,350	63,350
2P Spds	4,120	12,360	20,600	46,350	72,100	103,000
4P Spds	4,530	13,600	22,660	50,990	79,310	113,300
4P Cpe	2,120	6,370	10,610	23,870	37,140	53,050
4P Sed	2,120	6,370	10,610	23,870	37,140	53,050
7P Sed	2,580	7,730	12,880	28,970	45,060	64,375
7P Limo	2,250	6,740	11,230	25,260	39,290	56,125
Twn Car	2,290	6,860	11,440	25,730	40,020	57,175
Sub Sed	2,860	8,590	14,320	32,210	50,100	71,575
1924 Model 34, 6-cyl., 34 hp, 132" wb						
Spt Spds	4,120	12,360	20,600	46,350	72,100	103,000
4P Spds	4,530	13,600	22,660	50,990	79,310	113,300
4P Phae	2,680	8,030	13,390	30,130	46,870	66,950
4P Conv Phae	2,840	8,530	14,220	31,980	49,750	71,075
7P Conv Phae	2,470	7,420	12,360	27,810	43,260	61,800
4P Cpe	2,510	7,540	12,570	28,270	43,980	62,825
4P Sed	2,120	6,370	10,610	23,870	37,140	53,050
7P Sed	2,160	6,490	10,820	24,330	37,850	54,075
Sub Sed	2,370	7,110	11,850	26,650	41,460	59,225
Limo	2,250	6,740	11,230	25,260	39,290	56,125
Twn Car	2,290	6,860	11,440	25,730	40,020	57,175

NOTE: The Phaeton (Phae) is a touring car; the convertible Phaeton (Conv Phae) is a convertible sedan with glass slide-in windows.

NOTE: The following Marmon models are authentic Classic Cars: all 16-cyl., all Models 74 (1925-26); all Models 75 (1927); all Models E75 (1928), 1930 "Big Eight" and 1931 Model "88" and "Big Eight".

1925 Model D-74, 6-cyl., 34 hp, 136" wb						
R/S Rds	3,260	9,770	16,280	36,620	56,960	81,375
5P Phae	3,460	10,380	17,310	38,940	60,570	86,525
7P Tr	3,090	9,270	15,450	34,760	54,080	77,250
Std Sed	2,350	7,040	11,740	26,420	41,090	58,700
Brgm Cpe	2,070	6,210	10,350	23,290	36,230	51,750
DeL Cpe	2,410	7,230	12,050	27,110	42,180	60,250
DeL Sed	2,390	7,170	11,950	26,890	41,830	59,750
7P DeL Sed	2,430	7,290	12,160	27,350	42,540	60,775
5P Sed Limo	2,430	7,290	12,160	27,350	42,540	60,775
7P Sed Limo	2,470	7,420	12,360	27,810	43,260	61,800
7P Std Sed	2,430	7,290	12,160	27,350	42,540	60,775
4P Vic Cpe	2,390	7,170	11,950	26,890	41,830	59,750
2P Std Cpe	2,390	7,170	11,950	26,890	41,830	59,750
1926 Model D-74, 6-cyl., 34 hp, 136" wb						
2P Spds	3,710	11,120	18,540	41,720	64,890	92,700
5P Phae	3,220	9,660	16,110	36,240	56,370	80,525
7P Tr	3,090	9,270	15,450	34,760	54,080	77,250
Std Cpe	2,390	7,170	11,950	26,890	41,830	59,750
Std Sed	2,390	7,170	11,950	26,890	41,830	59,750
5P DeL Sed	2,390	7,170	11,950	26,890	41,830	59,750
7P DeL Sed	2,430	7,290	12,160	27,350	42,540	60,775
Std Vic	2,390	7,170	11,950	26,890	41,830	59,750
Std Brgm	2,390	7,170	11,950	26,890	41,830	59,750
5P DeL Limo	2,430	7,290	12,160	27,350	42,540	60,775
7P DeL Limo	2,470	7,420	12,360	27,810	43,260	61,800
Spl Brgm	2,510	7,540	12,570	28,270	43,980	62,825
7P Spl Sed	2,490	7,480	12,460	28,040	43,610	62,300
5P Spl Sed	2,390	7,170	11,950	26,890	41,830	59,750
1927 Little Marmon Series, 8-cyl., 24 hp						
2P Spds	2,350	7,040	11,740	26,420	41,090	58,700
4P Spds	2,310	6,920	11,540	25,950	40,370	57,675
4d Sed	2,000	5,990	9,990	22,480	34,970	49,950
2d Sed	1,940	5,810	9,680	21,780	33,880	48,400
R/S Cpe	2,020	6,060	10,100	22,710	35,330	50,475
Coll Rds Cpe	2,180	6,550	10,920	24,570	38,220	54,600
4P Brgm	2,000	5,990	9,990	22,480	34,970	49,950
1927 E-75 Series (Factory Body), 6-cyl., 34 hp, 136" wb						
5P Sed	2,600	7,790	12,980	29,210	45,430	64,900
7P Sed	2,640	7,910	13,190	29,670	46,150	65,925
5P Brgm	2,680	8,030	13,390	30,130	46,870	66,950
R/M Cpe	2,720	8,160	13,600	30,590	47,580	67,975
Twn Cpe	2,760	8,280	13,800	31,050	48,300	69,000
Vic	2,800	8,410	14,010	31,520	49,040	70,050
4P Spds	4,370	13,100	21,840	49,130	76,420	109,175
2P Spds	4,780	14,340	23,900	53,780	83,650	119,500
1927 E-75 Series (Custom Body), 6-cyl., 136" wb						
7P Sed	3,050	9,150	15,250	34,300	53,360	76,225
5P Sed	2,970	8,900	14,830	33,370	51,910	74,150
Limo	3,010	9,020	15,040	33,840	52,640	75,200
7P Spds	5,360	16,070	26,780	60,260	93,730	133,900
1928 Series 68, 8-cyl., 24 hp, 114" wb						
Rds	2,840	8,530	14,220	31,980	49,750	71,075
Sed	1,980	5,930	9,890	22,250	34,620	49,450
Cpe	2,510	7,540	12,570	28,270	43,980	62,825
Vic	2,800	8,410	14,010	31,520	49,040	70,050
1928 Series 78, 8-cyl., 28 hp, 120" wb						
Cpe	2,270	6,800	11,330	25,490	39,660	56,650
Sed	2,160	6,490	10,820	24,330	37,850	54,075
Rds	2,470	7,420	12,360	27,810	43,260	61,800
Spds	2,600	7,790	12,980	29,210	45,430	64,900
Coll Cpe	2,230	6,680	11,130	25,030	38,940	55,625
Vic Cpe	2,140	6,430	10,710	24,100	37,490	53,550
1928 Series 75 Standard Line, 6-cyl., 34 hp						
Twn Cpe	2,310	6,920	11,540	25,950	40,370	57,675
2P Spds	2,880	8,650	14,420	32,450	50,470	72,100
Cpe	2,230	6,680	11,130	25,030	38,940	55,625
Vic	2,310	6,920	11,540	25,950	40,370	57,675
Cpe Rds	2,370	7,110	11,850	26,650	41,460	59,225
Brgm	2,230	6,680	11,130	25,030	38,940	55,625
5P Sed	2,290	6,860	11,440	25,730	40,020	57,175
7P Sed	2,200	6,610	11,020	24,800	38,570	55,100
1928 Series 75 Custom Line, 6-cyl., 34 hp						
4P Spds	3,380	10,130	16,890	38,000	59,120	84,450
7P Spds	3,340	10,010	16,690	37,540	58,400	83,425
5P Sed	2,640	7,910	13,190	29,670	46,150	65,925
7P Sed	2,250	6,740	11,230	25,260	39,290	56,125
Limo	2,310	6,920	11,540	25,950	40,370	57,675
1929 Marmon Roosevelt, 8-cyl., 24 hp, 112.75" wb						
Sed	1,650	4,940	8,240	18,540	28,840	41,200
Cpe	1,730	5,190	8,650	19,460	30,280	43,250
Vic Cpe	1,690	5,070	8,450	19,000	29,560	42,225
Coll Cpe	1,730	5,190	8,650	19,460	30,280	43,250
1929 Series 68, 8-cyl., 28 hp, 114" wb						
Sed	1,940	5,810	9,680	21,780	33,880	48,400
Coll Cpe	2,180	6,550	10,920	24,570	38,220	54,600
Cpe	2,000	5,990	9,990	22,480	34,970	49,950
Rds	2,640	7,910	13,190	29,670	46,150	65,925
Vic Cpe	2,140	6,430	10,710	24,100	37,490	53,550
1929 Series 78, 8-cyl., 28 hp, 120" wb						
Sed	2,100	6,300	10,510	23,640	36,770	52,525
Cpe	2,180	6,550	10,920	24,570	38,220	54,600
Vic Cpe	2,230	6,680	11,130	25,030	38,940	55,625
Coll Cpe	2,430	7,290	12,160	27,350	42,540	60,775
Rds	2,840	8,530	14,220	31,980	49,750	71,075
6P Spds	3,130	9,390	15,660	35,220	54,790	78,275
1930 Marmon Roosevelt, 8-cyl., 24 hp, 112.75" wb						
Sed	1,610	4,820	8,040	18,080	28,120	40,175
R/S Cpe	1,690	5,070	8,450	19,000	29,560	42,225
Vic Cpe	1,650	4,940	8,240	18,540	28,840	41,200
Conv	2,310	6,920	11,540	25,950	40,370	57,675
1930 Model 8-69, 8-cyl., 25.5 hp, 118" wb						
Sed	1,610	4,820	8,040	18,080	28,120	40,175
Cpe	1,670	5,010	8,350	18,780	29,210	41,725
Phae	2,100	6,300	10,510	23,640	36,770	52,525
Conv	2,600	7,790	12,980	29,210	45,430	64,900
Brgm	1,690	5,070	8,450	19,000	29,560	42,225
Clb Sed	1,650	4,940	8,240	18,540	28,840	41,200
1930 Model 8-79, 8-cyl., 32.5 hp, 125" wb						
Sed	1,770	5,320	8,860	19,940	31,010	44,300
R/S Cpe	1,900	5,690	9,480	21,320	33,160	47,375
Phae	2,840	8,530	14,220	31,980	49,750	71,075
Conv	2,680	8,030	13,390	30,130	46,870	66,950
Brgm	1,850	5,560	9,270	20,860	32,450	46,350
Clb Sed	1,770	5,320	8,860	19,940	31,010	44,300
1930 Model "Big Eight", 8-cyl., 34 hp, 136" wb						
5P Sed	2,970	8,900	14,830	33,370	51,910	74,150
R/S Cpe	3,790	11,370	18,950	42,640	66,330	94,750
7P Tr	4,740	14,220	23,700	53,330	82,950	118,500
Conv Sed	5,600	16,810	28,020	63,030	98,050	140,075
7P Sed	3,050	9,150	15,250	34,300	53,360	76,225
Limo	3,130	9,390	15,660	35,220	54,790	78,275
Brgm	2,970	8,900	14,830	33,370	51,910	74,150
Clb Sed	3,050	9,150	15,250	34,300	53,360	76,225
1931 Model "Big Eight" (First Series), 8-cyl., 33.8 hp, 136" wb						
5P Sed	2,880	8,650	14,420	32,450	50,470	72,100
Cpe	3,710	11,120	18,540	41,720	64,890	92,700
Tr	4,370	13,100	21,840	49,130	76,420	109,175
Conv Sed	5,360	16,070	26,780	60,260	93,730	133,900
Weyman Sed			value not estimable			
7P Sed	2,970	8,900	14,830	33,370	51,910	74,150
Limo	3,050	9,150	15,250	34,300	53,360	76,225
Brgm	2,970	8,900	14,830	33,370	51,910	74,150
Clb Sed	3,050	9,150	15,250	34,300	53,360	76,225
1931 Model 8-79 (First Series), 8-cyl., 32.5 hp, 125" wb						
5P Sed	1,770	5,320	8,860	19,940	31,010	44,300
Cpe	1,900	5,690	9,480	21,320	33,160	47,375
Phae	2,840	8,530	14,220	31,980	49,750	71,075
Conv Cpe	2,800	8,410	14,010	31,520	49,040	70,050
Brgm	1,850	5,560	9,270	20,860	32,450	46,350
Clb Sed	1,770	5,320	8,860	19,940	31,010	44,300
1931 Model 8-69 (First Series), 8-cyl., 25.3 hp, 118" wb						
Sed	1,610	4,820	8,040	18,080	28,120	40,175
Cpe	1,670	5,010	8,350	18,780	29,210	41,725
Phae	2,100	6,300	10,510	23,640	36,770	52,525
Conv Cpe	2,600	7,790	12,980	29,210	45,430	64,900
Brgm	1,690	5,070	8,450	19,000	29,560	42,225
Clb Sed	1,650	4,940	8,240	18,540	28,840	41,200
1931 Marmon Roosevelt (First Series), 8-cyl., 25.3 hp, 112.75" wb						
Sed	1,280	3,830	6,390	14,370	22,350	31,925
Cpe	1,320	3,950	6,590	14,830	23,070	32,950
Vic Cpe	1,340	4,010	6,680	15,030	23,380	33,400
Conv Cpe	1,980	5,930	9,890	22,250	34,620	49,450
1931 Model 70 (Second Series), 8-cyl., 25.3 hp, 112.75" wb						
Sed	1,610	4,820	8,040	18,080	28,120	40,175
Cpe	1,690	5,070	8,450	19,000	29,560	42,225
Vic Cpe	1,650	4,940	8,240	18,540	28,840	41,200
Conv Cpe	2,310	6,920	11,540	25,950	40,370	57,675

NOTE: Effective with release of the Second Series on January 1, 1931, the Roosevelt became the Marmon Model 70.

1931 Model 88 (Second Series), 8-cyl., 33.8 hp, 130"-136" wb						
5P Sed	2,970	8,900	14,830	33,370	51,910	74,150
Cpe	3,790	11,370	18,950	42,640	66,330	94,750
Conv Cpe	4,940	14,830	24,720	55,620	86,520	123,600
Spl Sed	2,970	8,900	14,830	33,370	51,910	74,150
Clb Sed	3,130	9,390	15,660	35,220	54,790	78,275
Tr	4,740	14,210	23,690	53,300	82,920	118,450
Spl Cpe	3,130	9,390	15,660	35,220	54,790	78,275
7P Sed	3,050	9,150	15,250	34,300	53,360	76,225
Limo	3,130	9,390	15,660	35,220	54,790	78,275
1931 Series 16 (Second Series), 16-cyl., 62.5 hp, 145" wb						
5P Sed	7,830	23,480	39,140	88,070	136,990	195,700
2P Cpe	24,310	72,920	121,540	273,470	425,390	607,700
5P Cpe	22,250	66,740	111,240	250,290	389,340	556,200
Conv Cpe	34,610	103,820	173,040	389,340	605,640	865,200
Conv Sed	20,190	60,560	100,940	227,120	353,290	504,700
7P Sed	6,800	20,400	34,000	76,500	119,000	170,000
Limo	7,000	21,010	35,020	78,800	122,570	175,100
C.C. Sed	8,860	26,570	44,290	99,650	155,020	221,450
1932 Series 70, 8-cyl., 25.3 hp, 112.75" wb						
Sed	1,280	3,830	6,390	14,370	22,350	31,930
Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1932 Series 125, 8-cyl., 33.8 hp, 125" wb						
Sed	2,350	7,040	11,740	26,420	41,090	58,700
Cpe	2,600	7,790	12,980	29,210	45,430	64,900
Conv Cpe	3,830	11,500	19,160	43,110	67,060	95,800
1932 Series 16, 16-cyl., 62.5 hp, 145" wb						
Sed	7,830	23,480	39,140	88,070	136,990	195,700
2d Cpe	24,310	72,920	121,540	273,470	425,390	607,700
5P Cpe	22,250	66,740	111,240	250,290	389,340	556,200
Conv Cpe	34,610	103,820	173,040	389,340	605,640	865,200
Conv Sed	35,000	105,000	175,000	393,750	612,500	875,000
Limo	7,000	21,010	35,020	78,800	122,570	175,100

	6	5	4	3	2	1
C.C. Sed	8,860	26,570	44,290	99,650	155,020	221,450
1933 Series 16, 16-cyl., 62.5 hp, 145" wb						
Sed	7,830	23,480	39,140	88,070	136,990	195,700
2P Cpe	24,310	72,920	121,540	273,470	425,390	607,700
5P Cpe	22,270	66,800	111,340	250,520	389,690	556,700
Conv Cpe	34,610	103,820	173,040	389,340	605,640	865,200
Conv Sed	35,000	105,000	175,000	393,750	612,500	875,000
Sed	7,830	23,480	39,140	88,070	136,990	195,700
Limo	7,000	21,010	35,020	78,800	122,570	175,100
C.C. Sed	8,860	26,570	44,290	99,650	155,020	221,450

NOTE: Marmon was discontinued after the close of 1933 model year.

NOTE: Marmon production started in 1902 but the earliest car known to exist is a 1909 speedster. Therefore ballpark values on pre-1909 models are inestimable.

MERCURY

	6	5	4	3	2	1
1939 Series 99A, V-8, 116" wb						
2d Conv	2,920	8,760	14,600	32,850	51,100	73,000
2d Cpe	1,770	5,300	8,840	19,890	30,940	44,200
2d Sed	1,400	4,200	7,000	15,750	24,500	35,000
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
1940 Series O9A, V-8, 116" wb						
2d Conv	2,920	8,760	14,600	32,850	51,100	73,000
4d Conv Sed	3,000	9,000	15,000	33,750	52,500	75,000
2d Cpe	1,760	5,280	8,800	19,800	30,800	44,000
2d Sed	1,400	4,200	7,000	15,750	24,500	35,000
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
1941 Series 19A, V-8, 118" wb						
2d Conv	2,920	8,760	14,600	32,850	51,100	73,000
2d Bus Cpe	1,770	5,300	8,840	19,890	30,940	44,200
2d 5P Cpe	1,820	5,460	9,100	20,480	31,850	45,500
2d 6P Cpe	1,820	5,460	9,100	20,480	31,850	45,500
2d Sed	1,400	4,200	7,000	15,750	24,500	35,000
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Sta Wag	3,400	10,200	17,000	38,250	59,500	85,000
1942 Series 29A, V-8, 118" wb						
2d Conv	2,880	8,640	14,400	32,400	50,400	72,000
2d Bus Cpe	1,730	5,180	8,640	19,440	30,240	43,200
2d 6P Cpe	1,780	5,340	8,900	20,030	31,150	44,500
2d Sed	1,360	4,080	6,800	15,300	23,800	34,000
4d Sed	1,280	3,840	6,400	14,400	22,400	32,000
4d Sta Wag	3,760	11,280	18,800	42,300	65,800	94,000

NOTE: Add 10% for liquamatic drive models.

1946-48 Series 69M, V-8, 118" wb						
2d Conv	2,100	6,300	10,500	23,630	36,750	52,500
2d 6P Cpe	840	2,520	4,200	9,450	14,700	21,000
2d Sed	830	2,480	4,140	9,320	14,490	20,700
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d Sta Wag	4,260	12,780	21,300	47,930	74,550	106,500
2d Sptsman Conv (1946 only)						
	14,720	44,160	73,600	165,600	257,600	368,000
1949-50 Series OCM, V-8, 118" wb						
2d Conv	3,800	11,400	19,000	42,750	66,500	95,000
2d Cpe	1,520	4,560	7,600	17,100	26,600	38,000
2d Clb Cpe	1,600	4,790	7,980	17,960	27,930	39,900
2d Mon Cpe (1950 only)						
	1,900	5,700	9,500	21,380	33,250	47,500
4d Sed	870	2,620	4,370	9,830	15,300	21,850
2d Sta Wag	3,990	11,970	19,950	44,890	69,830	99,750

NOTE: A Mercury convertible was the official Pace Car of the 1950 Indianapolis 500.

1951 Mercury, V-8, 118" wb						
4d Sed	870	2,620	4,370	9,830	15,300	21,850
2d Cpe	1,520	4,560	7,600	17,100	26,600	38,000
2d Conv	3,800	11,400	19,000	42,750	66,500	95,000
2d Sta Wag	3,990	11,970	19,950	44,890	69,830	99,750
1951 Monterey, V-8, 118" wb						
2d Clth Cpe	1,900	5,700	9,500	21,380	33,250	47,500
2d Lthr Cpe	1,940	5,810	9,690	21,800	33,920	48,450
1952-53 Mercury Custom, V-8, 118" wb						
4d Sta Wag (1952 only)						
	3,800	11,400	19,000	42,750	66,500	95,000
4d Sed	760	2,280	3,800	8,550	13,300	19,000
2d Sed	860	2,570	4,280	9,620	14,960	21,375
2d HT	1,030	3,080	5,130	11,540	17,960	25,650
1952-53 Monterey Special Custom, V-8, 118" wb						
4d Sed	800	2,390	3,990	8,980	13,970	19,950
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,710	5,130	8,550	19,240	29,930	42,750
4d Sta Wag (1953 only)						
	1,520	4,560	7,600	17,100	26,600	38,000
1954 Mercury Custom, V-8, 118" wb						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
2d Sed	860	2,570	4,280	9,620	14,960	21,375
2d HT	1,030	3,080	5,130	11,540	17,960	25,650
1954 Monterey Special Custom, V-8, 118" wb						
4d Sed	800	2,390	3,990	8,980	13,970	19,950
2d HT SV	2,670	8,000	13,330	29,990	46,660	66,650
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,710	5,130	8,550	19,240	29,930	42,750
4d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1955 Custom Series, V-8, 119" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Sed	950	2,850	4,750	10,690	16,630	23,750
2d HT	1,330	3,990	6,650	14,960	23,280	33,250
4d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1955 Monterey Series, V-8, 119" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d HT	1,520	4,560	7,600	17,100	26,600	38,000
4d Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1955 Montclair Series, V-8, 119" wb						
4d Sed	930	2,790	4,660	10,470	16,290	23,275
2d HT	2,280	6,840	11,400	25,650	39,900	57,000
2d HT SV	2,850	8,550	14,250	32,060	49,880	71,250
2d Conv	3,040	9,120	15,200	34,200	53,200	76,000
1956 Medalist Series, V-8, 119" wb						
4d Sed	820	2,470	4,120	9,270	14,420	20,600
2d Sed	870	2,620	4,370	9,830	15,300	21,850
2d HT	950	2,850	4,750	10,690	16,630	23,750
4d Phae HT	1,050	3,140	5,230	11,760	18,290	26,125
1956 Custom Series, V-8, 119" wb						
4d Sed	800	2,390	3,990	8,980	13,970	19,950
2d Sed	950	2,850	4,750	10,690	16,630	23,750
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
4d Phae HT	1,040	3,120	5,200	11,700	18,200	26,000
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
4d Sta Wag 8P	1,440	4,330	7,220	16,250	25,270	36,100
4d Sta Wag 9P	1,540	4,620	7,700	17,310	26,930	38,475
1956 Monterey Series, V-8, 119" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d Spt Sed	870	2,620	4,370	9,830	15,300	21,850
2d HT	1,250	3,760	6,270	14,110	21,950	31,350
4d Phae HT	1,100	3,310	5,510	12,400	19,290	27,550
4d Sta Wag	1,670	5,020	8,360	18,810	29,260	41,800
1956 Montclair Series, V-8, 119" wb						
4d Spt Sed	910	2,740	4,560	10,260	15,960	22,800
2d HT	1,330	3,990	6,650	14,960	23,280	33,250
4d Phae HT	1,140	3,420	5,700	12,830	19,950	28,500
2d Conv	3,040	9,120	15,200	34,200	53,200	76,000
1957 Monterey Series, V-8, 122" wb						
4d Sed	850	2,550	4,260	9,570	14,890	21,275
2d Sed	870	2,620	4,370	9,830	15,300	21,850
4d HT	990	2,960	4,940	11,120	17,290	24,700
2d HT	1,250	3,760	6,270	14,110	21,950	31,350
2d Conv	1,820	5,470	9,120	20,520	31,920	45,600
1957 Montclair Series, V-8, 122" wb						
4d Sed	870	2,620	4,370	9,830	15,300	21,850
4d HT	1,030	3,080	5,130	11,540	17,960	25,650
2d HT	1,290	3,880	6,460	14,540	22,610	32,300
2d Conv	2,090	6,270	10,450	23,510	36,580	52,250
1957 Turnpike Cruiser, V-8, 122" wb						
4d HT	1,220	3,650	6,080	13,680	21,280	30,400
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	3,040	9,120	15,200	34,200	53,200	76,000

NOTE: Add 200% for pace car edition.

1957 Station Wagons, V-8, 122" wb						
2d Voy HT	1,790	5,360	8,930	20,090	31,260	44,650
4d Voy HT	1,460	4,390	7,320	16,460	25,600	36,575
2d Com HT	1,810	5,420	9,030	20,310	31,590	45,125
4d Com HT	1,480	4,450	7,410	16,670	25,940	37,050
4d Col Pk HT	1,900	5,700	9,500	21,380	33,250	47,500
1958 Mercury, V-8, 122" wb						
4d Sed	800	2,390	3,990	8,980	13,970	19,950
2d Sed	890	2,680	4,470	10,050	15,630	22,325
1958 Monterey, V-8, 122" wb						
4d Sed	850	2,550	4,260	9,570	14,890	21,275
2d Sed	870	2,620	4,370	9,830	15,300	21,850
4d HT	990	2,960	4,940	11,120	17,290	24,700
2d HT	1,250	3,760	6,270	14,110	21,950	31,350
2d Conv	1,820	5,470	9,120	20,520	31,920	45,600
1958 Montclair, V-8, 122" wb						
4d Sed	870	2,620	4,370	9,830	15,300	21,850
4d HT	1,030	3,080	5,130	11,540	17,960	25,650
2d HT	1,290	3,880	6,460	14,540	22,610	32,300
2d Conv	2,100	6,300	10,510	23,640	36,780	52,540
1958 Turnpike Cruiser, V-8, 122" wb						
4d HT	1,220	3,650	6,080	13,680	21,280	30,400
2d HT	1,480	4,450	7,410	16,670	25,940	37,050
1958 Station Wagons, V-8, 122" wb						
2d Voy HT	1,790	5,360	8,930	20,090	31,260	44,650
4d Voy HT	1,440	4,330	7,220	16,250	25,270	36,100
2d Com HT	1,810	5,420	9,030	20,310	31,590	45,125
4d Com HT	1,480	4,450	7,410	16,670	25,940	37,050
4d Col Pk HT	1,900	5,700	9,500	21,380	33,250	47,500
1958 Park Lane, V-8, 125" wb						
4d HT	1,250	3,760	6,270	14,110	21,950	31,350
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
1959 Monterey, V-8, 126" wb						
4d Sed	780	2,340	3,900	8,760	13,630	19,475
2d Sed	930	2,790	4,660	10,470	16,290	23,275
4d HT	870	2,620	4,370	9,830	15,300	21,850
2d HT	1,100	3,310	5,510	12,400	19,290	27,550
2d Conv	1,900	5,700	9,500	21,380	33,250	47,500
1959 Montclair, V-8, 126" wb						
4d Sed	800	2,390	3,990	8,980	13,970	19,950
4d HT	910	2,740	4,560	10,260	15,960	22,800
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
1959 Park Lane, V-8, 128" wb						
4d HT	950	2,850	4,750	10,690	16,630	23,750
2d HT	1,440	4,330	7,220	16,250	25,270	36,100
2d Conv	2,090	6,270	10,450	23,510	36,580	52,250
1959 Country Cruiser Station Wagons, V-8, 126" wb						
2d Com HT	1,600	4,800	8,000	18,000	28,000	40,000
4d Com HT	1,310	3,930	6,560	14,750	22,940	32,775
4d Voy HT	930	2,790	4,650	10,460	16,280	23,250
4d Col Pk HT	1,710	5,130	8,550	19,240	29,930	42,750
1960 Comet, 6-cyl., 114" wb						
4d Sed	530	1,580	2,640	5,940	9,240	13,200
2d Sed	600	1,790	2,980	6,710	10,430	14,900
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500
2d Sta Wag	640	1,920	3,200	7,200	11,200	16,000
1960 Monterey, V-8, 126" wb						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
2d Sed	880	2,640	4,400	9,900	15,400	22,000
4d HT	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,180	3,540	5,900	13,280	20,650	29,500
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
1960 Country Cruiser Station Wagons, V-8, 126" wb						
4d Com HT	1,360	4,080	6,800	15,300	23,800	34,000
4d Col Pk HT	1,700	5,100	8,500	19,130	29,750	42,500
1960 Montclair, V-8, 126" wb						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
4d HT	960	2,880	4,800	10,800	16,800	24,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
1960 Park Lane, V-8, 126" wb						
4d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	1,520	4,560	7,600	17,100	26,600	38,000
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
1961 Comet, 6-cyl., 114" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	580	1,740	2,900	6,530	10,150	14,500
2d S-22 Cpe	800	2,400	4,000	9,000	14,000	20,000
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500
2d Sta Wag	640	1,920	3,200	7,200	11,200	16,000
1961 Meteor 600, V-8, 120" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	500	1,500	2,500	5,630	8,750	12,500
1961 Meteor 800, V-8, 120" wb						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
4d HT	440	1,320	2,200	4,950	7,700	11,000
2d Sed	540	1,620	2,700	6,080	9,450	13,500
2d HT	690	2,070	3,450	7,760	12,080	17,250
1961 Monterey, V-8, 120" wb						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
4d HT	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,180	3,540	5,900	13,280	20,650	29,500
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1961 Station Wagon, V-8, 120" wb						
4d Com	1,360	4,080	6,800	15,300	23,800	34,000
4d Col Pk	1,700	5,100	8,500	19,130	29,750	42,500
1962 Comet, 6-cyl.						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	580	1,740	2,900	6,530	10,150	14,500
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500
2d Sta Wag	640	1,920	3,200	7,200	11,200	16,000
2d S-22 Cpe	800	2,400	4,000	9,000	14,000	20,000
4d Vill Sta Wag	700	2,100	3,500	7,880	12,250	17,500

NOTE: Add 10% for Custom line.

1962 Meteor, 8-cyl.						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d Sed	540	1,620	2,700	6,080	9,450	13,500
2d S-33 Cpe	840	2,520	4,200	9,450	14,700	21,000

NOTE: Add 10% for Custom line. Deduct 10% for 6-cyl.

1962 Monterey, V-8						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
4d HT Sed	920	2,760	4,600	10,350	16,100	23,000
2d Sed	860	2,580	4,300	9,680	15,050	21,500
2d HT	1,180	3,540	5,900	13,280	20,650	29,500
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Sta Wag	1,240	3,720	6,200	13,950	21,700	31,000

NOTE: Add 10% for Custom line.

1962 Custom S-55 Sport Series, V-8						
2d HT	1,240	3,720	6,200	13,950	21,700	31,000
2d Conv	1,960	5,880	9,800	22,050	34,300	49,000

NOTE: Add 40% for 406 cid.

1963 Comet, 6-cyl.						
4d Sed	530	1,580	2,640	5,940	9,240	13,200
2d Sed	580	1,740	2,900	6,530	10,150	14,500
4d Cus Sed	540	1,620	2,700	6,080	9,450	13,500
2d Cus Sed	640	1,920	3,200	7,200	11,200	16,000
2d Cus HT	680	2,040	3,400	7,650	11,900	17,000
2d Cus Conv	1,000	3,000	5,000	11,250	17,500	25,000
2d S-22 Cpe	800	2,400	4,000	9,000	14,000	20,000
2d S-22 HT	1,000	3,000	5,000	11,250	17,500	25,000
2d S-22 Conv	1,200	3,600	6,000	13,500	21,000	30,000
4d Sta Wag	560	1,680	2,800	6,300	9,800	14,000
2d Cus Sta Wag						
	600	1,800	3,000	6,750	10,500	15,000
4d Cus Sta Wag						
	580	1,740	2,900	6,530	10,150	14,500
4d Vill Sta Wag	600	1,800	3,000	6,750	10,500	15,000

1963 Meteor, V-8						
4d Sed	420	1,270	2,120	4,770	7,420	10,600
2d Sed	500	1,500	2,500	5,630	8,750	12,500
4d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
2d Cus HT	640	1,920	3,200	7,200	11,200	16,000
2d S-33 HT	1,000	3,000	5,000	11,250	17,500	25,000

NOTE: Add 10% for Custom line. Deduct 10% fr 6-cyl.

1963 Monterey, V-8						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
4d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	860	2,580	4,300	9,680	15,050	21,500
2d HT	980	2,940	4,900	11,030	17,150	24,500
2d Cus Conv	1,400	4,200	7,000	15,750	24,500	35,000
4d S-55 HT	1,120	3,360	5,600	12,600	19,600	28,000
2d S-55 Conv	1,960	5,880	9,800	22,050	34,300	49,000
2d Marauder FBk						
	1,360	4,080	6,800	15,300	23,800	34,000
2d Mar S-55 FBk						
	1,200	3,600	6,000	13,500	21,000	30,000
4d Col Pk	1,400	4,200	7,000	15,750	24,500	35,000

NOTE: Add 10% for Custom line; 40% for 406 cid; 80% for 427 cid.

1964 Comet, 6-cyl., 114" wb						
4d Sed	530	1,580	2,640	5,940	9,240	13,200
2d Sed	580	1,740	2,900	6,530	10,150	14,500
4d Sta Wag	560	1,680	2,800	6,300	9,800	14,000
1964 Comet 404, 6-cyl., 114" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	640	1,920	3,200	7,200	11,200	16,000
2d HT	680	2,040	3,400	7,650	11,900	17,000
4d DeL Wag	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag	640	1,920	3,200	7,200	11,200	16,000
1964 Comet Caliente, V-8 cyl., 114" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000
1964 Comet Cyclone, V-8 cyl., 114" wb						
2d HT	1,800	5,400	9,000	20,250	31,500	45,000

NOTE: Deduct 25% for 6-cyl. Caliente.

1964 Monterey, V-8						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
4d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	860	2,580	4,300	9,680	15,050	21,500
2d HT	980	2,940	4,900	11,030	17,150	24,500
2d FBk	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
1964 Montclair, V-8, 120" wb						
4d Sed	860	2,580	4,300	9,680	15,050	21,500
4d FBk	880	2,640	4,400	9,900	15,400	22,000
2d HT	1,020	3,060	5,100	11,480	17,850	25,500
2d FBk	1,030	3,090	5,150	11,590	18,030	25,750
1964 Park Lane, V-8, 120" wb						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
4d HT	1,010	3,020	5,040	11,340	17,640	25,200
4d FBk	920	2,760	4,600	10,350	16,100	23,000

	6	5	4	3	2	1
2d HT	1,040	3,120	5,200	11,700	18,200	26,000
2d FBk	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,440	4,320	7,200	16,200	25,200	36,000
1964 Station Wagon, V-8, 120" wb						
4d Col Pk	1,400	4,200	7,000	15,750	24,500	35,000
4d Com	1,200	3,600	6,000	13,500	21,000	30,000

NOTE: Add 10% for Marauder; 5% for bucket seat option where available. 427 Super Marauder, value inestimable.

1965 Comet 202, V-8, 114" wb						
4d Sed	530	1,580	2,640	5,940	9,240	13,200
2d Sed	580	1,740	2,900	6,530	10,150	14,500
4d Sta Wag	560	1,680	2,800	6,300	9,800	14,000

NOTE: Deduct 20% for 6-cyl.

1965 Comet 404						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	640	1,920	3,200	7,200	11,200	16,000
4d Vill Wag	610	1,820	3,030	6,820	10,610	15,150
4d Sta Wag	640	1,920	3,200	7,200	11,200	16,000
1965 Comet Caliente, V-8, 114" wb						
4d Sed	650	1,940	3,230	7,270	11,310	16,150
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000
1965 Comet Cyclone, V-8, 114" wb						
2d HT	2,000	6,000	10,000	22,500	35,000	50,000
1965 Monterey, V-8, 123" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d Brzwy	920	2,760	4,600	10,350	16,100	23,000
2d Sed	860	2,580	4,300	9,680	15,050	21,500
2d HT	990	2,980	4,970	11,180	17,400	24,850
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000
1965 Montclair, V-8, 123" wb						
4d Brzwy	960	2,880	4,800	10,800	16,800	24,000
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d HT	1,020	3,060	5,100	11,480	17,850	25,500
1965 Park Lane, V-8, 123" wb						
4d Brzwy	920	2,760	4,600	10,350	16,100	23,000
4d HT	900	2,700	4,500	10,130	15,750	22,500
2d HT	1,010	3,030	5,050	11,360	17,680	25,250
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000
1965 Station Wagon, V-8, 119" wb						
4d Col Pk	1,450	4,340	7,230	16,270	25,310	36,150
4d Com	1,410	4,240	7,070	15,910	24,750	35,350

NOTE: Add 80% for 427 cid engine.

1966 Comet Capri, V-8, 116" wb						
4d Sed	440	1,330	2,220	5,000	7,770	11,100
2d HT	550	1,640	2,730	6,130	9,540	13,625
4d Sta Wag	530	1,580	2,630	5,910	9,190	13,125
1966 Comet Caliente, V-8, 116" wb						
4d Sed	650	1,940	3,230	7,270	11,310	16,150
2d HT	730	2,180	3,640	8,180	12,720	18,175
2d Conv	1,010	3,030	5,050	11,360	17,680	25,250
1966 Comet Cyclone, V-8, 116" wb						
2d HT	1,050	3,150	5,250	11,810	18,380	26,250
2d Conv	1,510	4,520	7,530	16,940	26,360	37,650
1966 Comet Cyclone GT/GTA, V-8, 116" wb						
2d HT	1,210	3,640	6,060	13,640	21,210	30,300
2d Conv	1,620	4,850	8,080	18,180	28,280	40,400

NOTE: Add 40% for pace car edition.

1966 Comet 202, V-8, 116" wb						
4d Sed	530	1,580	2,640	5,940	9,240	13,200
2d Sed	580	1,740	2,900	6,530	10,150	14,500
4d Sta Wag	610	1,820	3,030	6,820	10,610	15,150
1966 Monterey, V-8, 123" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Brzwy Sed	920	2,760	4,600	10,350	16,100	23,000
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d Sed	860	2,580	4,300	9,680	15,050	21,500
2d FBk	970	2,910	4,850	10,910	16,980	24,250
2d Conv	1,520	4,550	7,580	17,040	26,510	37,875
1966 Montclair, V-8, 123" wb						
4d Sed	480	1,430	2,390	5,370	8,350	11,925
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d HT	1,010	3,030	5,050	11,360	17,680	25,250
1966 Park Lane, V-8, 123" wb						
4d Brzwy Sed	920	2,760	4,600	10,350	16,100	23,000
4d HT	900	2,700	4,500	10,130	15,750	22,500
2d HT	1,010	3,030	5,050	11,360	17,680	25,250
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000
1966 S-55, V-8, 123" wb						
2d HT	1,090	3,270	5,460	12,270	19,090	27,275
2d Conv	2,140	6,420	10,710	24,090	37,470	53,525

NOTE: Add 70% for 428-cid.

1966 Station Wagons, V-8, 123" wb						
4d Comm	1,410	4,240	7,070	15,910	24,750	35,350
4d Col Pk	1,450	4,340	7,230	16,270	25,310	36,150

NOTE: Add 20% for 410 cid engine.

Add 70% for 428 V-8 Gt; Add 50% for Gurney or Yarborough Editions

RAMBLER

1902 1-cyl., 4 hp						
2P Rbt	1,560	4,680	7,800	17,550	27,300	39,000
1903 1-cyl., 6 hp						
2/4P Lt Tr	1,520	4,560	7,600	17,100	26,600	38,000
1904 Model E, 1-cyl., 7 hp, 78" wb						
Rbt	1,360	4,080	6,800	15,300	23,800	34,000
1904 Model G, 1-cyl., 7 hp, 81" wb						
Rbt	1,400	4,200	7,000	15,750	24,500	35,000
1904 Model H, 1-cyl., 7 hp, 81" wb						
Tonn	1,400	4,200	7,000	15,750	24,500	35,000
1904 Model J, 2-cyl., 16 hp, 84" wb						
Rbt	1,440	4,320	7,200	16,200	25,200	36,000
1904 Model K, 2-cyl., 16 hp, 84" wb						
Tonn	1,440	4,320	7,200	16,200	25,200	36,000
1904 Model L, 2-cyl., 16 hp, 84" wb						
Canopy Tonn	1,480	4,440	7,400	16,650	25,900	37,000
1905 Model G, 1-cyl., 8 hp, 81" wb						
Rbt	1,360	4,080	6,800	15,300	23,800	34,000
1905 Model H, 1-cyl., 8 hp, 81" wb						
Tr	1,360	4,080	6,800	15,300	23,800	34,000
1905 Type One, 2-cyl., 18 hp, 90" wb						
Tr	1,400	4,200	7,000	15,750	24,500	35,000
1905 Type Two, 2-cyl., 20 hp, 100" wb						
Surrey	1,440	4,320	7,200	16,200	25,200	36,000
Limo	1,520	4,560	7,600	17,100	26,600	38,000
1906 Model 17, 2-cyl., 10/12 hp, 88" wb						
2P Rbt	1,320	3,960	6,600	14,850	23,100	33,000
1906 Type One, 2-cyl., 18/20 hp, 90" wb						
5P Surrey	1,360	4,080	6,800	15,300	23,800	34,000
1906 Type Two, 2-cyl., 20 hp, 100" wb						
5P Surrey	1,400	4,200	7,000	15,750	24,500	35,000
1906 Type Three, 2-cyl., 18/20 hp, 96" wb						
5P Surrey	1,440	4,320	7,200	16,200	25,200	36,000
1906 Model 14, 4-cyl., 25 hp, 106" wb						
5P Tr	1,480	4,440	7,400	16,650	25,900	37,000
1906 Model 15, 4-cyl., 35/40 hp, 112" wb						
5P Tr	1,560	4,680	7,800	17,550	27,300	39,000
1906 Model 16, 4-cyl., 35/40 hp, 112" wb						
5P Limo	1,440	4,320	7,200	16,200	25,200	36,000
1907 Model 27, 2-cyl., 14/16 hp, 90" wb						
2P Rbt	1,320	3,960	6,600	14,850	23,100	33,000
1907 Model 22, 2-cyl., 20/22 hp, 100" wb						
2P Rbt	1,360	4,080	6,800	15,300	23,800	34,000
1907 Model 21, 2-cyl., 20/22 hp, 100" wb						
5P Tr	1,400	4,200	7,000	15,750	24,500	35,000
1907 Model 24, 4-cyl., 25/30 hp, 108" wb						
5P Tr	1,440	4,320	7,200	16,200	25,200	36,000
1907 Model 25, 4-cyl., 35/40 hp, 112" wb						
5P Tr	1,520	4,560	7,600	17,100	26,600	38,000
1908 Model 31, 2-cyl., 22 hp, 106" wb						
Det Tonneau	1,440	4,320	7,200	16,200	25,200	36,000
1908 Model 34, 4-cyl., 32 hp, 112" wb						
3P Rds	1,480	4,440	7,400	16,650	25,900	37,000
5P Tr	1,520	4,560	7,600	17,100	26,600	38,000
1909 Model 47, 2-cyl., 22 hp, 106" wb						
2P Rbt	1,440	4,320	7,200	16,200	25,200	36,000
1909 Model 41, 2-cyl., 22 hp, 106" wb						
5P Tr	1,480	4,440	7,400	16,650	25,900	37,000
1909 Model 44, 4-cyl., 34 hp, 112" wb						
5P Tr	1,520	4,560	7,600	17,100	26,600	38,000
4P C.C. Tr	1,560	4,680	7,800	17,550	27,300	39,000
1909 Model 45, 4-cyl., 45 hp, 123" wb						
7P Tr	1,760	5,280	8,800	19,800	30,800	44,000
4P C.C. Tr	1,800	5,400	9,000	20,250	31,500	45,000
3P Rds	1,720	5,160	8,600	19,350	30,100	43,000
1910 Model 53, 4-cyl., 34 hp, 109" wb						
Tr	1,640	4,920	8,200	18,450	28,700	41,000
1910 Model 54, 4-cyl., 45 hp, 117" wb						
Tr	1,720	5,160	8,600	19,350	30,100	43,000
1910 Model 55, 4-cyl., 45 hp, 123" wb						
Tr	1,800	5,400	9,000	20,250	31,500	45,000
Limo	1,440	4,320	7,200	16,200	25,200	36,000
1911 Model 63, 4-cyl., 34 hp, 112" wb						
Tr	1,600	4,800	8,000	18,000	28,000	40,000
Rds	1,560	4,680	7,800	17,550	27,300	39,000
Cpe	920	2,760	4,600	10,350	16,100	23,000
Twn Car	1,000	3,000	5,000	11,250	17,500	25,000
1911 Model 64, 4-cyl., 34 hp, 120" wb						
Tr	1,680	5,040	8,400	18,900	29,400	42,000
Toy Tonn	1,720	5,160	8,600	19,350	30,100	43,000
Lan'let	1,320	3,960	6,600	14,850	23,100	33,000
1911 Model 65, 4-cyl., 34 hp, 128" wb						
Tr	1,760	5,280	8,800	19,800	30,800	44,000
Toy Tonn	1,800	5,400	9,000	20,250	31,500	45,000
Limo	1,320	3,960	6,600	14,850	23,100	33,000
1912 Four, 38 hp, 120" wb						
5P Cr Ctry Tr	1,720	5,160	8,600	19,350	30,100	43,000
4P Sub Ctry Clb	1,680	5,040	8,400	18,900	29,400	42,000
2P Rds	1,680	5,040	8,400	18,900	29,400	42,000
4P Sed	920	2,760	4,600	10,350	16,100	23,000
7P Gotham Limo	1,120	3,360	5,600	12,600	19,600	28,000
1912 Four, 50 hp, 120" wb						
Ctry Clb	1,760	5,280	8,800	19,800	30,800	44,000
Valkyrie	1,720	5,160	8,600	19,350	30,100	43,000
1912 Four, 50 hp, 128" wb						
Morraine Tr	1,840	5,520	9,200	20,700	32,200	46,000
Metropolitan	1,880	5,640	9,400	21,150	32,900	47,000
Greyhound	1,880	5,640	9,400	21,150	32,900	47,000
Knickerbocker	2,400	7,200	12,000	27,000	42,000	60,000
1913 Four, 42 hp, 120" wb						
2/3P Cr Ctry Rds	1,680	5,040	8,400	18,900	29,400	42,000
4/5P Cr Ctry Tr	1,720	5,160	8,600	19,350	30,100	43,000
4P Inside Drive Cpe	1,040	3,120	5,200	11,700	18,200	26,000
7P Gotham Limo	1,160	3,480	5,800	13,050	20,300	29,000

JEFFERY

1914 Four, 40 hp, 116" wb						
4d 5P Tr	1,760	5,280	8,800	19,800	30,800	44,000
4d 5P Sed	1,360	4,080	6,800	15,300	23,800	34,000
1914 Four, 27 hp, 120" wb						
2d 2P Rds	1,840	5,520	9,200	20,700	32,200	46,000
4d 4P/5P/7P Tr	1,880	5,640	9,400	21,150	32,900	47,000
1914 Six, 48 hp, 128" wb						
4d 5P Tr	2,280	6,840	11,400	25,650	39,900	57,000
4d 6P Tr	2,320	6,960	11,600	26,100	40,600	58,000
4d 7P Limo	1,480	4,440	7,400	16,650	25,900	37,000
1915 Four, 40 hp, 116" wb						
4d 5P Tr	1,680	5,040	8,400	18,900	29,400	42,000
2d 2P Rds	1,640	4,920	8,200	18,450	28,700	41,000
2d 2P A/W	1,200	3,600	6,000	13,500	21,000	30,000
4d 7P Limo	1,040	3,120	5,200	11,700	18,200	26,000
4d 4P Sed	880	2,640	4,400	9,900	15,400	22,000
1915 Chesterfield Six, 48 hp, 122" wb						
4d 5P Tr	2,080	6,240	10,400	23,400	36,400	52,000
2d 2P Rds	2,000	6,000	10,000	22,500	35,000	50,000
2d 2P A/W	1,960	5,880	9,800	22,050	34,300	49,000
1916 Four, 40 hp, 116" wb						
4d 7P Tr	1,840	5,520	9,200	20,700	32,200	46,000
4d 5P Tr	1,800	5,400	9,000	20,250	31,500	45,000
4d 7P Sed	920	2,760	4,600	10,350	16,100	23,000
4d 5P Sed	880	2,640	4,400	9,900	15,400	22,000
2d 3P Rds	1,720	5,160	8,600	19,350	30,100	43,000
1916 Chesterfield Six, 48 hp, 122" wb						
4d 5P Tr	2,160	6,480	10,800	24,300	37,800	54,000
1917 Model 472, 4-cyl., 40 hp, 116" wb						
4d 7P Tr	1,720	5,160	8,600	19,350	30,100	43,000
2d 2P Rds	1,680	5,040	8,400	18,900	29,400	42,000
4d 7P Sed	880	2,640	4,400	9,900	15,400	22,000
1917 Model 671, 6-cyl., 48 hp, 125" wb						
4d 7P Tr	2,080	6,240	10,400	23,400	36,400	52,000
2d 3P Rds	2,040	6,120	10,200	22,950	35,700	51,000
4d 5P Sed	1,160	3,480	5,800	13,050	20,300	29,000

NASH

1918 Series 680, 6-cyl.						
4d 7P Tr	1,480	4,440	7,400	16,650	25,900	37,000
4d 5P Tr	1,440	4,320	7,200	16,200	25,200	36,000
4d 4P Rds	1,520	4,560	7,600	17,100	26,600	38,000
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
2d Cpe	1,080	3,240	5,400	12,150	18,900	27,000
1919 Series 680, 6-cyl.						
2d Rds	1,480	4,440	7,400	16,650	25,900	37,000
2d Spt Rds	1,440	4,320	7,200	16,200	25,200	36,000
4d 5P Tr	1,520	4,560	7,600	17,100	26,600	38,000
4d 7P Tr	1,560	4,680	7,800	17,550	27,300	39,000
2d 4P Rds	1,520	4,560	7,600	17,100	26,600	38,000
4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
2d Cpe	1,160	3,480	5,800	13,050	20,300	29,000
1920 Series 680, 6-cyl.						
4d 5P Tr	1,440	4,320	7,200	16,200	25,200	36,000
2d Rds	1,400	4,200	7,000	15,750	24,500	35,000
4d 7P Tr	1,480	4,440	7,400	16,650	25,900	37,000
2d Cpe	1,140	3,420	5,700	12,830	19,950	28,500
4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
4d Spt Tr	1,520	4,560	7,600	17,100	26,600	38,000
1921 Series 680, 6-cyl.						
4d 5P Tr	1,360	4,080	6,800	15,300	23,800	34,000
2d Rds	1,400	4,200	7,000	15,750	24,500	35,000
4d Spt Tr	1,560	4,680	7,800	17,550	27,300	39,000
4d Tr	1,400	4,200	7,000	15,750	24,500	35,000
2d Cpe	1,140	3,420	5,700	12,830	19,950	28,500
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
1921 Series 40, 4-cyl.						
4d Tr	1,320	3,960	6,600	14,850	23,100	33,000
2d Rds	1,320	3,960	6,600	14,850	23,100	33,000
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	920	2,760	4,600	10,350	16,100	23,000
2d Cabr	1,240	3,720	6,200	13,950	21,700	31,000
1922 Series 680, 6-cyl.						
4d 5P Tr	1,360	4,080	6,800	15,300	23,800	34,000
4d 7P Tr	1,400	4,200	7,000	15,750	24,500	35,000
4d 7P Sed	1,040	3,120	5,200	11,700	18,200	26,000
2d Cpe	1,120	3,360	5,600	12,600	19,600	28,000
2d Rds	1,440	4,320	7,200	16,200	25,200	36,000
2d Spt	1,600	4,800	8,000	18,000	28,000	40,000
4d 5P Sed	1,080	3,240	5,400	12,150	18,900	27,000
1922 Series 40, 4-cyl.						
4d Tr	1,280	3,840	6,400	14,400	22,400	32,000
2d Rds	1,320	3,960	6,600	14,850	23,100	33,000
2d Cpe	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	880	2,640	4,400	9,900	15,400	22,000
2d Cabr	1,080	3,240	5,400	12,150	18,900	27,000
Ca'ole	960	2,880	4,800	10,800	16,800	24,000
1923 Series 690, 6-cyl., 121" wb						
2d Rds	1,320	3,960	6,600	14,850	23,100	33,000
4d Tr	1,430	4,280	7,140	16,070	24,990	35,700
4d Spt Tr	1,580	4,740	7,900	17,780	27,650	39,500
4d Sed	980	2,940	4,900	11,030	17,150	24,500
2d Cpe	1,060	3,180	5,300	11,930	18,550	26,500
1923 Series 690, 6-cyl., 127" wb						
4d Tr	1,500	4,500	7,500	16,880	26,250	37,500
4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
2d Cpe	1,120	3,360	5,600	12,600	19,600	28,000
1923 Series 40, 4-cyl.						
4d Tr	1,300	3,900	6,500	14,630	22,750	32,500
2d Rds	1,340	4,020	6,700	15,080	23,450	33,500
4d Spt Tr	1,540	4,620	7,700	17,330	26,950	38,500
Ca'ole	980	2,940	4,900	11,030	17,150	24,500
4d Sed	940	2,820	4,700	10,580	16,450	23,500
1924 Series 690, 6-cyl., 121" wb						
2d Rds	1,380	4,140	6,900	15,530	24,150	34,500
4d Tr	1,340	4,020	6,700	15,080	23,450	33,500
4d Spl DeL	900	2,700	4,500	10,130	15,750	22,500
2d Cpe	940	2,820	4,700	10,580	16,450	23,500
4d Spl Sed	920	2,760	4,600	10,350	16,100	23,000
1924 Series 690, 6-cyl., 127" wb						
4d 7P Tr	1,500	4,500	7,500	16,880	26,250	37,500
4d 7P Sed	960	2,880	4,800	10,800	16,800	24,000
2d Vic	980	2,940	4,900	11,030	17,150	24,500
1924 4-cyl.						
4d Tr	1,340	4,020	6,700	15,080	23,450	33,500
2d Rds	1,380	4,140	6,900	15,530	24,150	34,500
2d Cab	1,300	3,900	6,500	14,630	22,750	32,500
4d 5P Sed	860	2,580	4,300	9,680	15,050	21,500
4d Sed	820	2,460	4,100	9,230	14,350	20,500
4d Spt Sed	900	2,700	4,500	10,130	15,750	22,500
2d Cpe	940	2,820	4,700	10,580	16,450	23,500
1925 Advanced models, 6-cyl.						
4d Tr	1,360	4,080	6,800	15,300	23,800	34,000
4d 7P Tr	1,400	4,200	7,000	15,750	24,500	35,000
4d Sed	920	2,760	4,600	10,350	16,100	23,000
2d Vic Cpe	960	2,880	4,800	10,800	16,800	24,000
4d 7P Sed	1,020	3,060	5,100	11,480	17,850	25,500
2d Rds	1,160	3,480	5,800	13,050	20,300	29,000
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	920	2,760	4,600	10,350	16,100	23,000
1925 Special models, 6-cyl.						
4d Tr	1,220	3,660	6,100	13,730	21,350	30,500
4d Sed	820	2,460	4,100	9,230	14,350	20,500
2d Rds	1,300	3,900	6,500	14,630	22,750	32,500
2d Sed	840	2,520	4,200	9,450	14,700	21,000

	6	5	4	3	2	1
1925 Light Six, (Ajax), 6-cyl.						
4d Tr	1,080	3,240	5,400	12,150	18,900	27,000
4d Sed	820	2,460	4,100	9,230	14,350	20,500
1926 Advanced models, 6-cyl.						
4d 5P Tr	1,360	4,080	6,800	15,300	23,800	34,000
4d 7P Tr	1,400	4,200	7,000	15,750	24,500	35,000
2d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Sed	970	2,900	4,840	10,890	16,940	24,200
4d 7P Sed	980	2,940	4,900	11,030	17,150	24,500
2d Cpe	1,220	3,660	6,100	13,730	21,350	30,500
2d Rds	1,480	4,440	7,400	16,650	25,900	37,000
2d Vic Cpe	1,080	3,240	5,400	12,150	18,900	27,000
1926 Special models, 6-cyl.						
2d Rds	1,440	4,320	7,200	16,200	25,200	36,000
2d Sed	1,020	3,060	5,100	11,480	17,850	25,500
4d 7P Sed	1,030	3,080	5,140	11,570	17,990	25,700
2d Cpe	1,180	3,540	5,900	13,280	20,650	29,500
4d Sed	1,020	3,070	5,120	11,520	17,920	25,600
2d Spl Rds	1,560	4,680	7,800	17,550	27,300	39,000
1926 Light Six (formerly Ajax)						
4d Tr	1,240	3,710	6,180	13,910	21,630	30,900
2d Sed	950	2,840	4,740	10,670	16,590	23,700
1927 Standard, 6-cyl.						
4d Tr	1,360	4,080	6,800	15,300	23,800	34,000
2d Cpe	1,320	3,950	6,590	14,830	23,070	32,950
2d Sed	990	2,970	4,950	11,130	17,310	24,725
4d Sed	950	2,840	4,740	10,670	16,590	23,700
4d DeL Sed	1,010	3,030	5,050	11,350	17,660	25,225
1927 Special, 6-cyl.						
2d Rds	1,480	4,450	7,420	16,680	25,950	37,075
4d Tr	1,360	4,080	6,800	15,300	23,800	34,000
2d Cpe	1,300	3,890	6,490	14,600	22,720	32,450
2d Sed	1,070	3,210	5,360	12,050	18,740	26,775
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
NOTE: Begin September 1926.						
4d Cav Sed	1,090	3,260	5,440	12,240	19,040	27,200
4d Sed	1,080	3,250	5,420	12,200	18,970	27,100
2d RS Cab	1,420	4,260	7,110	15,990	24,870	35,525
2d RS Rds	1,480	4,450	7,420	16,680	25,950	37,075
NOTE: Begin January 1927.						
1927 Advanced, 6-cyl.						
2d Rds	1,480	4,450	7,420	16,680	25,950	37,075
4d 5P Tr	960	2,880	4,800	10,800	16,800	24,000
4d 7P Tr	1,400	4,200	7,010	15,760	24,520	35,025
2d Cpe	1,300	3,890	6,490	14,600	22,720	32,450
2d Vic	1,170	3,520	5,870	13,210	20,550	29,350
2d Sed	1,050	3,150	5,260	11,820	18,390	26,275
4d Sed	1,060	3,180	5,300	11,910	18,530	26,475
4d 7P Sed	1,110	3,340	5,560	12,510	19,470	27,810
NOTE: Begin August 1926.						
2d RS Cpe	1,500	4,510	7,520	16,920	26,320	37,600
4d Spl Sed	1,090	3,280	5,460	12,290	19,110	27,300
4d Amb Sed	1,090	3,280	5,460	12,290	19,110	27,300
NOTE: Begin January 1927.						
1928 Standard, 6-cyl.						
4d Tr	1,070	3,210	5,360	12,050	18,740	26,775
2d Cpe	1,460	4,390	7,320	16,460	25,600	36,575
2d Conv Cabr	1,030	3,090	5,150	11,590	18,030	25,750
2d Sed	1,030	3,100	5,170	11,630	18,100	25,850
4d Sed	1,030	3,100	5,170	11,630	18,100	25,850
4d Lan Sed	1,040	3,110	5,190	11,680	18,170	25,950
1928 Special, 6-cyl.						
4d Tr	1,320	3,950	6,590	14,830	23,070	32,950
2d RS Rds	1,460	4,390	7,320	16,460	25,600	36,575
2d Cpe	1,090	3,280	5,460	12,290	19,110	27,300
2d Conv Cabr	1,460	4,390	7,320	16,460	25,600	36,575
2d Vic	1,200	3,590	5,980	13,440	20,910	29,875
2d Sed	1,110	3,340	5,560	12,510	19,460	27,800
4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
4d Cpe	1,130	3,400	5,670	12,750	19,830	28,325
1928 Advanced, 6-cyl.						
4d Spt Tr	1,480	4,450	7,420	16,680	25,950	37,075
4d Tr	1,440	4,330	7,210	16,220	25,240	36,050
2d RS Rds	1,200	3,590	5,980	13,440	20,910	29,875
2d Cpe	1,150	3,460	5,770	12,980	20,200	28,850
2d Vic	1,170	3,520	5,870	13,210	20,550	29,350
2d Sed	1,040	3,130	5,210	11,720	18,240	26,050
4d Sed	1,060	3,180	5,300	11,910	18,530	26,475
4d Cpe	1,070	3,210	5,360	12,050	18,740	26,775
4d 7P Sed	1,050	3,140	5,230	11,770	18,310	26,150
1929 Standard, 6-cyl.						
4d Sed	920	2,750	4,580	10,290	16,010	22,875
4d Tr	1,360	4,080	6,800	15,300	23,800	34,000
2d Cabr	1,460	4,390	7,320	16,460	25,600	36,575
2d Sed	1,000	2,990	4,990	11,220	17,450	24,925
2P Cpe	1,070	3,210	5,360	12,050	18,740	26,775
4P Cpe	1,010	3,030	5,050	11,350	17,660	25,225
4d Lan Sed	1,070	3,210	5,360	12,050	18,740	26,775
1929 Special, 6-cyl.						
2d Sed	1,030	3,090	5,150	11,590	18,030	25,750
2d 2P Cpe	1,360	4,080	6,800	15,300	23,800	34,000
2d 4P Cpe	1,030	3,090	5,150	11,590	18,030	25,750
2d Rds	1,550	4,640	7,730	17,380	27,040	38,625
4d Sed	1,050	3,150	5,260	11,820	18,390	26,275
2d Cabr	1,550	4,640	7,730	17,380	27,040	38,625
2d Vic	1,070	3,200	5,340	12,000	18,670	26,675
1929 Advanced, 6-cyl.						
2d Cpe	1,360	4,080	6,800	15,300	23,800	34,000
2d Cabr	1,550	4,640	7,730	17,380	27,040	38,625
2d Sed	1,070	3,200	5,340	12,000	18,670	26,675
4d 7P Sed	1,130	3,400	5,670	12,750	19,830	28,325
4d Amb Sed	1,170	3,520	5,870	13,210	20,550	29,350
4d Sed	1,110	3,340	5,560	12,510	19,460	27,800
1930 Single, 6-cyl.						
2d Rds	1,550	4,640	7,730	17,380	27,040	38,625
4d Tr	1,500	4,510	7,520	16,920	26,320	37,600
2P Cpe	990	2,970	4,950	11,130	17,310	24,725
2d Sed	970	2,900	4,840	10,890	16,940	24,200
4P Cpe	1,030	3,080	5,130	11,540	17,960	25,650
2d Cabr	1,400	4,200	7,010	15,760	24,520	35,025
4d Sed	980	2,940	4,900	11,030	17,150	24,500
4d DeL Sed	1,010	3,030	5,050	11,350	17,660	25,225
4d Lan'let	1,010	3,030	5,050	11,350	17,660	25,225

	6	5	4	3	2	1
1930 Twin-Ign, 6-cyl.						
2d Rds	1,690	5,070	8,450	19,010	29,580	42,250
4d 7P Tr	1,650	4,940	8,240	18,540	28,840	41,200
4d 5P Tr	1,630	4,880	8,140	18,300	28,470	40,675
2d 2P Cpe	1,320	3,950	6,590	14,830	23,070	32,950
2d 4P Cpe	1,360	4,080	6,800	15,300	23,800	34,000
2d Sed	1,280	3,830	6,390	14,370	22,350	31,925
2d Cabr	1,790	5,380	8,960	20,160	31,360	44,800
2d Vic	1,440	4,330	7,210	16,220	25,240	36,050
4d Sed	1,340	4,010	6,680	15,020	23,360	33,375
4d 7P Sed	1,350	4,040	6,740	15,150	23,570	33,675
1930 Twin-Ign, 8-cyl.						
2d Sed	1,360	4,080	6,800	15,300	23,800	34,000
2d 2P Cpe	1,520	4,570	7,620	17,150	26,670	38,100
2d 4P Cpe	1,550	4,640	7,730	17,380	27,040	38,625
2d Vic	1,770	5,320	8,860	19,940	31,010	44,300
2d Cabr	1,940	5,810	9,680	21,780	33,880	48,400
4d Sed	1,400	4,200	7,010	15,760	24,520	35,025
4d Amb Sed	1,440	4,330	7,210	16,220	25,240	36,050
4d 7P Sed	1,410	4,240	7,070	15,900	24,730	35,325
4d 7P Limo	1,460	4,390	7,320	16,460	25,600	36,575
1931 Series 660, 6-cyl.						
4d 5P Tr	1,570	4,700	7,830	17,620	27,410	39,150
2d 2P Cpe	1,070	3,210	5,360	12,050	18,740	26,775
2d 4P Cpe	1,080	3,240	5,400	12,150	18,900	27,000
2d Sed	1,030	3,090	5,150	11,590	18,030	25,750
4d Sed	970	2,900	4,840	10,890	16,940	24,200
1931 Series 870, 8-cyl.						
2d 2P Cpe	1,150	3,460	5,770	12,980	20,200	28,850
2d 4P Cpe	1,160	3,490	5,810	13,070	20,340	29,050
2d Conv Sed	2,390	7,170	11,950	26,890	41,830	59,750
2d Sed	1,040	3,110	5,190	11,680	18,170	25,950
4d Spl Sed	1,050	3,140	5,230	11,770	18,310	26,150
1931 Series 880 - Twin-Ign, 8-cyl.						
2d 2P Cpe	1,240	3,710	6,180	13,910	21,630	30,900
2d 4P Cpe	1,260	3,770	6,280	14,130	21,980	31,400
2d Conv Sed	2,470	7,420	12,360	27,810	43,260	61,800
2d Sed	1,480	4,450	7,420	16,680	25,950	37,075
4d Twn Sed	1,260	3,770	6,280	14,130	21,980	31,400
1931 Series 890 - Twin-Ign, 8-cyl.						
4d 7P Tr	2,140	6,430	10,710	24,100	37,490	53,550
2d 2P Cpe	1,480	4,450	7,420	16,680	25,950	37,075
2d 4P Cpe	1,520	4,570	7,620	17,150	26,670	38,100
2d Cabr	2,680	8,030	13,390	30,130	46,870	66,950
2d Vic	2,060	6,180	10,300	23,180	36,050	51,500
2d Sed	1,320	3,950	6,590	14,830	23,070	32,950
4d Amb Sed	1,440	4,330	7,210	16,220	25,240	36,050
4d 7P Sed	1,400	4,200	7,010	15,760	24,520	35,025
4d 7P Limo	1,150	3,460	5,770	12,980	20,200	28,850
1932 Series 960, 6-cyl.						
4d 5P Tr	1,570	4,700	7,830	17,620	27,410	39,150
2d 2P Cpe	1,070	3,210	5,360	12,050	18,740	26,775
2d 4P Cpe	1,180	3,540	5,900	13,280	20,650	29,500
2d Sed	990	2,970	4,950	11,130	17,310	24,725
4d Sed	1,030	3,090	5,150	11,590	18,030	25,750
1932 Series 970, 8-cyl., 116.5" wb						
2d 2P Cpe	1,150	3,460	5,770	12,980	20,200	28,850
2d 4P Cpe	1,160	3,490	5,810	13,070	20,340	29,050
2d Conv Sed	2,390	7,170	11,950	26,890	41,830	59,750
2d Sed	1,040	3,110	5,190	11,680	18,170	25,950
4d Spl Sed	1,050	3,140	5,230	11,770	18,310	26,150
1932 Series 980 - Twin-Ign, 8-cyl., 121" wb						
2d 2P Cpe	1,240	3,710	6,180	13,910	21,630	30,900
2d 4P Cpe	1,260	3,770	6,280	14,130	21,980	31,400
2d Conv Sed	2,470	7,420	12,360	27,810	43,260	61,800
4d Sed	1,070	3,210	5,360	12,050	18,740	26,775
4d Twn Sed	1,110	3,340	5,560	12,510	19,460	27,800
1932 Series 990 - Twin-Ign, 8-cyl., 124"-133" wb						
4d 7P Tr	2,060	6,180	10,300	23,180	36,050	51,500
2d 2P Cpe	1,480	4,450	7,420	16,680	25,950	37,075
2d 4P Cpe	1,520	4,570	7,620	17,150	26,670	38,100
2d Cabr	2,680	8,030	13,390	30,130	46,870	66,950
2d Vic	2,060	6,180	10,300	23,180	36,050	51,500
2d Sed	1,320	3,950	6,590	14,830	23,070	32,950
4d Spl Sed	1,360	4,080	6,800	15,300	23,800	34,000
4d Amb Sed	1,360	4,080	6,800	15,300	23,800	34,000
4d 7P Sed	1,400	4,200	7,010	15,760	24,520	35,025
4d Limo	1,150	3,460	5,770	12,980	20,200	28,850
1933 Standard Series, 8-cyl.						
2d Rds	1,520	4,570	7,620	17,150	26,670	38,100
2d 2P Cpe	1,110	3,340	5,560	12,510	19,460	27,800
2d 4P Cpe	1,080	3,240	5,400	12,150	18,900	27,000
4d Sed	1,030	3,090	5,150	11,590	18,030	25,750
4d Twn Sed	1,130	3,400	5,670	12,750	19,830	28,325
1933 Special Series, 8-cyl.						
2d Rds	1,980	5,930	9,890	22,250	34,620	49,450
2d 2P Cpe	1,170	3,520	5,870	13,210	20,550	29,350
2d 4P Cpe	1,200	3,590	5,980	13,440	20,910	29,875
4d Sed	1,150	3,460	5,770	12,980	20,200	28,850
4d Conv Sed	2,140	6,430	10,710	24,100	37,490	53,550
4d Twn Sed	1,200	3,590	5,980	13,440	20,910	29,875
1933 Advanced Series, 8-cyl.						
2d Cabr	2,140	6,430	10,710	24,100	37,490	53,550
2d 2P Cpe	1,260	3,770	6,280	14,130	21,980	31,400
2d 4P Cpe	1,280	3,830	6,390	14,370	22,350	31,925
4d Sed	1,180	3,550	5,910	13,300	20,690	29,550
4d Conv Sed	2,510	7,540	12,570	28,270	43,980	62,825
2d Vic	1,240	3,710	6,180	13,910	21,630	30,900
1933 Ambassador Series, 8-cyl.						
2d Cabr	2,350	7,040	11,740	26,420	41,090	58,700
2d Cpe	1,380	4,140	6,900	15,530	24,150	34,500
4d Sed	1,420	4,260	7,110	15,990	24,870	35,525
4d Conv Sed			value not estimable			
2d Vic	2,020	6,060	10,100	22,710	35,330	50,475
4d 142" Brgm	1,730	5,190	8,650	19,460	30,280	43,250
4d 142" Sed	1,650	4,940	8,240	18,540	28,840	41,200
4d 142" Limo	1,900	5,690	9,480	21,320	33,160	47,375
1934 Big Six, 6-cyl.						
2d Bus Cpe	950	2,840	4,740	10,670	16,590	23,700
2d Cpe	990	2,970	4,950	11,130	17,310	24,725
4d Brgm	890	2,660	4,430	9,970	15,510	22,150
2d Sed	910	2,720	4,530	10,190	15,860	22,650
4d Twn Sed	950	2,840	4,740	10,670	16,590	23,700
4d Tr Sed	990	2,970	4,960	11,150	17,340	24,775

	6	5	4	3	2	1
1934 Advanced, 8-cyl.						
2d Bus Cpe	1,110	3,340	5,560	12,510	19,460	27,800
2d Cpe	1,200	3,590	5,980	13,440	20,910	29,875
4d Brgm	1,240	3,710	6,180	13,910	21,630	30,900
2d Sed	1,170	3,520	5,870	13,210	20,550	29,350
4d Twn Sed	1,200	3,590	5,980	13,440	20,910	29,875
4d Tr Sed	1,220	3,650	6,080	13,670	21,260	30,375
1934 Ambassador, 8-cyl.						
4d Brgm	1,260	3,770	6,290	14,140	22,000	31,425
2d Sed	1,240	3,710	6,180	13,910	21,630	30,900
4d Tr Sed	1,240	3,730	6,220	14,000	21,770	31,100
4d 7P Sed	1,280	3,830	6,390	14,370	22,350	31,925
4d Limo	1,360	4,080	6,800	15,300	23,800	34,000
1934 Lafayette, 6-cyl.						
2d Sed	800	2,410	4,020	9,030	14,050	20,075
4d Twn Sed	800	2,410	4,020	9,030	14,050	20,075
4d Brgm	820	2,450	4,080	9,180	14,280	20,400
2d Spl Cpe	820	2,450	4,080	9,180	14,280	20,400
2d Spl 4P Cpe	870	2,600	4,330	9,730	15,140	21,625
4d Spl Tr Sed	820	2,470	4,120	9,270	14,420	20,600
4d Spl Sed	830	2,500	4,160	9,360	14,560	20,800
4d Brgm	850	2,540	4,230	9,510	14,790	21,125
1935 Lafayette, 6-cyl.						
2d Bus Cpe	820	2,470	4,120	9,270	14,420	20,600
2d Sed	790	2,370	3,960	8,900	13,840	19,775
4d Brgm	800	2,410	4,020	9,030	14,050	20,075
4d Tr Sed	800	2,390	3,980	8,940	13,910	19,875
4d Twn Sed	800	2,400	4,000	8,990	13,980	19,975
2d Spl Cpe	990	2,970	4,960	11,150	17,340	24,775
4d Spl 6W Sed	820	2,470	4,120	9,270	14,420	20,600
4d 6W Brgm	830	2,480	4,140	9,320	14,490	20,700
1935 Advanced, 6-cyl.						
2d Vic	1,010	3,030	5,050	11,350	17,660	25,225
4d 6W Sed	970	2,900	4,840	10,890	16,940	24,200
1935 Advanced, 8-cyl.						
2d Vic	1,160	3,490	5,810	13,070	20,340	29,050
4d 6W Sed	1,120	3,360	5,610	12,610	19,620	28,025
1935 Ambassador, 8-cyl.						
2d Vic	1,090	3,280	5,460	12,290	19,110	27,300
4d 6W Sed	1,130	3,400	5,670	12,750	19,830	28,325
1936 Lafayette, 6-cyl.						
2d Bus Cpe	820	2,470	4,120	9,270	14,420	20,600
2d Cpe	830	2,500	4,160	9,360	14,560	20,800
2d Cabr	1,440	4,330	7,210	16,220	25,240	36,050
4d Sed	780	2,350	3,920	8,810	13,700	19,575
2d Vic	820	2,470	4,120	9,270	14,420	20,600
4d Tr Sed	780	2,350	3,920	8,810	13,700	19,575
1936 400 Series, 6-cyl.						
2d Bus Cpe	870	2,620	4,370	9,820	15,280	21,825
2d Cpe	910	2,720	4,530	10,190	15,860	22,650
2d Vic	890	2,660	4,430	9,970	15,510	22,150
4d Tr Vic	910	2,720	4,530	10,190	15,860	22,650
4d Sed	850	2,550	4,250	9,550	14,860	21,225
4d Tr Sed	850	2,560	4,270	9,600	14,930	21,325
2d Spl Bus Cpe	890	2,680	4,470	10,060	15,650	22,350
2d Spl Cpe	940	2,810	4,680	10,520	16,360	23,375
2d Spl Spt Cabr	1,520	4,570	7,620	17,150	26,670	38,100
2d Spl Vic	890	2,660	4,430	9,970	15,510	22,150
2d Spl Tr Vic	910	2,720	4,530	10,190	15,860	22,650
4d Spl Sed	850	2,550	4,250	9,550	14,860	21,225
4d Spl Tr Sed	850	2,560	4,270	9,600	14,930	21,325
1936 Ambassador Series, 6-cyl.						
2d Vic	1,090	3,280	5,460	12,290	19,110	27,300
4d Tr Sed	1,050	3,150	5,260	11,820	18,390	26,275
1936 Ambassador Series, 8-cyl.						
4d Tr Sed	1,070	3,210	5,360	12,050	18,740	26,775
1937 Lafayette 400, 6-cyl.						
2d Bus Cpe	930	2,780	4,640	10,430	16,220	23,175
2d Cpe	950	2,840	4,740	10,670	16,590	23,700
2d A-P Cpe	950	2,840	4,740	10,670	16,590	23,700
2d Cabr	1,440	4,330	7,210	16,220	25,240	36,050
2d Vic Sed	870	2,600	4,330	9,730	15,140	21,625
4d Tr Sed	870	2,610	4,350	9,780	15,210	21,725
1937 Ambassador, 6-cyl.						
2d Bus Cpe	1,010	3,030	5,050	11,350	17,660	25,225
2d Cpe	1,030	3,090	5,150	11,590	18,030	25,750
2d A-P Cpe	1,060	3,180	5,300	11,910	18,530	26,475
2d Cabr	1,650	4,940	8,240	18,540	28,840	41,200
2d Vic Sed	1,170	3,520	5,870	13,210	20,550	29,350
4d Tr Sed	970	2,900	4,840	10,890	16,940	24,200
1937 Ambassador, 8-cyl.						
2d Bus Cpe	1,140	3,430	5,720	12,860	20,000	28,575
2d Cpe	1,170	3,520	5,870	13,210	20,550	29,350
2d A-P Cpe	1,180	3,540	5,900	13,280	20,650	29,500
2d Cabr	1,850	5,560	9,270	20,860	32,450	46,350
2d Vic Sed	1,090	3,270	5,450	12,260	19,080	27,250
4d Tr Sed	1,110	3,320	5,530	12,440	19,360	27,650
1938 Lafayette Master, 6-cyl.						
2d Bus Cpe	940	2,820	4,700	10,560	16,430	23,475
2d Vic	920	2,770	4,620	10,380	16,150	23,075
4d Tr Sed	1,010	3,030	5,050	11,350	17,660	25,225
1938 DeLuxe, 6-cyl.						
2d Bus Cpe	880	2,630	4,390	9,880	15,370	21,950
2d A-P Cpe	890	2,660	4,430	9,970	15,510	22,150
2d Cabr	1,320	3,950	6,590	14,830	23,070	32,950
2d Vic	870	2,600	4,340	9,750	15,170	21,675
4d Tr Sed	830	2,480	4,140	9,320	14,490	20,700
1938 Ambassador, 6-cyl.						
2d Bus Cpe	980	2,930	4,890	11,000	17,120	24,450
2d A-P Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d Cabr	1,650	4,940	8,240	18,540	28,840	41,200
2d Vic	960	2,870	4,790	10,780	16,770	23,950
4d Tr Sed	920	2,760	4,610	10,360	16,120	23,025
1938 Ambassador, 8-cyl.						
2d Bus Cpe	1,060	3,180	5,300	11,910	18,530	26,475
2d A-P Cpe	1,060	3,180	5,310	11,940	18,570	26,525
2d Cabr	1,850	5,560	9,270	20,860	32,450	46,350
2d Vic	1,040	3,130	5,220	11,750	18,270	26,100
4d Tr Sed	1,040	3,120	5,200	11,700	18,200	26,000
1939 Lafayette, 6-cyl.						
2d Bus Cpe	930	2,780	4,640	10,430	16,220	23,175
2d Sed	910	2,720	4,530	10,190	15,860	22,650
4d Sed	870	2,600	4,330	9,730	15,140	21,625
4d Tr Sed	870	2,620	4,370	9,820	15,280	21,825

	6	5	4	3	2	1
2d A-P Cpe	890	2,660	4,430	9,970	15,510	22,150
2d A-P Cabr	1,440	4,330	7,210	16,220	25,240	36,050
NOTE: Add 10% for DeLuxe.						
1939 Ambassador, 6-cyl.						
2d Bus Cpe	960	2,880	4,800	10,800	16,800	24,000
2d A-P Cpe	970	2,900	4,840	10,890	16,940	24,200
2d A-P Cabr	1,670	5,010	8,350	18,780	29,210	41,725
2d Sed	920	2,750	4,580	10,290	16,010	22,875
4d Sed	920	2,760	4,600	10,340	16,080	22,975
4d Tr Sed	930	2,780	4,640	10,430	16,220	23,175
1939 Ambassador, 8-cyl.						
2d Bus Cpe	1,050	3,150	5,260	11,820	18,390	26,275
2d A-P Cpe	1,060	3,170	5,280	11,870	18,460	26,375
2d A-P Cabr	1,850	5,560	9,270	20,860	32,450	46,350
2d Sed	970	2,900	4,840	10,890	16,940	24,200
4d Sed	970	2,920	4,860	10,940	17,010	24,300
4d Tr Sed	980	2,930	4,880	10,980	17,080	24,400
1940 DeLuxe Lafayette, 6-cyl.						
2d Bus Cpe	880	2,630	4,390	9,880	15,370	21,950
2d A-P Cpe	880	2,650	4,410	9,920	15,440	22,050
2d A-P Cabr	1,680	5,040	8,410	18,910	29,420	42,025
2d FBk	820	2,470	4,120	9,270	14,420	20,600
4d FBk	820	2,460	4,100	9,230	14,350	20,500
4d Trk Sed	830	2,480	4,140	9,320	14,490	20,700
1940 Ambassador, 6-cyl.						
2d Bus Cpe	980	2,940	4,900	11,010	17,130	24,475
2d A-P Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d A-P Cabr	1,650	4,940	8,240	18,540	28,840	41,200
2d FBk	970	2,900	4,840	10,890	16,940	24,200
4d FBk	970	2,900	4,840	10,890	16,940	24,200
4d Trk Sed	930	2,780	4,640	10,430	16,220	23,175
1940 Ambassador, 8-cyl.						
2d Bus Cpe	1,070	3,210	5,360	12,050	18,740	26,775
2d A-P Cpe	1,010	3,030	5,050	11,350	17,660	25,225
2d A-P Cabr	1,850	5,560	9,270	20,860	32,450	46,350
2d FBk	990	2,970	4,960	11,150	17,340	24,775
4d FBk	990	2,970	4,960	11,150	17,340	24,775
4d Trk Sed	950	2,840	4,740	10,670	16,590	23,700
1941 Ambassador 600, 6-cyl.						
2d Bus Cpe	1,050	3,150	5,260	11,820	18,390	26,275
2d FBk	970	2,900	4,840	10,890	16,940	24,200
4d FBk	970	2,900	4,840	10,890	16,940	24,200
2d DeL Bus Cpe	1,070	3,210	5,360	12,050	18,740	26,775
4d DeL Brgm	950	2,840	4,740	10,670	16,590	23,700
2d DeL FBk	990	2,970	4,950	11,130	17,310	24,725
4d DeL FBk	990	2,970	4,950	11,130	17,310	24,725
4d Tr Sed	930	2,780	4,640	10,430	16,220	23,175
1941 Ambassador, 6-cyl.						
2d Bus Cpe	1,070	3,210	5,360	12,050	18,740	26,775
2d Spl Bus Cpe	1,080	3,240	5,400	12,140	18,880	26,975
2d A-P Cabr	1,880	5,630	9,380	21,090	32,810	46,875
2d Brgm	1,030	3,090	5,150	11,590	18,030	25,750
4d Spl Sed	1,030	3,090	5,150	11,590	18,030	25,750
4d Spl FBk	1,050	3,150	5,260	11,820	18,390	26,275
4d DeL FBk	1,060	3,180	5,310	11,940	18,570	26,525
4d Tr Sed	970	2,900	4,840	10,890	16,940	24,200
1941 Ambassador, 8-cyl.						
2d A-P Cabr	1,960	5,870	9,790	22,030	34,270	48,950
2d DeL Brgm	980	2,940	4,900	11,030	17,150	24,500
4d Spl FBk	1,000	3,000	5,000	11,250	17,500	25,000
4d DeL FBk	1,010	3,030	5,050	11,360	17,680	25,250
4d Tr Sed	940	2,820	4,700	10,580	16,450	23,500
1942 Ambassador 600, 6-cyl.						
2d Bus Cpe	980	2,940	4,900	11,030	17,150	24,500
2d Brgm	1,010	3,030	5,050	11,360	17,680	25,250
2d Sed	860	2,580	4,300	9,680	15,050	21,500
4d Sed	860	2,590	4,320	9,720	15,120	21,600
4d Tr Sed	860	2,580	4,300	9,680	15,050	21,500
1942 Ambassador, 6-cyl.						
2d Bus Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Brgm	960	2,880	4,800	10,800	16,800	24,000
2d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Sed	910	2,740	4,560	10,260	15,960	22,800
4d Tr Sed	920	2,760	4,600	10,350	16,100	23,000
1942 Ambassador, 8-cyl.						
2d Bus Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Brgm	1,010	3,030	5,050	11,360	17,680	25,250
2d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Tr Sed	950	2,850	4,750	10,690	16,630	23,750
1946 600, 6-cyl.						
2d Brgm	664	1,992	3,320	7,470	11,620	16,600
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d Trk Sed	672	2,016	3,360	7,560	11,760	16,800
1946 Ambassador, 6-cyl.						
2d Brgm	720	2,160	3,600	8,100	12,600	18,000
4d Sed	724	2,172	3,620	8,150	12,670	18,100
4d Trk Sed	728	2,184	3,640	8,190	12,740	18,200
4d Sed Suburban	4,060	12,180	20,300	45,680	71,050	101,500
1947 600, 6-cyl.						
2d Brgm	664	1,992	3,320	7,470	11,620	16,600
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d Trk Sed	672	2,016	3,360	7,560	11,760	16,800
1947 Ambassador, 6-cyl.						
2d Brgm	720	2,160	3,600	8,100	12,600	18,000
4d Sed	724	2,172	3,620	8,150	12,670	18,100
4d Trk Sed	728	2,184	3,640	8,190	12,740	18,200
4d Sed Suburban	4,060	12,180	20,300	45,680	71,050	101,500
1948 600, 6-cyl.						
DeL Bus Cpe	1,280	3,840	6,400	14,400	22,400	32,000
4d Sup Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sup Trk Sed	960	2,880	4,800	10,800	16,800	24,000
2d Sup Brgm	1,120	3,360	5,600	12,600	19,600	28,000
4d Cus Sed	1,060	3,180	5,300	11,930	18,550	26,500
4d Cus Trk Sed	1,060	3,180	5,300	11,930	18,550	26,500
2d Cus Brgm	940	2,820	4,700	10,580	16,450	23,500
1948 Ambassador, 6-cyl.						
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Trk Sed	1,240	3,720	6,200	13,950	21,700	31,000
2d Brgm	1,060	3,180	5,300	11,930	18,550	26,500
4d Sed Suburban	4,100	12,300	20,500	46,130	71,750	102,500
1948 Custom Ambassador, 6-cyl.						
4d Sed	1,260	3,780	6,300	14,180	22,050	31,500
4d Trk Sed	1,140	3,420	5,700	12,830	19,950	28,500
2d Brgm	1,100	3,300	5,500	12,380	19,250	27,500
2d Cabr	3,000	9,000	15,000	33,750	52,500	75,000
1949 600 Super, 6-cyl.						
4d Sed	900	2,700	4,500	10,130	15,750	22,500
2d Sed	920	2,760	4,600	10,350	16,100	23,000
2d Brgm	1,120	3,360	5,600	12,600	19,600	28,000
1949 600 Super Special, 6-cyl.						
4d Sed	920	2,760	4,600	10,350	16,100	23,000
2d Sed	940	2,820	4,700	10,580	16,450	23,500
2d Brgm	1,140	3,420	5,700	12,830	19,950	28,500
1949 600 Custom, 6-cyl.						
4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
2d Sed	960	2,880	4,800	10,800	16,800	24,000
2d Brgm	1,160	3,480	5,800	13,050	20,300	29,000
1949 Ambassador Super, 6-cyl.						
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d Brgm	1,200	3,600	6,000	13,500	21,000	30,000
1949 Ambassador Super Special, 6-cyl.						
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
2d Sed	1,020	3,060	5,100	11,480	17,850	25,500
2d Brgm	1,220	3,660	6,100	13,730	21,350	30,500
1949 Ambassador Custom, 6-cyl.						
4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
2d Sed	1,040	3,120	5,200	11,700	18,200	26,000
2d Brgm	1,280	3,840	6,400	14,400	22,400	32,000
1950 Rambler Custom, 6-cyl.						
2d Conv Lan	1,710	5,130	8,550	19,240	29,930	42,750
2d Sta Wag	1,290	3,880	6,460	14,540	22,610	32,300
1950 Nash Super Statesman, 6-cyl.						
2d DeL Cpe	760	2,280	3,800	8,550	13,300	19,000
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Sed	910	2,740	4,560	10,260	15,960	22,800
2d Clb Cpe	930	2,790	4,660	10,470	16,290	23,275
1950 Nash Custom Statesman, 6-cyl.						
4d Sed	780	2,340	3,900	8,760	13,630	19,475
2d Sed	930	2,790	4,660	10,470	16,290	23,275
2d Clb Cpe	950	2,850	4,750	10,690	16,630	23,750
1950 Ambassador, 6-cyl.						
4d Sed	910	2,740	4,560	10,260	15,960	22,800
2d Sed	990	2,960	4,940	11,120	17,290	24,700
2d Clb Cpe	1,010	3,020	5,040	11,330	17,620	25,175
1950 Ambassador Custom, 6-cyl.						
4d Sed	930	2,790	4,660	10,470	16,290	23,275
2d Sed	1,010	3,020	5,040	11,330	17,620	25,175
2d Clb Cpe	1,030	3,080	5,130	11,540	17,960	25,650
1951 Rambler, 6-cyl.						
2d Utl Wag	1,290	3,880	6,460	14,540	22,610	32,300
2d Sta Wag	1,310	3,930	6,560	14,750	22,940	32,775
2d Cus Clb Sed	870	2,620	4,370	9,830	15,300	21,850
2d Cus Conv	1,710	5,130	8,550	19,240	29,930	42,750
2d Ctry Clb HT	950	2,840	4,740	10,670	16,590	23,700
2d Cus Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
1951 Nash Statesman, 6-cyl.						
2d DeL Bus Cpe	760	2,280	3,800	8,550	13,300	19,000
4d Sup Sed	840	2,510	4,180	9,410	14,630	20,900
2d Sup	910	2,740	4,560	10,260	15,960	22,800
2d Sup Cpe	930	2,790	4,660	10,470	16,290	23,275
2d Cus Cpe	990	2,960	4,940	11,120	17,290	24,700
2d Cus Sed	910	2,740	4,560	10,260	15,960	22,800
4d Cus Sed	870	2,620	4,370	9,830	15,300	21,850
1951 Ambassador, 6-cyl.						
4d Sup Sed	910	2,740	4,560	10,260	15,960	22,800
2d Sup	990	2,960	4,940	11,120	17,290	24,700
2d Sup Cpe	1,010	3,020	5,040	11,330	17,620	25,175
4d Cus Sed	1,030	3,080	5,130	11,540	17,960	25,650
2d Cus Sed	1,030	3,080	5,130	11,540	17,960	25,650
2d Cus Cpe	1,050	3,140	5,230	11,760	18,290	26,125
1951 Nash-Healey						
Spt Rds	5,800	17,400	29,000	65,250	101,500	145,000
1952-53 Rambler, 6-cyl.						
2d Utl Wag	1,290	3,880	6,460	14,540	22,610	32,300
2d Sta Wag	1,310	3,930	6,560	14,750	22,940	32,775
2d Cus Clb Sed	870	2,620	4,370	9,830	15,300	21,850
2d Cus Conv	1,710	5,130	8,550	19,240	29,930	42,750
2d Cus Ctry Clb HT	950	2,850	4,750	10,690	16,630	23,750
2d Cus Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
1952-53 Nash Statesman, 6-cyl.						
2d Sed	840	2,510	4,180	9,410	14,630	20,900
4d Sed	890	2,670	4,450	10,010	15,560	22,235
2d Cus Ctry Clb	1,030	3,080	5,130	11,540	17,960	25,650
NOTE: Add 10% for Custom.						
1952-53 Ambassador, 6-cyl.						
2d Sed	990	2,960	4,940	11,120	17,290	24,700
4d Sed	910	2,740	4,560	10,260	15,960	22,800
2d Cus Ctry Clb	1,060	3,190	5,320	11,970	18,620	26,600
NOTE: Add 10% for Custom.						
1952-53 Nash-Healey						
2d Cpe (1953 only)	4,600	13,800	23,000	51,750	80,500	115,000
2d Spt Rds	5,800	17,400	29,000	65,250	101,500	145,000
1954 Rambler, 6-cyl.						
2d DeL Clb Sed	760	2,280	3,800	8,550	13,300	19,000
2d Sup Clb Sed	870	2,620	4,370	9,830	15,300	21,850
2d Sup Ctry Clb HT	840	2,510	4,180	9,410	14,630	20,900
2d Sup Suburban Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
4d Sup Sed (108")	760	2,280	3,800	8,550	13,300	19,000
2d Cus Ctry Clb HT	950	2,840	4,740	10,670	16,590	23,700
2d Cus Conv	1,710	5,130	8,550	19,240	29,930	42,750
2d Cus Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
4d Cus Sed (108")	840	2,510	4,180	9,410	14,630	20,900
4d Cus Wag (108")	1,250	3,760	6,270	14,110	21,950	31,350
2d Cus Wag (108")	1,330	3,990	6,650	14,960	23,280	33,250
1954 Nash Statesman, 6-cyl.						
4d Sup Sed	760	2,280	3,800	8,550	13,300	19,000
2d Sup Sed	910	2,740	4,560	10,260	15,960	22,800
4d Cus Sed	870	2,620	4,370	9,830	15,300	21,850
2d Cus Ctry Clb HT	950	2,850	4,750	10,690	16,630	23,750
1954 Nash Ambassador, 6-cyl.						
4d Sup Sed	910	2,740	4,560	10,260	15,960	22,800
2d Sup Sed	990	2,960	4,940	11,120	17,290	24,700
4d Cus Sed	930	2,790	4,660	10,470	16,290	23,275
2d Cus Ctry Clb HT	1,030	3,080	5,130	11,540	17,960	25,650
1954 Nash-Healey						
2d Cpe	4,600	13,800	23,000	51,750	80,500	115,000
NOTE: Add 5% for LeMans option.						
1955 Rambler, 6-cyl.						
2d DeL Clb Sed	840	2,510	4,180	9,410	14,630	20,900
2d DeL Bus Sed	840	2,510	4,180	9,410	14,630	20,900
4d DeL Sed (108")	700	2,110	3,520	7,920	12,320	17,600
2d Sup Clb Sed	860	2,570	4,290	9,650	15,020	21,450
2d Sup Sta Wag	750	2,240	3,740	8,420	13,090	18,700
4d Sup Sed (108")	730	2,180	3,630	8,170	12,710	18,150
4d Sup Crs Ctry (108")	910	2,740	4,560	10,260	15,960	22,800
2d Cus Ctry Clb HT	800	2,390	3,990	8,980	13,970	19,950
4d Cus Sed (108")	770	2,300	3,830	8,620	13,410	19,150
4d Cus Crs Ctry (108")	1,250	3,760	6,270	14,110	21,950	31,350
1955 Nash Statesman, 6-cyl.						
4d Sup Sed	800	2,400	4,000	9,000	14,000	20,000
4d Cus Sed	920	2,760	4,600	10,350	16,100	23,000
2d Cus Ctry Clb	1,000	3,000	5,000	11,250	17,500	25,000
1955 Nash Ambassador, 6-cyl.						
4d Sup Sed	960	2,880	4,800	10,800	16,800	24,000
4d Cus Sed	980	2,940	4,900	11,030	17,150	24,500
2d Cus Ctry Clb	1,080	3,240	5,400	12,150	18,900	27,000
1955 Nash Ambassador, 8-cyl.						
4d Sup Sed	980	2,940	4,900	11,030	17,150	24,500
4d Cus Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d Cus Ctry Clb	1,120	3,360	5,600	12,600	19,600	28,000
1956 Rambler, 6-cyl.						
4d DeL Sed	640	1,920	3,200	7,200	11,200	16,000
4d Sup Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sup Crs Ctry	960	2,880	4,800	10,800	16,800	24,000
4d Cus Sed	840	2,520	4,200	9,450	14,700	21,000
4d Cus HT	1,040	3,120	5,200	11,700	18,200	26,000
4d Cus Crs Ctry	1,040	3,120	5,200	11,700	18,200	26,000
4d HT Wag	1,200	3,600	6,000	13,500	21,000	30,000
1956 Nash Statesman, 6-cyl.						
4d Sup Sed	800	2,400	4,000	9,000	14,000	20,000
1956 Nash Ambassador, 6-cyl.						
4d Sup Sed	960	2,880	4,800	10,800	16,800	24,000
1956 Nash Ambassador, 8-cyl.						
4d Sup Sed	980	2,940	4,900	11,030	17,150	24,500
4d Cus Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d Cus HT	1,120	3,360	5,600	12,600	19,600	28,000
1957 Rambler, 6-cyl.						
4d DeL Sed	640	1,920	3,200	7,200	11,200	16,000
4d Sup Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sup HT	960	2,880	4,800	10,800	16,800	24,000
4d Sup Crs Ctry	960	2,880	4,800	10,800	16,800	24,000
4d Cus Sed	840	2,520	4,200	9,450	14,700	21,000
4d Cus Crs Ctry	1,040	3,120	5,200	11,700	18,200	26,000
1957 Rambler, 8-cyl.						
4d Sup Sed	820	2,460	4,100	9,230	14,350	20,500
4d Sup Crs Ctry Wag	980	2,940	4,900	11,030	17,150	24,500
4d Cus Sed	860	2,580	4,300	9,680	15,050	21,500
4d Cus HT	960	2,880	4,800	10,800	16,800	24,000
4d Cus Crs Ctry Wag	1,040	3,120	5,200	11,700	18,200	26,000
4d Cus HT Crs Ctry	1,120	3,360	5,600	12,600	19,600	28,000
1957 Rebel, 8-cyl.						
4d HT	1,600	4,800	8,000	18,000	28,000	40,000
1957 Nash Ambassador, 8-cyl.						
4d Sup Sed	980	2,940	4,900	11,030	17,150	24,500
2d Sup HT	1,200	3,600	6,000	13,500	21,000	30,000
4d Cus Sed	920	2,760	4,600	10,350	16,100	23,000
2d Cus HT	1,240	3,720	6,200	13,950	21,700	31,000

AMC

	6	5	4	3	2	1
1958-59 American DeLuxe, 6-cyl.						
2d Sed	620	1,850	3,080	6,930	10,780	15,400
2d Sta Wag (1959 only)	760	2,280	3,800	8,550	13,300	19,000
1958-59 American Super, 6-cyl.						
2d Sed	620	1,850	3,080	6,930	10,780	15,400
2d Sta Wag (1959 only)	820	2,460	4,100	9,230	14,350	20,500
1958-59 Rambler DeLuxe, 6-cyl.						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag	950	2,850	4,750	10,690	16,630	23,750
1958-59 Rambler Super, 6-cyl.						
4d Sed	460	1,390	2,310	5,200	8,090	11,550
4d HT	510	1,520	2,530	5,690	8,860	12,650
4d Sta Wag	970	2,910	4,850	10,900	16,960	24,225

	6	5	4	3	2	1
1958-59 Rambler Custom, 6-cyl.						
4d Sed	480	1,450	2,420	5,450	8,470	12,100
4d HT	530	1,580	2,640	5,940	9,240	13,200
4d Sta Wag	1,040	3,120	5,200	11,700	18,200	26,000
1958-59 Rebel Super V-8						
4d Sed DeL (1958 only)	510	1,520	2,530	5,690	8,860	12,650
4d Sed	530	1,580	2,640	5,940	9,240	13,200
4d Sta Wag	1,030	3,080	5,130	11,540	17,960	25,650
1958-59 Rebel Custom, V-8						
4d Sed	610	1,840	3,060	6,890	10,710	15,300
4d HT	620	1,850	3,080	6,930	10,780	15,400
4d Sta Wag	1,050	3,140	5,230	11,760	18,290	26,125
1958-59 Ambassador Super, V-8						
4d Sed	620	1,850	3,080	6,930	10,780	15,400
4d Sta Wag	1,060	3,190	5,320	11,970	18,620	26,600
1958-59 Ambassador Custom, V-8						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d HT	680	2,050	3,410	7,670	11,940	17,050
4d Sta Wag	1,070	3,220	5,360	12,060	18,760	26,800
4d HT Sta Wag	1,080	3,250	5,420	12,180	18,950	27,075
1960 American DeLuxe, 6-cyl.						
2d Sed	560	1,680	2,800	6,300	9,800	14,000
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1960 American Super, 6-cyl.						
2d Sed	580	1,740	2,900	6,530	10,150	14,500
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sta Wag	820	2,460	4,100	9,230	14,350	20,500
1960 American Custom, 6-cyl.						
2d Sed	600	1,800	3,000	6,750	10,500	15,000
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
1960 Rambler DeLuxe, 6-cyl.						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
1960 Rambler Super, 6-cyl.						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
4d 6P Sta Wag	1,020	3,060	5,100	11,480	17,850	25,500
4d 8P Sta Wag	1,040	3,120	5,200	11,700	18,200	26,000
1960 Rambler Custom, 6-cyl.						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d HT	460	1,380	2,300	5,180	8,050	11,500
4d 6P Sta Wag	1,040	3,120	5,200	11,700	18,200	26,000
4d 8P Sta Wag	1,060	3,180	5,300	11,930	18,550	26,500
1960 Rebel Super, V-8						
4d Sed	460	1,380	2,300	5,180	8,050	11,500
4d 6P Sta Wag	1,060	3,180	5,300	11,930	18,550	26,500
4d 8P Sta Wag	1,080	3,240	5,400	12,150	18,900	27,000
1960 Rebel Custom, V-8						
4d Sed	560	1,670	2,780	6,260	9,730	13,900
4d HT	560	1,680	2,800	6,300	9,800	14,000
4d 6P Sta Wag	1,080	3,240	5,400	12,150	18,900	27,000
4d 8P Sta Wag	1,100	3,300	5,500	12,380	19,250	27,500
1960 Ambassador Super, V-8						
4d Sed	580	1,740	2,900	6,530	10,150	14,500
4d 6P Sta Wag	1,120	3,360	5,600	12,600	19,600	28,000
4d 8P Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
1960 Ambassador Custom, V-8						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d HT	620	1,860	3,100	6,980	10,850	15,500
4d 6P Sta Wag	1,010	3,020	5,040	11,340	17,640	25,200
4d HT Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
4d 8P Sta Wag	1,020	3,050	5,080	11,430	17,780	25,400
1961 American						
4d DeL Sed	440	1,320	2,200	4,950	7,700	11,000
2d DeL Sed	460	1,380	2,300	5,180	8,050	11,500
4d DeL Sta Wag	800	2,400	4,000	9,000	14,000	20,000
2d DeL Sta Wag	840	2,520	4,200	9,450	14,700	21,000
4d Sup Sed	460	1,380	2,300	5,180	8,050	11,500
2d Sup Sed	480	1,440	2,400	5,400	8,400	12,000
4d Sup Sta Wag	820	2,460	4,100	9,230	14,350	20,500
2d Sup Sta Wag	840	2,520	4,200	9,450	14,700	21,000
4d Cus Sed	480	1,440	2,400	5,400	8,400	12,000
2d Cus Sed	500	1,500	2,500	5,630	8,750	12,500
2d Cus Conv	840	2,520	4,200	9,450	14,700	21,000
4d Cus Sta Wag	840	2,520	4,200	9,450	14,700	21,000
2d Cus Sta Wag	860	2,580	4,300	9,680	15,050	21,500
4d 400 Sed	400	1,200	2,000	4,500	7,000	10,000
2d 400 Conv	1,000	3,000	5,000	11,250	17,500	25,000
1961 Rambler Classic						
4d DeL Sed	380	1,140	1,900	4,280	6,650	9,500
4d DeL Sta Wag	720	2,160	3,600	8,100	12,600	18,000
4d Sup Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sup Sta Wag	740	2,220	3,700	8,330	12,950	18,500
4d Cus Sed	420	1,260	2,100	4,730	7,350	10,500
4d Cus Sta Wag	760	2,280	3,800	8,550	13,300	19,000
4d 400 Sed	440	1,320	2,200	4,950	7,700	11,000
NOTE: Add 5% for V-8.						
1961 Ambassador						
4d DeL Sed	440	1,320	2,200	4,950	7,700	11,000
4d Sup Sed	480	1,440	2,400	5,400	8,400	12,000
5d Sup Sta Wag	760	2,280	3,800	8,550	13,300	19,000
4d Sup Sta Wag	760	2,280	3,800	8,550	13,300	19,000
4d Cus Sed	500	1,500	2,500	5,630	8,750	12,500
5d Cus Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d Cus Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d 400 Sed	520	1,560	2,600	5,850	9,100	13,000
1962 American						
4d DeL Sed	440	1,320	2,200	4,950	7,700	11,000
2d DeL Sed	460	1,380	2,300	5,180	8,050	11,500
4d DeL Sta Wag	800	2,400	4,000	9,000	14,000	20,000
2d DeL Sta Wag	840	2,520	4,200	9,450	14,700	21,000
4d Cus Sed	480	1,440	2,400	5,400	8,400	12,000
2d Cus Sed	500	1,500	2,500	5,630	8,750	12,500
4d Cus Sta Wag	840	2,520	4,200	9,450	14,700	21,000
2d Cus Sta Wag	860	2,580	4,300	9,680	15,050	21,500
4d 400	400	1,200	2,000	4,500	7,000	10,000
2d 400	460	1,380	2,300	5,180	8,050	11,500
2d 400 Conv	1,000	3,000	5,000	11,250	17,500	25,000
4d 400 Sta Wag	880	2,640	4,400	9,900	15,400	22,000
1962 Classic						
4d DeL Sed	370	1,120	1,860	4,190	6,510	9,300
2d DeL Sed	400	1,200	2,000	4,500	7,000	10,000
4d DeL Sta Wag	720	2,160	3,600	8,100	12,600	18,000
4d Cus Sed	440	1,320	2,200	4,950	7,700	11,000
2d Cus Sed	460	1,380	2,300	5,180	8,050	11,500
4d Cus Sta Wag	760	2,280	3,800	8,550	13,300	19,000
5d Cus Sta Wag	760	2,280	3,800	8,550	13,300	19,000
4d 400 Sed	440	1,320	2,200	4,950	7,700	11,000
2d 400	460	1,380	2,300	5,180	8,050	11,500
4d 400 Sta Wag	800	2,400	4,000	9,000	14,000	20,000
NOTE: Add 5% for V-8.						
1962 Ambassador						
4d Cus Sed	500	1,500	2,500	5,630	8,750	12,500
2d Cus Sed	520	1,560	2,600	5,850	9,100	13,000
4d Cus Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d 400 Sed	520	1,560	2,600	5,850	9,100	13,000
2d 400 Sed	560	1,680	2,800	6,300	9,800	14,000
4d 400 Sta Wag	820	2,460	4,100	9,230	14,350	20,500
5d 400 Sta Wag	820	2,460	4,100	9,230	14,350	20,500
1963 American						
4d 220 Sed	440	1,320	2,200	4,950	7,700	11,000
2d 220 Sed	460	1,380	2,300	5,180	8,050	11,500
4d 220 Bus Sed	400	1,200	2,000	4,500	7,000	10,000
4d 220 Sta Wag	800	2,400	4,000	9,000	14,000	20,000
2d 220 Sta Wag	840	2,520	4,200	9,450	14,700	21,000
4d 330 Sed	460	1,380	2,300	5,180	8,050	11,500
2d 330 Sed	480	1,440	2,400	5,400	8,400	12,000
4d 330 Sta Wag	820	2,460	4,100	9,230	14,350	20,500
2d 330 Sta Wag	860	2,580	4,300	9,680	15,050	21,500
4d 440 Sed	500	1,500	2,500	5,630	8,750	12,500
2d 440 Sed	520	1,560	2,600	5,850	9,100	13,000
2d 440 HT	800	2,400	4,000	9,000	14,000	20,000
2d 440-H HT	880	2,640	4,400	9,900	15,400	22,000
2d 440 Conv	1,000	3,000	5,000	11,250	17,500	25,000
4d 440 Sta Wag	880	2,640	4,400	9,900	15,400	22,000
1963 Classic						
4d 550 Sed	380	1,140	1,900	4,280	6,650	9,500
2d 550 Sed	400	1,200	2,000	4,500	7,000	10,000
4d 550 Sta Wag	720	2,160	3,600	8,100	12,600	18,000
4d 660 Sed	440	1,320	2,200	4,950	7,700	11,000
2d 660 Sed	460	1,380	2,300	5,180	8,050	11,500
4d 660 Sta Wag	740	2,220	3,700	8,330	12,950	18,500
4d 770 Sed	480	1,440	2,400	5,400	8,400	12,000
2d 770 Sed	500	1,500	2,500	5,630	8,750	12,500
4d 770 Sta Wag	760	2,280	3,800	8,550	13,300	19,000
NOTE: Add 5% for V-8 models.						
1963 Ambassador						
4d 800 Sed	500	1,500	2,500	5,630	8,750	12,500
2d 800 Sed	520	1,560	2,600	5,850	9,100	13,000
4d 880 Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d 880 Sed	520	1,560	2,600	5,850	9,100	13,000
2d 880 Sed	540	1,620	2,700	6,080	9,450	13,500
4d 880 Sta Wag	820	2,460	4,100	9,230	14,350	20,500
4d 990 Sed	540	1,620	2,700	6,080	9,450	13,500
2d 990 Sed	560	1,680	2,800	6,300	9,800	14,000
5d 990 Sta Wag	840	2,520	4,200	9,450	14,700	21,000
4d 990 Sta Wag	860	2,580	4,300	9,680	15,050	21,500
1964 American						
4d 220 Sed	440	1,320	2,200	4,950	7,700	11,000
2d 220 Sed	460	1,380	2,300	5,180	8,050	11,500
4d 220 Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d 330 Sed	460	1,380	2,300	5,180	8,050	11,500
2d 330 Sed	480	1,440	2,400	5,400	8,400	12,000
4d 330 Sta Wag	480	1,440	2,400	5,400	8,400	12,000
4d 440 Sed	500	1,500	2,500	5,630	8,750	12,500
2d 440 HT	800	2,400	4,000	9,000	14,000	20,000
2d 440-H HT	880	2,640	4,400	9,900	15,400	22,000
2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
1964 Classic						
4d 550 Sed	380	1,140	1,900	4,280	6,650	9,500
2d 550 Sed	400	1,200	2,000	4,500	7,000	10,000
4d 550 Sta Wag	640	1,920	3,200	7,200	11,200	16,000
4d 660 Sed	440	1,320	2,200	4,950	7,700	11,000
2d 660 Sed	460	1,380	2,300	5,180	8,050	11,500
4d 660 Sta Wag	740	2,220	3,700	8,330	12,950	18,500
4d 770 Sed	480	1,440	2,400	5,400	8,400	12,000
2d 770 Sed	500	1,500	2,500	5,630	8,750	12,500
2d 770 HT	720	2,160	3,600	8,100	12,600	18,000
2d 770 Typhoon HT	1,000	3,000	5,000	11,250	17,500	25,000
4d 770 Sta Wag	760	2,280	3,800	8,550	13,300	19,000
NOTE: Add 5% for V-8 models.						
1964 Ambassador						
4d 990 Sed	280	850	1,420	3,200	4,970	7,100
2d 990 HT	330	1,000	1,660	3,740	5,810	8,300
2d 990-H HT	600	1,800	3,000	6,750	10,500	15,000
4d 990 Sta Wag	350	1,040	1,740	3,920	6,090	8,700
1965 American						
4d 220 Sed	370	1,120	1,860	4,190	6,510	9,300
2d 220 Sed	380	1,140	1,900	4,280	6,650	9,500
4d 220 Sta Wag	380	1,150	1,910	4,300	6,690	9,550
4d 330 Sed	380	1,130	1,880	4,230	6,580	9,400
2d 330 Sed	380	1,150	1,910	4,300	6,690	9,550
4d 330 Sta Wag	390	1,160	1,930	4,340	6,760	9,650
4d 440 Sed	400	1,200	2,000	4,500	7,000	10,000
2d 440 HT	390	1,180	1,960	4,410	6,860	9,800
2d 440-H HT	390	1,180	1,960	4,410	6,860	9,800
2d 440 Conv	600	1,800	3,000	6,750	10,500	15,000
1965 Classic						
4d 550 Sed	380	1,130	1,880	4,230	6,580	9,400
2d 550 Sed	380	1,150	1,920	4,320	6,720	9,600
4d 550 Sta Wag	390	1,160	1,930	4,340	6,760	9,650
4d 660 Sed	380	1,130	1,890	4,250	6,620	9,450
2d 660 Sed	390	1,160	1,940	4,370	6,790	9,700
4d 660 Sta Wag	390	1,170	1,950	4,380	6,810	9,725
4d 770 Sed	380	1,150	1,910	4,300	6,690	9,550
2d 770 HT	420	1,250	2,080	4,680	7,280	10,400
2d 770-H HT	400	1,200	2,000	4,500	7,000	10,000
2d 770 Conv	600	1,800	3,000	6,750	10,500	15,000
4d 770 Sta Wag	400	1,190	1,980	4,460	6,930	9,900
NOTE: Add 5% for V-8 models.						
1965 Ambassador						
4d 880 Sed	380	1,130	1,890	4,250	6,620	9,450
2d 880 Sed	390	1,160	1,930	4,340	6,760	9,650
4d 880 Sta Wag	320	960	1,600	3,600	5,600	8,000
4d 990 Sed	380	1,140	1,900	4,280	6,650	9,500
2d 990 HT	400	1,210	2,020	4,550	7,070	10,100
2d 990-H HT	600	1,800	3,000	6,750	10,500	15,000
2d 990 Conv	650	1,950	3,250	7,310	11,380	16,250
4d 990 Sta Wag	400	1,190	1,990	4,480	6,970	9,950
1965 Marlin						
2d FBk	930	2,790	4,650	10,460	16,280	23,250
NOTE: Deduct 5% for 6-cyl.						
1966 American						
4d 220 Sed	370	1,120	1,860	4,190	6,510	9,300
2d 220 Sed	380	1,140	1,900	4,280	6,650	9,500
4d 220 Wag	380	1,150	1,910	4,300	6,690	9,550
4d 440 Sed	380	1,130	1,880	4,230	6,580	9,400
2d 440 Sed	390	1,160	1,930	4,340	6,760	9,650
2d 440 Conv	600	1,800	3,000	6,750	10,500	15,000
4d 440 Wag	380	1,150	1,920	4,320	6,720	9,600
2d 440 HT	400	1,200	2,000	4,500	7,000	10,000
2d Rogue HT	600	1,800	3,000	6,750	10,500	15,000
1966 Classic						
4d 550 Sed	380	1,140	1,900	4,280	6,650	9,500
2d 550 Sed	390	1,160	1,940	4,370	6,790	9,700
4d 550 Sta Wag	390	1,160	1,930	4,340	6,760	9,650
4d 770 Sed	380	1,150	1,910	4,300	6,690	9,550
2d 770 HT	420	1,250	2,080	4,680	7,280	10,400
2d 770 Conv	640	1,920	3,200	7,200	11,200	16,000
4d 770 Sta Wag	400	1,190	1,980	4,460	6,930	9,900
1966 Rebel						
2d HT	640	1,920	3,200	7,200	11,200	16,000
1966 Marlin						
2d FBk	960	2,880	4,800	10,800	16,800	24,000
1966 Ambassador						
4d 880 Sed	380	1,130	1,890	4,250	6,620	9,450
2d 880 Sed	390	1,160	1,930	4,340	6,760	9,650
4d 880 Sta Wag	320	960	1,600	3,600	5,600	8,000
4d 990 Sed	380	1,140	1,900	4,280	6,650	9,500
2d 990 HT	400	1,210	2,020	4,550	7,070	10,100
2d 990 Conv	650	1,950	3,250	7,310	11,380	16,250
4d 990 Sta Wag	400	1,190	1,990	4,480	6,970	9,950
1966 DPL (Diplomat)						
2d DPL HT	520	1,560	2,600	5,850	9,100	13,000

METROPOLITAN

1954 Series E, (Nash), 4-cyl., 85" wb, 42 hp						
HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,000	6,000	10,000	22,500	35,000	50,000
1955 Series A & B, Nash/Hudson, 4-cyl., 85" wb, 42 hp						
HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,000	6,000	10,000	22,500	35,000	50,000
1956 Series 1500, Nash/Hudson, 4-cyl., 85" wb, 52 hp						
HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,000	6,000	10,000	22,500	35,000	50,000
1956 Series A, Nash/Hudson, 4-cyl., 85" wb, 42 hp						
HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,000	6,000	10,000	22,500	35,000	50,000
1957 Series 1500, Nash/Hudson, 4-cyl., 85" wb, 52 hp						
HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,000	6,000	10,000	22,500	35,000	50,000
1957 Series A-85, Nash/Hudson, 4-cyl., 85" wb, 42 hp						
HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,000	6,000	10,000	22,500	35,000	50,000
1958 Series 1500, (AMC), 4-cyl., 85" wb, 55 hp						
HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,000	6,000	10,000	22,500	35,000	50,000
1959 Series 1500, (AMC), 4-cyl., 85" wb, 55 hp						
HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,000	6,000	10,000	22,500	35,000	50,000
1960 Series 1500, (AMC), 4-cyl., 85" wb, 55 hp						
HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,000	6,000	10,000	22,500	35,000	50,000
1961 Series 1500, (AMC), 4-cyl., 85" wb, 55 hp						
HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,000	6,000	10,000	22,500	35,000	50,000
1962 Series 1500, (AMC), 4-cyl., 85" wb, 55 hp						
HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,000	6,000	10,000	22,500	35,000	50,000

OLDSMOBILE

1901 Curved Dash, 1-cyl.						
Rbt	2,520	7,560	12,600	28,350	44,100	63,000
1902 Curved Dash, 1-cyl.						
Rbt	2,400	7,200	12,000	27,000	42,000	60,000
1903 Curved Dash, 1-cyl.						
Rbt	2,320	6,960	11,600	26,100	40,600	58,000
1904 Curved Dash, 1-cyl.						
Rbt	2,400	7,200	12,000	27,000	42,000	60,000
1904 French Front, 1-cyl., 7 hp						
Rbt	3,600	10,800	18,000	40,500	63,000	90,000
1904 Light Tonneau, 1-cyl., 10 hp						
Tonn	2,520	7,560	12,600	28,350	44,100	63,000
1905 Curved Dash, 1-cyl.						
Rbt	3,600	10,800	18,000	40,500	63,000	90,000
1905 French Front, 1-cyl., 7 hp						
Rbt	2,640	7,920	13,200	29,700	46,200	66,000
1905 Touring Car, 2-cyl.						
Tr	2,400	7,200	12,000	27,000	42,000	60,000
1906 Straight Dash B, 1-cyl.						
Rbt	2,520	7,560	12,600	28,350	44,100	63,000
1906 Curved Dash B, 1-cyl.						
Rbt	2,520	7,560	12,600	28,350	44,100	63,000
1906 Model L, 2-cyl.						
Tr	2,640	7,920	13,200	29,700	46,200	66,000
1906 Model S, 4-cyl.						
Tr	3,680	11,040	18,400	41,400	64,400	92,000
1907 Straight Dash F, 2-cyl.						
Rbt	2,800	8,400	14,000	31,500	49,000	70,000
1907 Model H, 4-cyl.						
Fly Rds	3,600	10,800	18,000	40,500	63,000	90,000
1907 Model A, 4-cyl.						
Pal Tr	3,600	10,800	18,000	40,500	63,000	90,000
Limo	3,600	10,800	18,000	40,500	63,000	90,000

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1908 Model X, 4-cyl.						
Tr	5,600	16,800	28,000	63,000	98,000	140,000
1908 Model M-MR, 4-cyl.						
Rds	3,760	11,280	18,800	42,300	65,800	94,000
Tr	3,800	11,390	18,980	42,710	66,430	94,900
1908 Model Z, 6-cyl.						
Tr	6,200	18,600	31,000	69,750	108,500	155,000
1909 Model D, 4-cyl.						
Tr	5,000	15,000	25,000	56,250	87,500	125,000
Limo	4,800	14,400	24,000	54,000	84,000	120,000
Lan	5,200	15,600	26,000	58,500	91,000	130,000
1909 Model DR, 4-cyl.						
Rds	3,600	10,800	18,000	40,500	63,000	90,000
Cpe	3,400	10,200	17,000	38,250	59,500	85,000
1909 Model X, 4-cyl.						
Rbt	5,800	17,400	29,000	65,250	101,500	145,000
1909 Model Z, 6-cyl.						
Rbt	5,600	16,800	28,000	63,000	98,000	140,000
Tr	5,800	17,400	29,000	65,250	101,500	145,000
1910 Special, 4-cyl.						
Rbt	2,880	8,640	14,400	32,400	50,400	72,000
Tr	2,680	8,040	13,400	30,150	46,900	67,000
Limo	2,760	8,280	13,800	31,050	48,300	69,000
1910 Limited, 6-cyl.						
Rbt			value not estimable			
Tr			value not estimable			
Limo			value not estimable			
1911 Special, 4-cyl.						
Rbt	2,800	8,400	14,000	31,500	49,000	70,000
Tr	2,600	7,800	13,000	29,250	45,500	65,000
Limo	2,680	8,040	13,400	30,150	46,900	67,000
1911 Autocrat, 4-cyl.						
Rbt	4,000	12,000	20,000	45,000	70,000	100,000
Tr	4,040	12,120	20,200	45,450	70,700	101,000
Limo	4,080	12,240	20,400	45,900	71,400	102,000
1911 Limited, 6-cyl.						
Rbt			value not estimable			
Tr			value not estimable			
Limo			value not estimable			
1912 Autocrat, 4-cyl., 40 hp						
2d Rds	4,360	13,080	21,800	49,050	76,300	109,000
4d Tr	4,040	12,120	20,200	45,450	70,700	101,000
4d Limo	4,080	12,240	20,400	45,900	71,400	102,000
1912 Despatch, 4-cyl., 26 hp						
2d Rds	2,400	7,200	12,000	27,000	42,000	60,000
4d Tr	2,840	8,520	14,200	31,950	49,700	71,000
2d Cpe	2,640	7,920	13,200	29,700	46,200	66,000
1912 Defender, 4-cyl., 35 hp						
2d 2P Tr	2,600	7,800	13,000	29,250	45,500	65,000
4d 4P Tr	2,640	7,920	13,200	29,700	46,200	66,000
2d 2P Rds	2,520	7,560	12,600	28,350	44,100	63,000
2d 3P Cpe	2,440	7,320	12,200	27,450	42,700	61,000
2d 5P Cpe	2,400	7,200	12,000	27,000	42,000	60,000
1912 Limited, 6-cyl.						
2d Rds			value not estimable			
4d Tr			value not estimable			
4d Limo			value not estimable			
1913 Light Six, 6-cyl.						
4d 4P Tr	2,560	7,680	12,800	28,800	44,800	64,000
4d Phae	2,600	7,800	13,000	29,250	45,500	65,000
4d 7P Tr	2,520	7,560	12,600	28,350	44,100	63,000
4d Limo	2,560	7,680	12,800	28,800	44,800	64,000
1913 6-cyl., 60 hp						
4d Tr			value not estimable			
1913 4-cyl., 35 hp						
4d Tr	2,240	6,720	11,200	25,200	39,200	56,000
1914 Model 54, 6-cyl.						
4d Phae	3,000	9,000	15,000	33,750	52,500	75,000
4d 5P Tr	2,960	8,880	14,800	33,300	51,800	74,000
4d 7P Tr	3,000	9,000	15,000	33,750	52,500	75,000
4d Limo	2,680	8,040	13,400	30,150	46,900	67,000
1914 Model 42, 4-cyl.						
4d 5P Tr	2,280	6,840	11,400	25,650	39,900	57,000
1915 Model 42, 4-cyl.						
2d Rds	2,200	6,600	11,000	24,750	38,500	55,000
4d Tr	2,240	6,720	11,200	25,200	39,200	56,000
1915 Model 55, 6-cyl.						
4d Tr	3,320	9,960	16,600	37,350	58,100	83,000
1916 Model 43, 4-cyl.						
2d Rds	2,200	6,600	11,000	24,750	38,500	55,000
4d 5P Tr	2,280	6,840	11,400	25,650	39,900	57,000
1916 Model 44, V-8						
2d Rds	2,480	7,440	12,400	27,900	43,400	62,000
4d Tr	2,520	7,560	12,600	28,350	44,100	63,000
4d Sed	2,360	7,080	11,800	26,550	41,300	59,000
2d Cabr	2,440	7,320	12,200	27,450	42,700	61,000
1917 Model 37, 6-cyl.						
4d Tr	2,000	6,000	10,000	22,500	35,000	50,000
2d Rds	1,960	5,880	9,800	22,050	34,300	49,000
2d Cabr	1,920	5,760	9,600	21,600	33,600	48,000
4d Sed	1,640	4,920	8,200	18,450	28,700	41,000
1917 Model 45, V-8						
4d 5P Tr	2,480	7,440	12,400	27,900	43,400	62,000
4d 7P Tr	2,680	8,040	13,400	30,150	46,900	67,000
4d Conv Sed	2,720	8,160	13,600	30,600	47,600	68,000
2d Rds	2,560	7,680	12,800	28,800	44,800	64,000
1917 Model 44-B, V-8						
2d Rds	2,560	7,680	12,800	28,800	44,800	64,000
4d Tr	2,680	8,040	13,400	30,150	46,900	67,000
1918 Model 37, 6-cyl.						
2d Rds	1,960	5,880	9,800	22,050	34,300	49,000
4d Tr	2,000	6,000	10,000	22,500	35,000	50,000
2d Cabr	1,920	5,760	9,600	21,600	33,600	48,000
2d Cpe	1,640	4,920	8,200	18,450	28,700	41,000
4d Sed	1,640	4,920	8,200	18,450	28,700	41,000
1918 Model 45-A, V-8						
4d 5P Tr	2,480	7,440	12,400	27,900	43,400	62,000
4d 7P Tr	2,680	8,040	13,400	30,150	46,900	67,000
2d Rds	2,560	7,680	12,800	28,800	44,800	64,000
4d Spt Tr	2,720	8,160	13,600	30,600	47,600	68,000
2d Cabr	2,440	7,320	12,200	27,450	42,700	61,000
4d Sed	2,360	7,080	11,800	26,550	41,300	59,000
1919 Model 37-A, 6-cyl.						
2d Rds	1,960	5,880	9,800	22,050	34,300	49,000
4d Tr	2,000	6,000	10,000	22,500	35,000	50,000
4d Sed	1,640	4,920	8,200	18,450	28,700	41,000
2d Cpe	1,640	4,920	8,200	18,450	28,700	41,000
1919 Model 45-A, V-8						
2d Rds	2,560	7,680	12,800	28,800	44,800	64,000
4d Tr	2,520	7,560	12,600	28,350	44,100	63,000
1919 Model 45-B, V-8						
4d 4P Tr	2,480	7,440	12,400	27,900	43,400	62,000
4d 7P Tr	2,680	8,040	13,400	30,150	46,900	67,000
1920 Model 37-A, 6-cyl.						
2d Rds	1,960	5,880	9,800	22,050	34,300	49,000
4d Tr	2,000	6,000	10,000	22,500	35,000	50,000
1920 Model 37-B, 6-cyl.						
2d Cpe	1,640	4,920	8,200	18,450	28,700	41,000
4d Sed	1,640	4,920	8,200	18,450	28,700	41,000
1920 Model 45-B, V-8						
4d 4P Tr	2,480	7,440	12,400	27,900	43,400	62,000
4d 5P Tr	2,520	7,560	12,600	28,350	44,100	63,000
4d 7P Sed	2,400	7,200	12,000	27,000	42,000	60,000
1921 Model 37, 6-cyl.						
2d Rds	1,960	5,880	9,800	22,050	34,300	49,000
4d Tr	2,000	6,000	10,000	22,500	35,000	50,000
2d Cpe	1,640	4,920	8,200	18,450	28,700	41,000
4d Sed	1,640	4,920	8,200	18,450	28,700	41,000
1921 Model 43-A, 4-cyl.						
2d Rds	1,960	5,880	9,800	22,050	34,300	49,000
4d Tr	2,000	6,000	10,000	22,500	35,000	50,000
2d Cpe	1,640	4,920	8,200	18,450	28,700	41,000
1921 Model 46, V-8						
4d 4P Tr	2,480	7,440	12,400	27,900	43,400	62,000
4d Tr	2,520	7,560	12,600	28,350	44,100	63,000
4d 7P Sed	2,400	7,200	12,000	27,000	42,000	60,000
1921 Model 47, V-8						
4d Spt Tr	2,600	7,800	13,000	29,250	45,500	65,000
2d 4P Cpe	2,440	7,320	12,200	27,450	42,700	61,000
4d 5P Sed	2,320	6,960	11,600	26,100	40,600	58,000
1922 Model 46, V-8						
4d Spt Tr	2,600	7,800	13,000	29,250	45,500	65,000
4d 4P Tr	2,480	7,440	12,400	27,900	43,400	62,000
4d 7P Tr	2,480	7,440	12,400	27,900	43,400	62,000
4d 7P Sed	2,400	7,200	12,000	27,000	42,000	60,000
1922 Model 47, V-8						
2d Rds	2,600	7,800	13,000	29,250	45,500	65,000
4d Tr	2,520	7,560	12,600	28,350	44,100	63,000
4d 4P Spt	2,600	7,800	13,000	29,250	45,500	65,000
2d 4P Cpe	2,440	7,320	12,200	27,450	42,700	61,000
4d 5P Sed	2,320	6,960	11,600	26,100	40,600	58,000
1923 Model M30-A, 6-cyl.						
2d Rds	1,960	5,880	9,800	22,050	34,300	49,000
4d Tr	2,000	6,000	10,000	22,500	35,000	50,000
2d Cpe	1,640	4,920	8,200	18,450	28,700	41,000
4d Sed	1,640	4,920	8,200	18,450	28,700	41,000
4d Spt Tr	2,080	6,240	10,400	23,400	36,400	52,000
1923 Model 43-A, 4-cyl.						
2d Rds	1,960	5,880	9,800	22,050	34,300	49,000
4d Tr	2,000	6,000	10,000	22,500	35,000	50,000
2d Cpe	1,640	4,920	8,200	18,450	28,700	41,000
4d Sed	1,640	4,920	8,200	18,450	28,700	41,000
4d Brgm	1,660	4,980	8,300	18,680	29,050	41,500
4d Cal Tp Sed	1,680	5,040	8,400	18,900	29,400	42,000
1923 Model 47, V-8						
4d 4P Tr	2,520	7,560	12,600	28,350	44,100	63,000
4d 5P Tr	2,520	7,560	12,600	28,350	44,100	63,000
2d Rds	2,600	7,800	13,000	29,250	45,500	65,000
4d Sed	1,640	4,920	8,200	18,450	28,700	41,000
2d Cpe	1,640	4,920	8,200	18,450	28,700	41,000
4d Spt Tr	2,080	6,240	10,400	23,400	36,400	52,000
1924 Model 30-B, 6-cyl.						
2d Rds	1,400	4,200	7,000	15,750	24,500	35,000
4d Tr	1,320	3,960	6,600	14,850	23,100	33,000
2d Spt Rds	1,600	4,800	8,000	18,000	28,000	40,000
4d Spt Tr	1,520	4,560	7,600	17,100	26,600	38,000
2d Cpe	1,160	3,480	5,800	13,050	20,300	29,000
4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
2d Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d DeL Sed	1,120	3,360	5,600	12,600	19,600	28,000
1925 Series 30-C, 6-cyl.						
2d Rds	1,400	4,200	7,000	15,750	24,500	35,000
4d Tr	1,320	3,960	6,600	14,850	23,100	33,000
2d Spt Rds	1,600	4,800	8,000	18,000	28,000	40,000
4d Spt Tr	1,520	4,560	7,600	17,100	26,600	38,000
2d Cpe	1,160	3,480	5,800	13,050	20,300	29,000
4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
4d DeL Sed	1,140	3,420	5,700	12,830	19,950	28,500
2d DeL	1,080	3,240	5,400	12,150	18,900	27,000
1926 Model 30-D, 6-cyl.						
2d DeL Rds	1,400	4,200	7,000	15,750	24,500	35,000
4d Tr	1,320	3,960	6,600	14,850	23,100	33,000
4d DeL Tr	1,340	4,020	6,700	15,080	23,450	33,500
2d Cpe	1,240	3,720	6,200	13,950	21,700	31,000
2d DeL Cpe	1,280	3,840	6,400	14,400	22,400	32,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d DeL Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Sed	1,140	3,420	5,700	12,830	19,950	28,500
4d DeL Sed	1,140	3,420	5,700	12,830	19,950	28,500
4d Lan Sed	1,160	3,480	5,800	13,050	20,300	29,000
1927 Series 30-E, 6-cyl.						
2d DeL Rds	1,400	4,200	7,000	15,750	24,500	35,000
4d Tr	1,320	3,960	6,600	14,850	23,100	33,000
4d DeL Tr	1,340	4,020	6,700	15,080	23,450	33,500
2d Cpe	1,240	3,720	6,200	13,950	21,700	31,000
2d DeL Cpe	1,280	3,840	6,400	14,400	22,400	32,000
2d Spt Cpe	1,320	3,960	6,600	14,850	23,100	33,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d DeL Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
4d DeL Sed	1,140	3,420	5,700	12,830	19,950	28,500
4d Lan	1,160	3,480	5,800	13,050	20,300	29,000
1928 Model F-28, 6-cyl.						
2d Rds	1,360	4,080	6,800	15,300	23,800	34,000
2d DeL Rds	1,400	4,200	7,000	15,750	24,500	35,000
4d Tr	1,320	3,960	6,600	14,850	23,100	33,000
4d DeL Tr	1,340	4,020	6,700	15,080	23,450	33,500
2d Cpe	1,240	3,720	6,200	13,950	21,700	31,000
2d Spl Cpe	1,320	3,960	6,600	14,850	23,100	33,000
2d Spt Cpe	1,380	4,140	6,900	15,530	24,150	34,500
2d DeL Spt Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d DeL Sed	1,140	3,420	5,700	12,830	19,950	28,500
4d Lan	1,160	3,480	5,800	13,050	20,300	29,000
4d DeL Lan	1,200	3,600	6,000	13,500	21,000	30,000
1929 Model F-29, 6-cyl.						
2d Rds	1,480	4,440	7,400	16,650	25,900	37,000
2d Conv	1,440	4,320	7,200	16,200	25,200	36,000
4d Tr	1,360	4,080	6,800	15,300	23,800	34,000
2d Cpe	1,290	3,860	6,440	14,490	22,540	32,200
2d Spt Cpe	1,340	4,020	6,700	15,080	23,450	33,500
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Lan	1,160	3,480	5,800	13,050	20,300	29,000
1929 Viking, V-8						
2d Conv Cpe	1,760	5,280	8,800	19,800	30,800	44,000
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d CC Sed	1,360	4,080	6,800	15,300	23,800	34,000
1930 Model F-30, 6-cyl.						
2d Conv	1,440	4,320	7,200	16,200	25,200	36,000
4d Tr	1,360	4,080	6,800	15,300	23,800	34,000
2d Cpe	1,280	3,840	6,400	14,400	22,400	32,000
2d Spt Cpe	1,340	4,020	6,700	15,080	23,450	33,500
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Pat Sed	1,160	3,480	5,800	13,050	20,300	29,000
1930 Viking, V-8						
2d Conv Cpe	1,760	5,280	8,800	19,800	30,800	44,000
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d CC Sed	1,360	4,080	6,800	15,300	23,800	34,000
1931 Model F-31, 6-cyl.						
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
2d Cpe	1,300	3,900	6,500	14,630	22,750	32,500
2d Spt Cpe	1,340	4,020	6,700	15,080	23,450	33,500
2d Sed	1,120	3,360	5,600	12,600	19,600	28,000
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Pat Sed	1,160	3,480	5,800	13,050	20,300	29,000
1932 Model F-32, 6-cyl.						
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
2d Cpe	1,300	3,900	6,500	14,630	22,750	32,500
2d Spt Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2d Sed	1,160	3,480	5,800	13,050	20,300	29,000
4d Sed	1,280	3,840	6,400	14,400	22,400	32,000
4d Pat Sed	1,320	3,960	6,600	14,850	23,100	33,000
1932 Model L-32, 8-cyl.						
2d Conv	2,220	6,660	11,100	24,980	38,850	55,500
2d Cpe	1,320	3,960	6,600	14,850	23,100	33,000
2d Spt Cpe	1,500	4,500	7,500	16,880	26,250	37,500
2d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Pat Sed	1,380	4,140	6,900	15,530	24,150	34,500
1933 Model F-33, 6-cyl.						
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
2d Bus Cpe	1,220	3,660	6,100	13,730	21,350	30,500
2d Spt Cpe	1,440	4,320	7,200	16,200	25,200	36,000
2d 5P Cpe	1,220	3,660	6,100	13,730	21,350	30,500
2d Tr Cpe	1,200	3,600	6,000	13,500	21,000	30,000
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Trk Sed	1,240	3,720	6,200	13,950	21,700	31,000
1933 Model L-33, 8-cyl.						
2d Conv	2,140	6,420	10,700	24,080	37,450	53,500
2d Bus Cpe	1,300	3,900	6,500	14,630	22,750	32,500
2d Spt Cpe	1,500	4,500	7,500	16,880	26,250	37,500
2d 5P Cpe	1,360	4,080	6,800	15,300	23,800	34,000
4d Sed	1,280	3,840	6,400	14,400	22,400	32,000
4d Trk Sed	1,300	3,900	6,500	14,630	22,750	32,500
1934 Model F-34, 6-cyl.						
2d Bus Cpe	1,220	3,660	6,100	13,730	21,350	30,500
2d Spt Cpe	1,440	4,320	7,200	16,200	25,200	36,000
2d 5P Cpe	1,220	3,660	6,100	13,730	21,350	30,500
4d SB Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Trk Sed	1,240	3,720	6,200	13,950	21,700	31,000
1934 Model L-34, 8-cyl.						
2d Conv	2,140	6,420	10,700	24,080	37,450	53,500
2d Bus Cpe	1,300	3,900	6,500	14,630	22,750	32,500
2d Spt Cpe	1,500	4,500	7,500	16,880	26,250	37,500
2d 5P Cpe	1,360	4,080	6,800	15,300	23,800	34,000
2d Tr Cpe	1,380	4,140	6,900	15,530	24,150	34,500
4d Sed	1,280	3,840	6,400	14,400	22,400	32,000
4d Trk Sed	1,240	3,720	6,200	13,950	21,700	31,000
1935 F-35, 6-cyl.						
2d Conv	1,680	5,040	8,400	18,900	29,400	42,000
2d Clb Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Bus Cpe	1,180	3,530	5,880	13,230	20,580	29,400
2d Spt Cpe	1,280	3,840	6,400	14,400	22,400	32,000
2d Tr Cpe	1,160	3,480	5,800	13,050	20,300	29,000
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Trk Sed	1,160	3,480	5,800	13,050	20,300	29,000
1935 L-35, 8-cyl.						
2d Conv	2,120	6,360	10,600	23,850	37,100	53,000
2d Clb Cpe	1,340	4,020	6,700	15,080	23,450	33,500
2d Bus Cpe	1,300	3,900	6,500	14,630	22,750	32,500
2d Spt Cpe	1,500	4,500	7,500	16,880	26,250	37,500
2d Sed	1,280	3,840	6,400	14,400	22,400	32,000
2d Trk Sed	1,280	3,840	6,400	14,400	22,400	32,000
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Trk Sed	1,320	3,960	6,600	14,850	23,100	33,000
1936 F-36, 6-cyl.						
2d Conv	1,680	5,040	8,400	18,900	29,400	42,000
2d Bus Cpe	1,180	3,540	5,900	13,280	20,650	29,500
2d Spt Cpe	1,280	3,840	6,400	14,400	22,400	32,000
2d Sed	1,110	3,330	5,550	12,490	19,430	27,750
2d Trk Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Trk Sed	1,160	3,480	5,800	13,050	20,300	29,000
1936 L-36, 8-cyl.						
2d Conv	2,120	6,360	10,600	23,850	37,100	53,000
2d Bus Cpe	1,300	3,900	6,500	14,630	22,750	32,500
2d Spt Cpe	1,500	4,500	7,500	16,880	26,250	37,500
2d Sed	1,280	3,840	6,400	14,400	22,400	32,000

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2d Trk Sed	1,280	3,840	6,400	14,400	22,400	32,000
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Trk Sed	1,320	3,960	6,600	14,850	23,100	33,000
1937 F-37, 6-cyl.						
2d Conv	1,680	5,040	8,400	18,900	29,400	42,000
2d Bus Cpe	1,180	3,540	5,900	13,280	20,650	29,500
2d Clb Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2d Sed	1,100	3,300	5,500	12,380	19,250	27,500
2d Trk Sed	1,100	3,300	5,500	12,380	19,250	27,500
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Trk Sed	1,160	3,480	5,800	13,050	20,300	29,000
1937 L-37, 8-cyl.						
2d Conv	2,120	6,360	10,600	23,850	37,100	53,000
2d Bus Cpe	1,300	3,900	6,500	14,630	22,750	32,500
2d Clb Cpe	1,440	4,320	7,200	16,200	25,200	36,000
2d Sed	1,280	3,840	6,400	14,400	22,400	32,000
2d Trk Sed	1,280	3,840	6,400	14,400	22,400	32,000
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Trk Sed	1,320	3,960	6,600	14,850	23,100	33,000
1938 F-38, 6-cyl.						
2d Conv	1,680	5,040	8,400	18,900	29,400	42,000
2d Bus Cpe	1,300	3,900	6,500	14,630	22,750	32,500
2d Clb Cpe	1,440	4,320	7,200	16,200	25,200	36,000
2d Sed	1,280	3,840	6,400	14,400	22,400	32,000
2d Tr Sed	1,280	3,840	6,400	14,400	22,400	32,000
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Tr Sed	1,320	3,960	6,600	14,850	23,100	33,000
1938 L-38, 8-cyl.						
2d Conv	2,120	6,360	10,600	23,850	37,100	53,000
2d Bus Cpe	1,500	4,500	7,500	16,880	26,250	37,500
2d Clb Cpe	1,440	4,320	7,200	16,200	25,200	36,000
2d Sed	1,280	3,840	6,400	14,400	22,400	32,000
2d Tr Sed	1,280	3,840	6,400	14,400	22,400	32,000
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Tr Sed	1,320	3,960	6,600	14,850	23,100	33,000
1939 F-39 "60" Series, 6-cyl.						
2d Bus Cpe	1,230	3,690	6,150	13,840	21,530	30,750
2d Clb Cpe	1,220	3,660	6,100	13,730	21,350	30,500
2d Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Sed	1,100	3,300	5,500	12,380	19,250	27,500
1939 G-39 "70" Series, 6-cyl.						
2d Conv	1,680	5,040	8,400	18,900	29,400	42,000
2d Bus Sed	1,240	3,720	6,200	13,950	21,700	31,000
2d Clb Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2d Sed	1,200	3,600	6,000	13,500	21,000	30,000
2d SR Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d SR Sed	1,200	3,600	6,000	13,500	21,000	30,000
1939 L-39 "80" Series, 8-cyl.						
2d Conv	2,040	6,120	10,200	22,950	35,700	51,000
2d Bus Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2d Clb Cpe	1,460	4,380	7,300	16,430	25,550	36,500
2d Sed	1,240	3,720	6,200	13,950	21,700	31,000
2d SR Sed	1,240	3,720	6,200	13,950	21,700	31,000
4d Sed	1,280	3,840	6,400	14,400	22,400	32,000
4d SR Sed	1,280	3,840	6,400	14,400	22,400	32,000
1940 Series 60, 6-cyl.						
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
2d Bus Cpe	1,180	3,540	5,900	13,280	20,650	29,500
2d Clb Cpe	1,220	3,660	6,100	13,730	21,350	30,500
4d Sta Wag	2,640	7,920	13,200	29,700	46,200	66,000
2d Sed	1,240	3,720	6,200	13,950	21,700	31,000
2d SR Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Sed	1,280	3,840	6,400	14,400	22,400	32,000
4d SR Sed	1,360	4,080	6,800	15,300	23,800	34,000
1940 Series 70, 6-cyl.						
2d Conv	1,680	5,040	8,400	18,900	29,400	42,000
2d Bus Cpe	1,240	3,720	6,200	13,950	21,700	31,000
2d Clb Cpe	1,220	3,660	6,100	13,730	21,350	30,500
2d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Sed	1,240	3,720	6,200	13,950	21,700	31,000
1940 Series 90, 8-cyl.						
2d Conv Cpe	2,040	6,120	10,200	22,950	35,700	51,000
4d Conv Sed	2,400	7,200	12,000	27,000	42,000	60,000
2d Clb Cpe	1,460	4,380	7,300	16,430	25,550	36,500
4d Tr Sed	1,280	3,840	6,400	14,400	22,400	32,000
1941 Series 66, 6-cyl.						
2d Conv Cpe	1,820	5,460	9,100	20,480	31,850	45,500
2d Bus Cpe	1,100	3,310	5,520	12,420	19,320	27,600
2d Clb Cpe	1,280	3,840	6,400	14,400	22,400	32,000
2d Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Twn Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Sta Wag	3,400	10,200	17,000	38,250	59,500	85,000
1941 Series 68, 8-cyl.						
2d Conv Cpe	1,880	5,640	9,400	21,150	32,900	47,000
2d Bus Cpe	1,240	3,730	6,220	14,000	21,770	31,100
2d Clb Cpe	1,300	3,900	6,500	14,630	22,750	32,500
2d Sed	1,070	3,200	5,340	12,020	18,690	26,700
4d Sed	1,070	3,200	5,340	12,020	18,690	26,700
4d Twn Sed	1,070	3,200	5,340	12,020	18,690	26,700
4d Sta Wag	3,480	10,440	17,400	39,150	60,900	87,000
1941 Series 76, 6-cyl.						
2d Bus Cpe	1,280	3,840	6,400	14,400	22,400	32,000
2d Clb Sed	1,060	3,180	5,300	11,930	18,550	26,500
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
1941 Series 78, 8-cyl.						
2d Bus Sed	1,300	3,900	6,500	14,630	22,750	32,500
2d Clb Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
1941 Series 96, 6-cyl.						
2d Conv Cpe	1,960	5,880	9,800	22,050	34,300	49,000
2d Clb Cpe	1,380	4,140	6,900	15,530	24,150	34,500
4d Sed	1,280	3,840	6,400	14,400	22,400	32,000
1941 Series 98, 8-cyl.						
2d Conv Cpe	2,040	6,120	10,200	22,950	35,700	51,000
4d Conv Sed	2,320	6,960	11,600	26,100	40,600	58,000
2d Clb Cpe	1,460	4,380	7,300	16,430	25,550	36,500
4d Sed	1,300	3,900	6,500	14,630	22,750	32,500
1942 Special Series 66 & 68						
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
2d Bus Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Clb Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Clb Sed	1,040	3,120	5,200	11,700	18,200	26,000
2d Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Twn Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Sta Wag	3,560	10,680	17,800	40,050	62,300	89,000
NOTE: Add 10% for 8-cyl.						
1942 Dynamic Series 76-78						
2d Clb Sed	1,160	3,480	5,800	13,050	20,300	29,000
4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
NOTE: Add 10% for 8-cyl.						
1942 Custom Series 98, 8-cyl.						
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
2d Clb Sed	1,120	3,360	5,600	12,600	19,600	28,000
4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
1946-47 Special Series 66, 6-cyl.						
2d Conv	1,880	5,640	9,400	21,150	32,900	47,000
2d Clb Cpe	3,020	9,070	15,120	34,020	52,920	75,600
2d Clb Sed	1,020	3,050	5,080	11,430	17,780	25,400
4d Sed	812	2,436	4,060	9,140	14,210	20,300
4d Sta Wag	2,800	8,400	14,000	31,500	49,000	70,000
1946-47 Special Series 68, 8-cyl.						
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000
2d Clb Cpe	1,020	3,070	5,120	11,520	17,920	25,600
2d Clb Sed	1,060	3,170	5,280	11,880	18,480	26,400
4d Sed	852	2,556	4,260	9,590	14,910	21,300
4d Sta Wag	2,860	8,580	14,300	32,180	50,050	71,500
1946-47 Dynamic Cruiser, Series 76, 6-cyl.						
2d Clb Sed	1,030	3,080	5,140	11,570	17,990	25,700
2d DeL Clb Sed (1947 only)	1,030	3,100	5,160	11,610	18,060	25,800
4d Sed	824	2,472	4,120	9,270	14,420	20,600
4d DeL Sed (1947 only)	830	2,480	4,140	9,320	14,490	20,700
1946-47 Dynamic Cruiser Series 78, 8-cyl.						
2d Clb Sed	1,070	3,200	5,340	12,020	18,690	26,700
2d DeL Clb Sed (1947 only)	1,070	3,220	5,360	12,060	18,760	26,800
4d Sed	864	2,592	4,320	9,720	15,120	21,600
4d DeL Sed (1947 only)	870	2,600	4,340	9,770	15,190	21,700
1946-47 Custom Cruiser Series 98, 8-cyl.						
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000
2d Clb Sed	1,100	3,300	5,500	12,380	19,250	27,500
4d Sed	888	2,664	4,440	9,990	15,540	22,200
1948 Dynamic Series 66, 6-cyl., 119" wb						
2d Conv	1,720	5,160	8,600	19,350	30,100	43,000
2d Clb Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Clb Sed	980	2,940	4,900	11,030	17,150	24,500
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sta Wag	3,000	9,000	15,000	33,750	52,500	75,000
1948 Dynamic Series 68, 8-cyl., 119" wb						
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
2d Clb Cpe	1,060	3,180	5,300	11,930	18,550	26,500
2d Clb Sed	1,050	3,160	5,260	11,840	18,410	26,300
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Sta Wag	3,400	10,200	17,000	38,250	59,500	85,000
1948 Dynamic Series 76, 6-cyl., 125" wb						
2d Clb Sed	960	2,880	4,800	10,800	16,800	24,000
4d Sed	720	2,160	3,600	8,100	12,600	18,000
1948 Dynamic Series 78, 8-cyl., 125" wb						
2d Clb Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1948 Futuramic Series 98, 8-cyl., 125" wb						
2d Conv	2,240	6,720	11,200	25,200	39,200	56,000
2d Clb Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Sed	880	2,640	4,400	9,900	15,400	22,000
1949 Futuramic 76, 6-cyl., 119.5" wb						
2d Conv	2,120	6,360	10,600	23,850	37,100	53,000
2d Clb Cpe	1,480	4,440	7,400	16,650	25,900	37,000
2d Sed	1,280	3,840	6,400	14,400	22,400	32,000
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sta Wag	2,480	7,440	12,400	27,900	43,400	62,000
NOTE: Deduct 25% for all-steel station wagon introduced late in the model year.						
1949 Futuramic Series 98, V-8, 119.5" wb						
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
2d Clb Cpe	1,560	4,680	7,800	17,550	27,300	39,000
2d Clb Sed	1,520	4,560	7,600	17,100	26,600	38,000
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Sta Wag	2,560	7,680	12,800	28,800	44,800	64,000
NOTE: Deduct 25% for all-steel station wagon introduced late in the model year.						
1949 Futuramic Series 98, V-8, 125" wb						
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
2d Holiday HT	1,800	5,400	9,000	20,250	31,500	45,000
2d Clb Sed	1,560	4,680	7,800	17,550	27,300	39,000
4d Sed	1,360	4,080	6,800	15,300	23,800	34,000
1950 Futuramic 76, 6-cyl., 119.5" wb						
2d Conv	2,010	6,040	10,070	22,660	35,250	50,350
2d Holiday HT	1,600	4,790	7,980	17,960	27,930	39,900
2d Clb Cpe	1,410	4,220	7,030	15,820	24,610	35,150
2d Sed	1,220	3,650	6,080	13,680	21,280	30,400
2d Clb Sed	1,240	3,710	6,180	13,890	21,610	30,875
4d Sed	950	2,850	4,750	10,690	16,630	23,750
4d Sta Wag	2,360	7,070	11,780	26,510	41,230	58,900
1950 Futuramic 88, V-8, 119.5" wb						
2d Conv	2,090	6,270	10,450	23,510	36,580	52,250
2d DeL Holiday HT	1,670	5,020	8,360	18,810	29,260	41,800
2d DeL Clb Cpe	1,480	4,450	7,410	16,670	25,940	37,050
2d DeL	1,290	3,880	6,460	14,540	22,610	32,300
2d DeL Clb Sed	1,290	3,880	6,460	14,540	22,610	32,300
4d DeL Sed	1,030	3,080	5,130	11,540	17,960	25,650
4d DeL Sta Wag	2,420	7,260	12,100	27,230	42,350	60,500
1950 Futuramic 98, V-8, 122" wb						
2d DeL Conv	2,470	7,410	12,350	27,790	43,230	61,750
2d DeL Holiday HT	1,710	5,130	8,550	19,240	29,930	42,750
2d Holiday HT	1,690	5,070	8,460	19,020	29,590	42,275
2d DeL Clb Sed	1,520	4,560	7,600	17,100	26,600	38,000
2d DeL FBk	1,520	4,560	7,600	17,100	26,600	38,000
4d DeL FBk	1,330	3,990	6,650	14,960	23,280	33,250
4d DeL Sed	1,110	3,330	5,550	12,490	19,430	27,750
4d DeL Twn Sed	1,140	3,420	5,700	12,830	19,950	28,500
NOTE: Deduct 10% for 6-cyl.						
1951-52 Standard 88, V-8, 119.5" wb						
2d Sed (1951 only)	1,220	3,650	6,080	13,680	21,280	30,400
4d Sed (1951 only)	950	2,850	4,750	10,690	16,630	23,750
1951-52 DeLuxe 88, V-8, 120" wb						
2d Sed	1,250	3,760	6,270	14,110	21,950	31,350
4d Sed	990	2,960	4,940	11,120	17,290	24,700
1951-52 Super 88, V-8, 120" wb						
2d Conv	2,090	6,270	10,450	23,510	36,580	52,250
2d Holiday HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Clb Cpe	1,410	4,220	7,030	15,820	24,610	35,150
2d Sed	1,290	3,880	6,460	14,540	22,610	32,300
4d Sed	1,430	4,280	7,130	16,040	24,960	35,650
1951-52 Series 98, V-8, 122" wb						
2d Conv	2,470	7,400	12,340	27,770	43,190	61,700
2d DeL Holiday HT ('51)	1,710	5,130	8,550	19,240	29,930	42,750
2d Holiday HT	1,690	5,070	8,460	19,020	29,590	42,275
4d Sed	1,110	3,330	5,550	12,490	19,430	27,750
1953 Series 88, V-8, 120" wb						
2d Sed	1,250	3,760	6,270	14,110	21,950	31,350
4d Sed	990	2,960	4,940	11,120	17,290	24,700
1953 Series Super 88, V-8, 120" wb						
2d Conv	2,090	6,270	10,450	23,510	36,580	52,250
2d Holiday HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Sed	1,290	3,880	6,460	14,540	22,610	32,300
4d Sed	1,100	3,310	5,510	12,400	19,290	27,550
1953 Classic 98, V-8, 124" wb						
2d Conv	2,470	7,410	12,350	27,790	43,230	61,750
2d Holiday HT	1,710	5,130	8,550	19,240	29,930	42,750
4d Sed	1,110	3,330	5,550	12,490	19,430	27,750
1953 Fiesta 98, V-8, 124" wb						
2d Conv	10,000	30,000	50,000	112,500	175,000	250,000
1954 Series 88, V-8, 122" wb						
2d Holiday HT	1,480	4,450	7,410	16,670	25,940	37,050
2d Sed	1,250	3,760	6,270	14,110	21,950	31,350
4d Sed	990	2,960	4,940	11,120	17,290	24,700
1954 Series Super 88, V-8, 122" wb						
2d Conv	2,140	6,420	10,700	24,080	37,450	53,500
2d Holiday HT	1,560	4,670	7,790	17,530	27,270	38,950
2d Sed	1,290	3,880	6,460	14,540	22,610	32,300
4d Sed	1,100	3,310	5,510	12,400	19,290	27,550
1954 Classic 98, V-8, 126" wb						
2d Starfire Conv	3,520	10,560	17,600	39,600	61,600	88,000
2d DeL Holiday HT	1,630	4,900	8,170	18,380	28,600	40,850
2d Holiday HT	1,560	4,670	7,790	17,530	27,270	38,950
4d Sed	1,060	3,190	5,320	11,970	18,620	26,600
1955 Series 88, V-8, 122" wb						
2d DeL Holiday HT	1,600	4,800	8,000	18,000	28,000	40,000
4d Holiday HT	1,140	3,420	5,700	12,830	19,950	28,500
2d Sed	1,250	3,760	6,270	14,110	21,950	31,350
4d Sed	1,030	3,080	5,130	11,540	17,960	25,650
1955 Series Super 88, V-8, 122" wb						
2d Conv	2,130	6,380	10,640	23,940	37,240	53,200
2d DeL Holiday HT	1,560	4,670	7,790	17,530	27,270	38,950
4d Holiday HT	1,180	3,530	5,890	13,250	20,620	29,450
2d Sed	1,270	3,820	6,370	14,330	22,300	31,850
4d Sed	1,050	3,140	5,230	11,760	18,290	26,125
1955 Classic 98, V-8, 126" wb						
2d Starfire Conv	3,420	10,260	17,100	38,480	59,850	85,500
2d DeL Holiday HT	1,630	4,900	8,170	18,380	28,600	40,850
4d DeL Holiday HT	1,600	4,790	7,980	17,960	27,930	39,900
4d Sed	1,060	3,190	5,320	11,970	18,620	26,600
1956 Series 88, V-8, 122" wb						
2d Holiday HT	1,600	4,800	8,000	18,000	28,000	40,000
4d Holiday HT	1,140	3,420	5,700	12,830	19,950	28,500
2d Sed	1,250	3,760	6,270	14,110	21,950	31,350
4d Sed	1,030	3,080	5,130	11,540	17,960	25,650
1956 Series Super 88, V-8, 122" wb						
2d Conv	2,130	6,380	10,640	23,940	37,240	53,200
2d Holiday HT	1,560	4,670	7,790	17,530	27,270	38,950
4d Holiday HT	1,180	3,530	5,890	13,250	20,620	29,450
2d Sed	1,270	3,820	6,370	14,320	22,280	31,825
4d Sed	1,050	3,140	5,230	11,760	18,290	26,125
1956 Series 98, V-8, 126" wb						
2d Starfire Conv	3,420	10,260	17,100	38,480	59,850	85,500
2d DeL Holiday HT	1,630	4,900	8,170	18,380	28,600	40,850
4d DeL Holiday HT	1,600	4,790	7,980	17,960	27,930	39,900
4d Sed	1,060	3,190	5,320	11,970	18,620	26,600
1957 Series 88, V-8, 122" wb						
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
2d Holiday HT	1,710	5,130	8,550	19,240	29,930	42,750
4d Holiday HT	1,330	3,990	6,650	14,960	23,280	33,250
2d Sed	1,270	3,820	6,370	14,320	22,280	31,825
4d Sed	1,050	3,140	5,230	11,760	18,290	26,125
4d HT Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
4d Sta Wag	1,290	3,880	6,460	14,540	22,610	32,300
1957 Series Super 88, V-8, 122" wb						
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
2d Holiday HT	1,750	5,240	8,740	19,670	30,590	43,700
4d Holiday HT	1,370	4,100	6,840	15,390	23,940	34,200
2d Sed	1,270	3,820	6,370	14,320	22,280	31,825
4d Sed	1,050	3,140	5,230	11,760	18,290	26,125
4d HT Sta Wag	1,410	4,220	7,030	15,820	24,610	35,150
1957 Series 98, V-8, 126" wb						
2d Starfire Conv	3,420	10,260	17,100	38,480	59,850	85,500
2d Holiday HT	1,710	5,130	8,550	19,240	29,930	42,750
4d Holiday HT	1,410	4,220	7,030	15,820	24,610	35,150
4d Sed	1,140	3,420	5,700	12,830	19,950	28,500
NOTE: Add 40% for J-2 option.						
1958 Series 88, V-8, 122.5" wb						
2d Conv	2,090	6,270	10,450	23,510	36,580	52,250
2d Holiday HT	1,480	4,450	7,410	16,670	25,940	37,050

	6	5	4	3	2	1
4d Holiday HT	1,180	3,530	5,890	13,250	20,620	29,450
2d Sed	950	2,850	4,750	10,690	16,630	23,750
4d Sed	990	2,960	4,940	11,120	17,290	24,700
4d HT Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
4d Sta Wag	1,250	3,760	6,270	14,110	21,950	31,350
1958 Series Super 88, V-8, 122.5" wb						
2d Conv	2,580	7,750	12,920	29,070	45,220	64,600
2d Holiday HT	1,670	5,020	8,360	18,810	29,260	41,800
4d Holiday HT	1,220	3,650	6,080	13,680	21,280	30,400
4d Sed	1,030	3,080	5,130	11,540	17,960	25,650
4d HT Sta Wag	1,370	4,100	6,840	15,390	23,940	34,200
1958 Series 98, V-8, 126.5" wb						
2d Conv	3,420	10,260	17,100	38,480	59,850	85,500
2d Holiday HT	1,600	4,790	7,980	17,960	27,930	39,900
4d Holiday HT	1,290	3,880	6,460	14,540	22,610	32,300
4d Sed	1,060	3,190	5,320	11,970	18,620	26,600
NOTE: Add 30% for J-2 option.						
1959 Series 88, V-8, 123" wb						
2d Conv	1,710	5,130	8,550	19,240	29,930	42,750
2d Holiday HT	1,240	3,720	6,200	13,950	21,700	31,000
4d Holiday HT	1,060	3,190	5,320	11,970	18,620	26,600
4d Sed	870	2,620	4,370	9,830	15,300	21,850
4d Sta Wag	1,080	3,250	5,420	12,180	18,950	27,075
1959 Series Super 88, V-8, 123" wb						
2d Conv	1,900	5,700	9,500	21,380	33,250	47,500
2d Holiday HT	1,250	3,760	6,270	14,110	21,950	31,350
4d Holiday HT	1,100	3,310	5,510	12,400	19,290	27,550
4d Sed	890	2,680	4,470	10,050	15,630	22,325
4d Sta Wag	1,100	3,310	5,510	12,400	19,290	27,550
1959 Series 98, V-8, 126.3" wb						
2d Conv	2,090	6,270	10,450	23,510	36,580	52,250
2d Holiday HT	1,330	3,990	6,650	14,960	23,280	33,250
4d Holiday HT	1,140	3,420	5,700	12,830	19,950	28,500
4d Sed	910	2,740	4,560	10,260	15,960	22,800
NOTE: Add 10% for hp option.						
1960 Series Dynamic 88, V-8, 123" wb						
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
2d Sed	960	2,880	4,800	10,800	16,800	24,000
2d Holiday HT	1,240	3,720	6,200	13,950	21,700	31,000
4d Holiday HT	1,120	3,360	5,600	12,600	19,600	28,000
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
1960 Series Super 88, V-8, 123" wb						
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
2d Holiday HT	1,320	3,960	6,600	14,850	23,100	33,000
4d Holiday HT	1,160	3,480	5,800	13,050	20,300	29,000
4d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sta Wag	1,160	3,480	5,800	13,050	20,300	29,000
1960 Series 98, V-8, 126.3" wb						
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
2d Holiday HT	1,600	4,800	8,000	18,000	28,000	40,000
4d Holiday HT	1,240	3,720	6,200	13,950	21,700	31,000
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1961 F-85, V-8, 112" wb						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Clb Cpe	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag	560	1,680	2,800	6,300	9,800	14,000
1961 Dynamic 88, V-8, 123" wb						
2d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Sed	940	2,820	4,700	10,580	16,450	23,500
2d Holiday HT	1,240	3,720	6,200	13,950	21,700	31,000
4d Holiday HT	1,120	3,360	5,600	12,600	19,600	28,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
1961 Super 88, V-8, 123" wb						
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Holiday HT	1,160	3,480	5,800	13,050	20,300	29,000
2d Holiday HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
4d Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
2d Starfire Conv	2,640	7,920	13,200	29,700	46,200	66,000
1961 Series 98, V-8, 126" wb						
4d Twn Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Spt Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Holiday HT	1,240	3,720	6,200	13,950	21,700	31,000
2d Holiday HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
NOTE: Add 10% for Cutlass. Deduct 10% for std. line values.						
1962 F-85 Series, V-8, 112" wb						
4d Sed	460	1,380	2,300	5,180	8,050	11,500
2d Cutlass Cpe	620	1,860	3,100	6,980	10,850	15,500
2d Cutlass Conv	1,200	3,600	6,000	13,500	21,000	30,000
4d Sta Wag	580	1,740	2,900	6,530	10,150	14,500
1962 Jetfire Turbo-charged, V-8, 112" wb						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
1962 Dynamic 88, V-8, 123" wb						
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Holiday HT	1,120	3,360	5,600	12,600	19,600	28,000
2d Holiday HT	1,240	3,720	6,200	13,950	21,700	31,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
1962 Super 88, V-8, 123" wb						
4d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Holiday HT	1,160	3,480	5,800	13,050	20,300	29,000
2d Holiday HT	1,320	3,960	6,600	14,850	23,100	33,000
4d Sta Wag	1,160	3,480	5,800	13,050	20,300	29,000
1962 Starfire, 345 hp V-8, 123" wb						
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
1962 Series 98, V-8, 126" wb						
4d Twn Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Spt Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Holiday HT	1,240	3,720	6,200	13,950	21,700	31,000
2d Holiday Spt HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
1963 F-85 Series, V-8, 112" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Cutlass Cpe	640	1,920	3,200	7,200	11,200	16,000
2d Cutlass Conv	1,240	3,720	6,200	13,950	21,700	31,000
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
NOTE: Deduct 5% for V-6 engine.						

	6	5	4	3	2	1
1963 Jetfire Series, V-8, 112" wb						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
1963 Dynamic 88, V-8, 123" wb						
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Holiday HT	1,140	3,420	5,700	12,830	19,950	28,500
2d Holiday HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000
4d Sta Wag	1,160	3,480	5,800	13,050	20,300	29,000
1963 Super 88, V-8, 123" wb						
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Holiday HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Holiday HT	1,680	5,040	8,400	18,900	29,400	42,000
4d Sta Wag	1,160	3,480	5,800	13,050	20,300	29,000
1963 Starfire, V-8, 123" wb						
2d Cpe	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
1963 Series 98, V-8, 126" wb						
4d Sed	1,020	3,060	5,100	11,480	17,850	25,500
4d 4W Holiday HT	1,260	3,780	6,300	14,180	22,050	31,500
4d 6W Holiday HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Holiday HT	1,640	4,920	8,200	18,450	28,700	41,000
2d Cus Spt HT	1,680	5,040	8,400	18,900	29,400	42,000
2d Conv	2,240	6,720	11,200	25,200	39,200	56,000
1964 F-85 Series, V-8, 115" wb						
2d Cpe	560	1,680	2,800	6,300	9,800	14,000
4d Sed	460	1,380	2,300	5,180	8,050	11,500
4d Sta Wag	580	1,740	2,900	6,530	10,150	14,500
NOTE: Deduct 5% for V-6 engine.						
1964 Cutlass Series, V-8						
2d Spt Cpe	680	2,040	3,400	7,650	11,900	17,000
2d HT	700	2,100	3,500	7,880	12,250	17,500
2d Conv	1,240	3,720	6,200	13,950	21,700	31,000
1964 Cutlass 4-4-2						
2d Sed	2,040	6,120	10,200	22,950	35,700	51,000
2d HT	2,200	6,600	11,000	24,750	38,500	55,000
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
1964 Vista Cruiser, V-8, 120" wb						
4d Sta Wag	1,040	3,120	5,200	11,700	18,200	26,000
4d Cus Wag	1,080	3,240	5,400	12,150	18,900	27,000
1964 Jetstar, V-8, 123" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	820	2,460	4,100	9,230	14,350	20,500
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
1964 Jetstar I, V-8, 123" wb						
2d HT	1,020	3,060	5,100	11,480	17,850	25,500
1964 Dynamic 88, V-8, 123" wb						
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d HT	1,140	3,420	5,700	12,830	19,950	28,500
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000
4d Sta Wag	1,160	3,480	5,800	13,050	20,300	29,000
1964 Super 88, V-8, 123" wb						
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d HT	1,200	3,600	6,000	13,500	21,000	30,000
1964 Starfire, 123" wb						
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
NOTE: Add 20% for J code engine. Deduct 10% for 3 speed trans.						
1964 Series 98, V-8, 126" wb						
4d Sed	1,020	3,060	5,100	11,480	17,850	25,500
4d 6W HT	1,280	3,840	6,400	14,400	22,400	32,000
4d 4W HT	1,260	3,780	6,300	14,180	22,050	31,500
2d HT	1,640	4,920	8,200	18,450	28,700	41,000
2d Cus Spt HT	1,680	5,040	8,400	18,900	29,400	42,000
2d Conv	2,240	6,720	11,200	25,200	39,200	56,000
1965 F-85 Series, V-8, 115" wb						
4d Sed	460	1,380	2,300	5,180	8,050	11,500
2d Cpe	560	1,680	2,800	6,300	9,800	14,000
4d Sta Wag	580	1,740	2,900	6,530	10,150	14,500
4d DeL Sed	480	1,440	2,400	5,400	8,400	12,000
4d DeL Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1965 Cutlass Series, V-8, 115" wb						
2d Cpe	680	2,040	3,400	7,650	11,900	17,000
2d HT	700	2,100	3,500	7,880	12,250	17,500
2d Conv	1,240	3,720	6,200	13,950	21,700	31,000
1965 Cutlass 4-4-2						
2d Sed	2,040	6,120	10,200	22,950	35,700	51,000
2d HT	2,200	6,600	11,000	24,750	38,500	55,000
2d Conv	3,000	9,000	15,000	33,750	52,500	75,000
1965 Vista Cruiser, V-8, 120" wb						
4d Sta Wag	1,040	3,120	5,200	11,700	18,200	26,000
1965 Jetstar Series, V-8, 123" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	820	2,460	4,100	9,230	14,350	20,500
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
1965 Dynamic 88, V-8, 123" wb						
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d HT	1,140	3,420	5,700	12,830	19,950	28,500
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000
1965 Delta 88, V-8, 123" wb						
4d Sed	980	2,940	4,900	11,030	17,150	24,500
4d HT	1,150	3,450	5,750	12,940	20,130	28,750
2d HT	1,300	3,900	6,500	14,630	22,750	32,500
1965 Jetstar I, V-8, 123" wb						
2d HT	1,020	3,060	5,100	11,480	17,850	25,500
1965 Starfire, 123" wb						
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
1965 Series 98, V-8, 126" wb						
4d Twn Sed	1,020	3,060	5,100	11,480	17,850	25,500
4d Lux Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d HT	1,260	3,780	6,300	14,180	22,050	31,500
2d HT	1,640	4,920	8,200	18,450	28,700	41,000
2d Conv	2,240	6,720	11,200	25,200	39,200	56,000
1966 F-85 Series, Standard V-8, 115" wb						
4d Sed	460	1,380	2,300	5,180	8,050	11,500
2d Cpe	560	1,680	2,800	6,300	9,800	14,000
4d Sta Wag	580	1,740	2,900	6,530	10,150	14,500

	6	5	4	3	2	1
1966 F-85 Series, Deluxe, V-8, 115" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d HT	820	2,460	4,100	9,230	14,350	20,500
2d HT	960	2,880	4,800	10,800	16,800	24,000
4d Sta Wag	580	1,740	2,900	6,530	10,150	14,500
1966 Cutlass, V-8, 115" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
4d HT	540	1,620	2,700	6,080	9,450	13,500
2d Cpe	680	2,040	3,400	7,650	11,900	17,000
2d HT	700	2,100	3,500	7,880	12,250	17,500
2d Conv	1,240	3,720	6,200	13,950	21,700	31,000
1966 Cutlass 4-4-2						
2d Sed	2,040	6,120	10,200	22,950	35,700	51,000
2d HT	2,200	6,600	11,000	24,750	38,500	55,000
2d Conv	3,000	9,000	15,000	33,750	52,500	75,000
NOTE: Add 30% for triple two-barrel carbs; 90% for W-30.						
1966 Vista Cruiser, V-8, 120" wb						
4d 3S Sta Wag	920	2,760	4,600	10,350	16,100	23,000
4d 2S Sta Wag	840	2,520	4,200	9,450	14,700	21,000
4d 3S Cus Sta Wag	1,040	3,120	5,200	11,700	18,200	26,000
4d 2S Cus Sta Wag	960	2,880	4,800	10,800	16,800	24,000
1966 Jetstar 88, V-8, 123" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	820	2,460	4,100	9,230	14,350	20,500
2d HT	920	2,760	4,600	10,350	16,100	23,000
1966 Dynamic 88, V-8, 123" wb						
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d HT	1,140	3,420	5,700	12,830	19,950	28,500
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000
1966 Delta 88, V-8, 123" wb						
4d Sed	980	2,940	4,900	11,030	17,150	24,500
4d HT	1,150	3,450	5,750	12,940	20,130	28,750
2d HT	1,300	3,900	6,500	14,630	22,750	32,500
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000
1966 Starfire, V-8, 123" wb						
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
1966 Ninety-Eight, V-8, 126" wb						
4d Twn Sed	1,020	3,060	5,100	11,480	17,850	25,500
4d Lux Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d HT	1,260	3,780	6,300	14,180	22,050	31,500
2d HT	1,640	4,920	8,200	18,450	28,700	41,000
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
1966 Toronado, FWD V-8, 119" wb						
2d Spt HT	1,660	4,980	8,300	18,680	29,050	41,500
2d Cus HT	1,740	5,220	8,700	19,580	30,450	43,500

PACKARD

1901 Model C, 1-cyl.						
Rds	8,600	25,800	43,000	96,750	150,500	215,000
1902-03 Model F, 4-cyl.						
Tr	14,000	42,000	70,000	157,500	245,000	350,000
1904 Model L, 4-cyl.						
Tr	14,000	42,000	70,000	157,500	245,000	350,000
1904 Model M, 4-cyl.						
Tr	14,000	42,000	70,000	157,500	245,000	350,000
1905 Model N, 4-cyl.						
Tr	12,000	36,000	60,000	135,000	210,000	300,000
1906 Model S, 4-cyl., 24 hp						
Tr	12,000	36,000	60,000	135,000	210,000	300,000
1907 Model U, 4-cyl., 30 hp						
Tr	12,400	37,200	62,000	139,500	217,000	310,000
1908 Model UA, 4-cyl., 30 hp						
Tr	12,400	37,200	62,000	139,500	217,000	310,000
Rds	12,800	38,400	64,000	144,000	224,000	320,000
1909 Model UB UBS, 4-cyl., 30 hp						
Tr	12,400	37,200	62,000	139,500	217,000	310,000
Rbt	12,000	36,000	60,000	135,000	210,000	300,000
1909 Model NA, 4-cyl., 18 hp						
Tr	9,200	27,600	46,000	103,500	161,000	230,000
1910-11 Model UC UCS, 4-cyl., 30 hp						
Tr	12,400	37,200	62,000	139,500	217,000	310,000
Rbt	12,000	36,000	60,000	135,000	210,000	300,000
1910-11 Model NB, 4-cyl., 18 hp						
Tr	9,200	27,600	46,000	103,500	161,000	230,000
1911-12 Model UE, 4-cyl., 30 hp						
Tr	12,000	36,000	60,000	135,000	210,000	300,000
Phae	12,400	37,200	62,000	139,500	217,000	310,000
Rbt	12,000	36,000	60,000	135,000	210,000	300,000
Cpe	7,000	21,000	35,000	78,750	122,500	175,000
Brgm	3,320	9,960	16,600	37,350	58,100	83,000
Limo	3,400	10,200	17,000	38,250	59,500	85,000
Imp Limo	3,320	9,960	16,600	37,350	58,100	83,000
1912 Model NE, 4-cyl., 18 hp						
Tr	8,000	24,000	40,000	90,000	140,000	200,000
Rbt	8,000	24,000	40,000	90,000	140,000	200,000
Cpe	3,520	10,560	17,600	39,600	61,600	88,000
Limo	3,120	9,360	15,600	35,100	54,600	78,000
Imp Limo	3,240	9,720	16,200	36,450	56,700	81,000
1912 Model 12-48, 6-cyl., 36 hp						
Tr	13,600	40,800	68,000	153,000	238,000	340,000
Phae	11,400	34,200	57,000	128,250	199,500	285,000
Rbt	11,000	33,000	55,000	123,750	192,500	275,000
Cpe	3,200	9,600	16,000	36,000	56,000	80,000
Brgm	3,120	9,360	15,600	35,100	54,600	78,000
Limo	3,200	9,600	16,000	36,000	56,000	80,000
Imp Limo	3,400	10,200	17,000	38,250	59,500	85,000
1912 Model 1-38, 6-cyl., 38 hp						
Tr	16,280	48,840	81,400	183,150	284,900	407,000
Phae	19,800	59,400	99,000	222,750	346,500	495,000
4P Phae	19,800	59,400	99,000	222,750	346,500	495,000
Rbt	14,600	43,800	73,000	164,250	255,500	365,000
Cpe	3,800	11,400	19,000	42,750	66,500	95,000
Imp Cpe	4,200	12,600	21,000	47,250	73,500	105,000
Lan'let	3,800	11,400	19,000	42,750	66,500	95,000
Imp Lan'let	3,880	11,640	19,400	43,650	67,900	97,000
Limo	4,200	12,600	21,000	47,250	73,500	105,000
Imp Limo	4,400	13,200	22,000	49,500	77,000	110,000

	6	5	4	3	2	1
1913 Model 13-48, 6-cyl.						
Tr	15,800	47,400	79,000	177,750	276,500	395,000
1914 Model 2-38, 6-cyl.						
Tr	16,280	48,840	81,400	183,150	284,900	407,000
Sal Tr	16,280	48,840	81,400	183,150	284,900	407,000
Spl Tr	16,280	48,840	81,400	183,150	284,900	407,000
Phae	19,800	59,400	99,000	222,750	346,500	495,000
4P Phae	3,800	11,400	19,000	42,750	66,500	95,000
Cpe	3,800	11,400	19,000	42,750	66,500	95,000
Brgm	3,800	11,400	19,000	42,750	66,500	95,000
4P Brgm	3,800	11,400	19,000	42,750	66,500	95,000
1914 Model 2-38						
Lan'let	4,000	12,000	20,000	45,000	70,000	100,000
Cabr Lan'let	4,400	13,200	22,000	49,500	77,000	110,000
Limo	4,400	13,200	22,000	49,500	77,000	110,000
Cabr Limo	4,480	13,440	22,400	50,400	78,400	112,000
Imp Limo	4,600	13,800	23,000	51,750	80,500	115,000
Sal Limo	4,600	13,800	23,000	51,750	80,500	115,000
1914 Model 14-48, 6-cyl.						
Tr	15,800	47,400	79,000	177,750	276,500	395,000
1914 Model 4-48, 6-cyl., 48 hp						
Tr	18,800	56,400	94,000	211,500	329,000	470,000
Sal Tr	19,200	57,600	96,000	216,000	336,000	480,000
Phae	19,200	57,600	96,000	216,000	336,000	480,000
4P Phae	19,200	57,600	96,000	216,000	336,000	480,000
Cpe	3,800	11,400	19,000	42,750	66,500	95,000
Brgm	3,760	11,280	18,800	42,300	65,800	94,000
Sal Brgm	4,000	12,000	20,000	45,000	70,000	100,000
Lan'let	3,800	11,400	19,000	42,750	66,500	95,000
Cabr Lan'let	4,280	12,840	21,400	48,150	74,900	107,000
Limo	3,140	9,420	15,700	35,330	54,950	78,500
Imp Limo	3,420	10,260	17,100	38,480	59,850	85,500
Sal Limo	12,640	37,920	63,200	142,200	221,200	316,000
1915 Model 3-38, 6-cyl.						
Tr	10,000	30,000	50,000	112,500	175,000	250,000
Sal Tr	11,000	33,000	55,000	123,750	192,500	275,000
Spl Tr	11,000	33,000	55,000	123,750	192,500	275,000
Phae	10,400	31,200	52,000	117,000	182,000	260,000
4P Phae	10,640	31,920	53,200	119,700	186,200	266,000
1915 Model 3-38, 38 hp						
Brgm	4,000	12,000	20,000	45,000	70,000	100,000
4P Brgm	4,000	12,000	20,000	45,000	70,000	100,000
Cpe	4,000	12,000	20,000	45,000	70,000	100,000
Lan'let	4,000	12,000	20,000	45,000	70,000	100,000
Cabr Lan'let	4,400	13,200	22,000	49,500	77,000	110,000
Limo	4,400	13,200	22,000	49,500	77,000	110,000
Limo Cabr	4,480	13,440	22,400	50,400	78,400	112,000
Imp Limo	4,600	13,800	23,000	51,750	80,500	115,000
Sal Limo	4,600	13,800	23,000	51,750	80,500	115,000
1915 Model 5-48, 6-cyl., 48 hp						
Tr	18,800	56,400	94,000	211,500	329,000	470,000
Sal Tr	19,200	57,600	96,000	216,000	336,000	480,000
Phae	19,200	57,600	96,000	216,000	336,000	480,000
4P Phae	19,200	57,600	96,000	216,000	336,000	480,000
Rbt	18,200	54,600	91,000	204,750	318,500	455,000
Cpe	3,800	11,400	19,000	42,750	66,500	95,000
Brgm	3,760	11,280	18,800	42,300	65,800	94,000
Sal Brgm	4,000	12,000	20,000	45,000	70,000	100,000
Lan'let	3,800	11,400	19,000	42,750	66,500	95,000
Cabr Lan'let	4,280	12,840	21,400	48,150	74,900	107,000
Limo	4,000	12,000	20,000	45,000	70,000	100,000
Cabr Limo	4,040	12,120	20,200	45,450	70,700	101,000
Imp Limo	4,200	12,600	21,000	47,250	73,500	105,000
1916 Twin Six, 12-cyl., 125" wb						
Tr	6,780	20,340	33,900	76,280	118,650	169,500
Sal Tr	6,940	20,820	34,700	78,080	121,450	173,500
Phae	6,780	20,340	33,900	76,280	118,650	169,500
Sal Phae	6,780	20,340	33,900	76,280	118,650	169,500
Rbt	6,940	20,820	34,700	78,080	121,450	173,500
Brgm	3,260	9,780	16,300	36,680	57,050	81,500
Cpe	3,010	9,020	15,040	33,840	52,640	75,200
Lan'let	3,880	11,640	19,400	43,650	67,900	97,000
Limo	3,800	11,400	19,000	42,750	66,500	95,000
1916 Twin Six, 12-cyl., 135" wb						
Tr	6,780	20,340	33,900	76,280	118,650	169,500
Sal Tr	6,940	20,820	34,700	78,080	121,450	173,500
Phae	6,940	20,820	34,700	78,080	121,450	173,500
Sal Phae	7,040	21,120	35,200	79,200	123,200	176,000
Brgm	3,230	9,690	16,150	36,340	56,530	80,750
Lan'let	3,260	9,780	16,300	36,680	57,050	81,500
Sal Lan'let	3,300	9,900	16,500	37,130	57,750	82,500
Cabr Lan'let	3,420	10,260	17,100	38,480	59,850	85,500
Limo	3,140	9,420	15,700	35,330	54,950	78,500
Cabr Limo	3,200	9,600	16,000	36,000	56,000	80,000
Imp Limo	3,420	10,260	17,100	38,480	59,850	85,500
1917 Series II Twin Six, 12-cyl., 126" wb						
Tr	6,780	20,340	33,900	76,280	118,650	169,500
Phae	6,940	20,820	34,700	78,080	121,450	173,500
Sal Phae	7,040	21,120	35,200	79,200	123,200	176,000
2P Rbt	6,780	20,340	33,900	76,280	118,650	169,500
4P Rbt	6,780	20,340	33,900	76,280	118,650	169,500
Brgm	3,260	9,780	16,300	36,680	57,050	81,500
Cpe	3,010	9,030	15,050	33,860	52,680	75,250
Lan'let	3,100	9,300	15,500	34,880	54,250	77,500
Limo	3,040	9,120	15,200	34,200	53,200	76,000
1917 Series II Twin Six, 12-cyl., 135" wb						
Tr	7,040	21,120	35,200	79,200	123,200	176,000
Sal Tr	6,940	20,820	34,700	78,080	121,450	173,500
Phae	6,780	20,340	33,900	76,280	118,650	169,500
Sal Phae	6,780	20,340	33,900	76,280	118,650	169,500
Brgm	3,230	9,690	16,150	36,340	56,530	80,750
Lan'let	3,260	9,780	16,300	36,680	57,050	81,500
Cabr Lan'let	3,420	10,260	17,100	38,480	59,850	85,500
Limo	3,140	9,420	15,700	35,330	54,950	78,500
Cabr Limo	3,200	9,600	16,000	36,000	56,000	80,000
Imp Limo	3,420	10,260	17,100	38,480	59,850	85,500
1918-20 Twin Six, 12-cyl., 128" wb						
Tr	7,040	21,120	35,200	79,200	123,200	176,000
Sal Tr	6,940	20,820	34,700	78,080	121,450	173,500
Phae	6,780	20,340	33,900	76,280	118,650	169,500
Sal Phae	6,780	20,340	33,900	76,280	118,650	169,500
Rbt	6,940	20,820	34,700	78,080	121,450	173,500
2d Brgm	3,230	9,690	16,150	36,340	56,530	80,750
Cpe	3,010	9,030	15,050	33,860	52,680	75,250
Lan'let	3,100	9,300	15,500	34,880	54,250	77,500
Limo	3,040	9,120	15,200	34,200	53,200	76,000
1918-23 Twin Six, 12-cyl., 136" wb						
Tr	7,040	21,120	35,200	79,200	123,200	176,000
Sal Tr	6,940	20,820	34,700	78,080	121,450	173,500
Brgm	3,230	9,690	16,150	36,340	56,530	80,750
Lan'let	3,100	9,300	15,500	34,880	54,250	77,500
Limo	3,040	9,120	15,200	34,200	53,200	76,000
Imp Limo	3,300	9,900	16,500	37,130	57,750	82,500
1921-22 Single Six (1st Series), 116" wb						
5P Tr	2,200	6,600	11,000	24,750	38,500	55,000
Rbt	1,920	5,760	9,600	21,600	33,600	48,000
7P Tr	2,000	6,000	10,000	22,500	35,000	50,000
Cpe	1,760	5,280	8,800	19,800	30,800	44,000
Sed	1,680	5,040	8,400	18,900	29,400	42,000
1921-22 Single Six, 6-cyl., 126" wb						
Rbt	2,060	6,180	10,300	23,180	36,050	51,500
Rds	2,140	6,420	10,700	24,080	37,450	53,500
Tr	2,100	6,300	10,500	23,630	36,750	52,500
Cpe	1,820	5,460	9,100	20,480	31,850	45,500
5P Cpe	1,780	5,340	8,900	20,030	31,150	44,500
Sed	1,740	5,220	8,700	19,580	30,450	43,500
Limo Sed	1,860	5,580	9,300	20,930	32,550	46,500
1921-22 Single Six, 6-cyl., 133" wb						
Tr	2,140	6,420	10,700	24,080	37,450	53,500
Sed	1,740	5,220	8,700	19,580	30,450	43,500
Limo	1,860	5,580	9,300	20,930	32,550	46,500
1923-24 Single Six, 6-cyl., 126" wb						
Rbt	1,940	5,820	9,700	21,830	33,950	48,500
Spt Rds	1,980	5,940	9,900	22,280	34,650	49,500
Tr	1,940	5,820	9,700	21,830	33,950	48,500
Sed	1,580	4,740	7,900	17,780	27,650	39,500
Tr Sed	1,620	4,860	8,100	18,230	28,350	40,500
Limo Sed	1,740	5,220	8,700	19,580	30,450	43,500
1923-24 Single Six, 6-cyl., 133" wb						
Tr	2,020	6,060	10,100	22,730	35,350	50,500
Sed	1,620	4,860	8,100	18,230	28,350	40,500
Sed Limo	1,780	5,340	8,900	20,030	31,150	44,500
1923-24 Single Eight, 8-cyl., 136" wb						
Tr	2,280	6,840	11,400	25,650	39,900	57,000
Rbt	2,360	7,080	11,800	26,550	41,300	59,000
Spt Rds	3,400	10,200	17,000	38,250	59,500	85,000
Cpe	1,800	5,400	9,000	20,250	31,500	45,000
5P Cpe	1,760	5,280	8,800	19,800	30,800	44,000
Sed	1,720	5,160	8,600	19,350	30,100	43,000
Sed Limo	1,880	5,640	9,400	21,150	32,900	47,000
1923-24 Single Eight, 8-cyl., 143" wb						
Tr	2,690	8,070	13,450	30,260	47,080	67,250
Sed	2,020	6,060	10,100	22,730	35,350	50,500
Clb Sed	1,840	5,520	9,200	20,700	32,200	46,000
Sed Limo	1,800	5,400	9,000	20,250	31,500	45,000
1925-26 Single Six (3rd Series), 6-cyl., 126" wb						
Rbt	3,800	11,400	19,000	42,750	66,500	95,000
Spt Rds	3,960	11,880	19,800	44,550	69,300	99,000
Phae	3,800	11,400	19,000	42,750	66,500	95,000
2P Cpe	1,560	4,680	7,800	17,550	27,300	39,000
Cpe	1,520	4,560	7,600	17,100	26,600	38,000
5P Cpe	1,560	4,680	7,800	17,550	27,300	39,000
Sed	1,360	4,080	6,800	15,300	23,800	34,000
Sed Limo	1,600	4,800	8,000	18,000	28,000	40,000
1925-26 Single Six (3rd Series), 6-cyl., 133" wb						
Tr	2,020	6,060	10,100	22,730	35,350	50,500
Sed	1,620	4,860	8,100	18,230	28,350	40,500
Clb Sed	1,640	4,920	8,200	18,450	28,700	41,000
Sed Limo	1,740	5,220	8,700	19,580	30,450	43,500
1927 Single Six (4th Series), 6-cyl., 126" wb						
Rds	3,120	9,360	15,600	35,100	54,600	78,000
Phae	2,520	7,560	12,600	28,350	44,100	63,000
Sed	1,480	4,440	7,400	16,650	25,900	37,000
1927 Single Six (4th Series), 6-cyl., 133" wb						
Tr	5,080	15,240	25,400	57,150	88,900	127,000
Cpe	1,640	4,920	8,200	18,450	28,700	41,000
Sed	1,620	4,860	8,100	18,230	28,350	40,500
Clb Sed	1,640	4,920	8,200	18,450	28,700	41,000
Sed Limo	1,880	5,640	9,400	21,150	32,900	47,000
1927 Single Eight (3rd Series), 8-cyl., 136" wb						
Rbt	5,160	15,480	25,800	58,050	90,300	129,000
Phae	5,200	15,600	26,000	58,500	91,000	130,000
Sed	1,920	5,760	9,600	21,600	33,600	48,000
1927 Single Eight (3rd Series), 8-cyl., 143" wb						
Tr	7,280	21,840	36,400	81,900	127,400	182,000
Cpe	2,480	7,440	12,400	27,900	43,400	62,000
Sed	2,480	7,440	12,400	27,900	43,400	62,000
Clb Sed	2,680	8,040	13,400	30,150	46,900	67,000
Sed Limo	3,080	9,240	15,400	34,650	53,900	77,000
1928 Single Six (5th Series), 6-cyl., 126" wb						
Phae	3,800	11,400	19,000	42,750	66,500	95,000
Rbt	3,800	11,400	19,000	42,750	66,500	95,000
Conv	3,800	11,400	19,000	42,750	66,500	95,000
RS Cpe	2,880	8,640	14,400	32,400	50,400	72,000
Sed	2,760	8,280	13,800	31,050	48,300	69,000
1928 Single Six (5th Series), 6-cyl., 133" wb						
Phae	5,080	15,240	25,400	57,150	88,900	127,000
7P Tr	4,960	14,880	24,800	55,800	86,800	124,000
Rbt	5,040	15,120	25,200	56,700	88,200	126,000
Sed	1,800	5,400	9,000	20,250	31,500	45,000
Clb Sed	1,960	5,880	9,800	22,050	34,300	49,000
Sed Limo	2,000	6,000	10,000	22,500	35,000	50,000
1928 Standard, Eight (4th Series), 8-cyl., 143" wb						
Rbt	7,600	22,800	38,000	85,500	133,000	190,000
1928 Standard, Eight (4th Series), 8-cyl., 143" wb						
Phae	7,200	21,600	36,000	81,000	126,000	180,000
1928 Standard, Eight (4th Series), 8-cyl., 143" wb						
Conv	7,000	21,000	35,000	78,750	122,500	175,000
1928 Standard, Eight (4th Series), 8-cyl., 143" wb						
7P Tr	7,200	21,600	36,000	81,000	126,000	180,000
1928 Standard, Eight (4th Series), 8-cyl., 143" wb						
4P Cpe	2,400	7,200	12,000	27,000	42,000	60,000
5P Cpe	2,600	7,800	13,000	29,250	45,500	65,000
Sed	2,400	7,200	12,000	27,000	42,000	60,000
1928 Standard, Eight (4th Series), 8-cyl., 143" wb						
Clb Sed	2,680	8,040	13,400	30,150	46,900	67,000
1928 Standard, Single Eight (4th Series), 8-cyl., 143" wb						
Sed Limo	3,080	9,240	15,400	34,650	53,900	77,000
1928 Custom, Eight (4th Series), 8-cyl., 143" wb						
7P Tr	10,200	30,600	51,000	114,750	178,500	255,000
Phae	12,240	36,720	61,200	137,700	214,200	306,000
Rbt	9,590	28,760	47,940	107,870	167,790	239,700
Conv Cpe	10,000	30,000	50,000	112,500	175,000	250,000
RS Cpe	3,830	11,500	19,170	43,120	67,080	95,825
7P Sed	3,310	9,920	16,530	37,180	57,840	82,625
1928 Custom, Eight (4th Series), 8-cyl., 143" wb						
Sed	3,220	9,670	16,120	36,260	56,400	80,575
Sed Limo	3,310	9,920	16,530	37,180	57,840	82,625
1929 Model 626, Standard Eight (6th Series), 8-cyl.						
Conv	3,280	9,840	16,400	36,900	57,400	82,000
Cpe	2,080	6,240	10,400	23,400	36,400	52,000
Sed	2,000	6,000	10,000	22,500	35,000	50,000
1929 Model 633, Standard Eight (6th Series), 8-cyl.						
Phae	5,240	15,720	26,200	58,950	91,700	131,000
Rbt	5,640	16,920	28,200	63,450	98,700	141,000
7P Tr	4,000	12,000	20,000	45,000	70,000	100,000
Cpe	2,160	6,480	10,800	24,300	37,800	54,000
Sed	2,000	6,000	10,000	22,500	35,000	50,000
Clb Sed	2,080	6,240	10,400	23,400	36,400	52,000
Limo/Sed	2,400	7,200	12,000	27,000	42,000	60,000
1929 Model 626, Speedster Eight (6th Series), 8-cyl.						
Phae			value not estimable			
Rds			value not estimable			
1929 Model 640, Custom Eight (6th Series), 8-cyl.						
DC Phae	10,200	30,600	51,000	114,750	178,500	255,000
7P Tr	8,570	25,700	42,840	96,390	149,940	214,200
Rbt	7,960	23,870	39,780	89,510	139,230	198,900
Conv	10,000	30,000	50,000	112,500	175,000	250,000
RS Cpe	3,840	11,510	19,180	43,140	67,110	95,875
4P Cpe	3,800	11,400	19,000	42,750	66,500	95,000
Sed	3,240	9,720	16,200	36,450	56,700	81,000
Clb Sed	3,200	9,600	16,000	36,000	56,000	80,000
Limo	3,310	9,920	16,530	37,180	57,840	82,625
1929 Model 645, DeLuxe Eight (6th Series), 8-cyl.						
Phae	14,000	42,000	70,000	157,500	245,000	350,000
Spt Phae	15,480	46,440	77,400	174,150	270,900	387,000
Dtrch Rds	12,120	36,360	60,600	136,350	212,100	303,000
Dtrch Phae	14,400	43,200	72,000	162,000	252,000	360,000
7P Tr	7,520	22,560	37,600	84,600	131,600	188,000
Rbt	8,800	26,400	44,000	99,000	154,000	220,000
RS Cpe	3,680	11,040	18,400	41,400	64,400	92,000
5P Cpe	3,080	9,240	15,400	34,650	53,900	77,000
Sed	2,840	8,520	14,200	31,950	49,700	71,000
Clb Sed	2,880	8,640	14,400	32,400	50,400	72,000
Limo	2,960	8,880	14,800	33,300	51,800	74,000
1930 Model 726, Standard 8 (7th Series), 8-cyl.						
Sed	2,600	7,800	13,000	29,250	45,500	65,000
1930 Model 733, Standard 8 (7th Series), 8-cyl., 134" wb						
Phae	5,680	17,040	28,400	63,900	99,400	142,000
Spt Phae	5,800	17,400	29,000	65,250	101,500	145,000
Rds	4,600	13,800	23,000	51,750	80,500	115,000
7P Tr	4,320	12,960	21,600	48,600	75,600	108,000
RS Cpe	3,120	9,360	15,600	35,100	54,600	78,000
4P Cpe	2,320	6,960	11,600	26,100	40,600	58,000
Conv	5,400	16,200	27,000	60,750	94,500	135,000
Sed	1,920	5,760	9,600	21,600	33,600	48,000
Clb Sed	2,000	6,000	10,000	22,500	35,000	50,000
Limo Sed	2,320	6,960	11,600	26,100	40,600	58,000
1930 Model 734, Speedster Eight (7th Series), 8-cyl.						
Boat			value not estimable			
RS Rds			value not estimable			
Phae			value not estimable			
Vic			value not estimable			
Sed			value not estimable			
1930 Model 740, Custom Eight (7th Series), 8-cyl.						
Phae	10,200	30,600	51,000	114,750	178,500	255,000
Spt Phae	10,600	31,800	53,000	119,250	185,500	265,000
7P Tr	8,600	25,800	43,000	96,750	150,500	215,000
Rds	8,600	25,800	43,000	96,750	150,500	215,000
Conv	10,000	30,000	50,000	112,500	175,000	250,000
Cpe, Rear Mount 100,000		4,000	12,000	20,000	45,000	70,000
RS Cpe	3,680	11,040	18,400	41,400	64,400	92,000
5P Cpe	3,080	9,240	15,400	34,650	53,900	77,000
Sed	2,840	8,520	14,200	31,950	49,700	71,000
7P Sed	2,880	8,640	14,400	32,400	50,400	72,000
Clb Sed	3,200	9,600	16,000	36,000	56,000	80,000
Limo	1,310	3,920	6,530	14,680	22,840	32,625
1930 Model 745, DeLuxe Eight (7th Series)						
Phae	14,000	42,000	70,000	157,500	245,000	350,000
Spt Phae	15,480	46,440	77,400	174,150	270,900	387,000
Rds	12,120	36,360	60,600	136,350	212,100	303,000
Conv	14,400	43,200	72,000	162,000	252,000	360,000
7P Tr	8,800	26,400	44,000	99,000	154,000	220,000
RS Cpe	3,680	11,040	18,400	41,400	64,400	92,000
5P Cpe	3,080	9,240	15,400	34,650	53,900	77,000
Sed	2,840	8,520	14,200	31,950	49,700	71,000
7P Sed	2,960	8,880	14,800	33,300	51,800	74,000
Clb Sed	2,880	8,640	14,400	32,400	50,400	72,000
Limo	2,960	8,880	14,800	33,300	51,800	74,000
1930 Model 745 DeLuxe Eight (7th Series)						
Town Car, LeBaron 188,000		7,520	22,560	37,600	84,600	131,600
1931 Model 826, Standard Eight (8th Series)						
Sed	1,920	5,760	9,600	21,600	33,600	48,000
1931 Model 833, Standard Eight (8th Series)						
Phae	5,480	16,440	27,400	61,650	95,900	137,000
Spt Phae	5,600	16,800	28,000	63,000	98,000	140,000
7P Tr	4,120	12,360	20,600	46,350	72,100	103,000
Conv Sed	5,220	15,660	26,100	58,730	91,350	130,500
Rds	5,200	15,600	26,000	58,500	91,000	130,000
Conv	5,400	16,200	27,000	60,750	94,500	135,000
Conv, Vic by Graber 205,000		8,200	24,600	41,000	92,250	143,500
RS Cpe	3,490	10,460	17,440	39,240	61,040	87,200
5P Cpe	2,490	7,460	12,440	27,990	43,540	62,200
7P Sed	1,810	5,420	9,040	20,340	31,640	45,200
Clb Sed	1,850	5,540	9,240	20,790	32,340	46,200

NOTE: Add 45% for 845 models.

1931 Model 840, Custom						
A/W Cabr	14,760	44,280	73,800	166,050	258,300	369,000
A/W Spt Cabr	14,800	44,400	74,000	166,500	259,000	370,000
A/W Lan'let	7,400	22,200	37,000	83,250	129,500	185,000

	6	5	4	3	2	1
A/W Spt Lan'let	7,600	22,800	38,000	85,500	133,000	190,000
Dtrch Cv Sed	14,920	44,760	74,600	167,850	261,100	373,000
Limo Cabr	7,800	23,400	39,000	87,750	136,500	195,000
A/W Twn Car	7,600	22,800	38,000	85,500	133,000	190,000
Dtrch Cv Vic	14,000	42,000	70,000	157,500	245,000	350,000
Conv	14,000	42,000	70,000	157,500	245,000	350,000
Spt Phae	15,000	45,000	75,000	168,750	262,500	375,000
Phae	14,800	44,400	74,000	166,500	259,000	370,000
Rds	15,840	47,520	79,200	178,200	277,200	396,000
Tr	13,800	41,400	69,000	155,250	241,500	345,000
RS Cpe	3,740	11,210	18,690	42,050	65,420	93,450
5P Cpe	3,110	9,320	15,540	34,970	54,390	77,700
Sed	2,690	8,060	13,440	30,240	47,040	67,200
Clb Sed	2,810	8,440	14,070	31,660	49,250	70,350
1931 Model 840, Individual Custom						
A/W Cabr	15,000	45,000	75,000	168,750	262,500	375,000
A/W Spt Cabr	15,200	45,600	76,000	171,000	266,000	380,000
A/W Lan'let	9,200	27,600	46,000	103,500	161,000	230,000
A/W Spt Lan'let	9,320	27,960	46,600	104,850	163,100	233,000
Dtrch Conv Sed		13,400	40,190	66,990	150,730	234,470
334,950						
Cabr Sed Limo	9,790	29,360	48,930	110,090	171,260	244,650
A/W Twn Car	9,920	29,760	49,600	111,600	173,600	248,000
Lan'let Twn Car	8,720	26,160	43,600	98,100	152,600	218,000
Conv Vic	14,400	43,200	72,000	162,000	252,000	360,000
Sed	3,040	9,120	15,200	34,200	53,200	76,000
Sed Limo	3,600	10,800	18,000	40,500	63,000	90,000
1932 Model 900, Light Eight (9th Series)						
Rds	9,000	27,000	45,000	101,250	157,500	225,000
Cpe	7,600	22,800	38,000	85,500	133,000	190,000
Cpe Sed	3,920	11,760	19,600	44,100	68,600	98,000
Sed	3,600	10,800	18,000	40,500	63,000	90,000
1932 Model 901, Standard Eight (9th Series) 129" wb						
Sed	1,840	5,520	9,200	20,700	32,200	46,000
1932 Model 902, Standard Eight (9th Series) 136" wb						
Rds	7,280	21,840	36,400	81,900	127,400	182,000
Phae	8,800	26,400	44,000	99,000	154,000	220,000
Spt Phae	9,800	29,400	49,000	110,250	171,500	245,000
RS Cpe	2,760	8,280	13,800	31,050	48,300	69,000
5P Cpe	2,680	8,040	13,400	30,150	46,900	67,000
Sed	2,120	6,360	10,600	23,850	37,100	53,000
7P Sed	2,200	6,600	11,000	24,750	38,500	55,000
Clb Sed	2,240	6,720	11,200	25,200	39,200	56,000
Limo	2,280	6,840	11,400	25,650	39,900	57,000
Tr	4,880	14,640	24,400	54,900	85,400	122,000
Conv Sed	5,520	16,560	27,600	62,100	96,600	138,000
Conv Vic	5,840	17,520	29,200	65,700	102,200	146,000
1932 Model 903, DeLuxe Eight, 142" wb						
Conv	9,000	27,000	45,000	101,250	157,500	225,000
Phae	9,680	29,040	48,400	108,900	169,400	242,000
Spt Phae	9,800	29,400	49,000	110,250	171,500	245,000
Conv Sed	10,000	30,000	50,000	112,500	175,000	250,000
Conv Vic	11,400	34,200	57,000	128,250	199,500	285,000
7P Tr	6,800	20,400	34,000	76,500	119,000	170,000
RS Cpe	3,520	10,560	17,600	39,600	61,600	88,000
5P Cpe	3,080	9,240	15,400	34,650	53,900	77,000
Sed	2,920	8,760	14,600	32,850	51,100	73,000
Clb Sed	2,960	8,880	14,800	33,300	51,800	74,000
1932 Model 904, DeLuxe Eight, 147" wb						
Sed	3,400	10,200	17,000	38,250	59,500	85,000
Limo	3,560	10,680	17,800	40,050	62,300	89,000
1932 Model 904, Individual Custom, 147" wb						
Dtrch Conv Cpe			value not estimable			
Dtrch Cpe			value not estimable			
Cabr	14,760	44,280	73,800	166,050	258,300	369,000
Spt Cabr	14,800	44,400	74,000	166,500	259,000	370,000
A/W Brgm	12,000	36,000	60,000	135,000	210,000	300,000
Dtrch Spt Phae			value not estimable			
Dtrch Conv Sed			value not estimable			
Spt Sed	4,000	12,000	20,000	45,000	70,000	100,000
Limo Cabr	7,800	23,400	39,000	87,750	136,500	195,000
Dtrch Limo	7,880	23,640	39,400	88,650	137,900	197,000
A-W Twn Car	7,600	22,800	38,000	85,500	133,000	190,000
Dtrch Conv Vic	14,000	42,000	70,000	157,500	245,000	350,000
Lan'let	7,360	22,080	36,800	82,800	128,800	184,000
Spt Lan	7,760	23,280	38,800	87,300	135,800	194,000
Twn Car Lan'let	8,160	24,480	40,800	91,800	142,800	204,000
1932 Model 905, Twin Six, (9th Series), 142" wb						
Conv	15,160	45,480	75,800	170,550	265,300	379,000
Phae	15,800	47,400	79,000	177,750	276,500	395,000
Spt Phae	17,000	51,000	85,000	191,250	297,500	425,000
7P Tr	10,360	31,080	51,800	116,550	181,300	259,000
Conv Sed	13,800	41,400	69,000	155,250	241,500	345,000
Conv Vic	11,360	34,080	56,800	127,800	198,800	284,000
RS Cpe	4,120	12,360	20,600	46,350	72,100	103,000
5P Cpe	3,920	11,760	19,600	44,100	68,600	98,000
Sed	3,440	10,320	17,200	38,700	60,200	86,000
Clb Sed	3,560	10,680	17,800	40,050	62,300	89,000
1932 Model 906, Twin Six, 147" wb						
7P Sed	3,920	11,760	19,600	44,100	68,600	98,000
Limo	4,400	13,200	22,000	49,500	77,000	110,000
1932 Model 906, Individual Custom, Twin Six, 147" wb						
Conv			value not estimable			
Cabr			value not estimable			
Dtrch Spt Phae			value not estimable			
Dtrch Conv Vic			value not estimable			
Dtrch Sed			value not estimable			
Dtrch Cpe			value not estimable			
Lan'let			value not estimable			
Twn Car Lan'let			value not estimable			
A/W Twn Car			value not estimable			
1933 Model 1001, Eight, (10th Series), 127" wb						
10th Series						
Conv	5,790	17,370	28,950	65,140	101,330	144,750
RS Cpe	2,350	7,060	11,760	26,460	41,160	58,800
Cpe Sed	2,270	6,800	11,340	25,520	39,690	56,700
Sed	2,180	6,550	10,920	24,570	38,220	54,600
1933 Model 1002, Eight, 136" wb						
Phae	6,090	18,270	30,450	68,510	106,580	152,250
Conv Sed	6,340	19,030	31,710	71,350	110,990	158,550
Conv Vic	6,510	19,530	32,550	73,240	113,930	162,750
7P Tr	5,460	16,380	27,300	61,430	95,550	136,500
RS Cpe	2,560	7,690	12,810	28,820	44,840	64,050
5P Cpe	2,480	7,430	12,390	27,880	43,370	61,950
Sed	2,390	7,180	11,970	26,930	41,900	59,850
7P Sed	2,730	8,190	13,650	30,710	47,780	68,250
Clb Sed	2,520	7,560	12,600	28,350	44,100	63,000
Limo	2,560	7,690	12,810	28,820	44,840	64,050
1933 Model 1003, Super Eight, 135" wb						
Sed	2,390	7,180	11,970	26,930	41,900	59,850
1933 Model 1004, Super Eight, 142" wb						
Conv	8,570	25,700	42,840	96,390	149,940	214,200
Phae	7,060	21,170	35,280	79,380	123,480	176,400
Spt Phae	9,450	28,350	47,250	106,310	165,380	236,250
Conv Vic	8,270	24,820	41,370	93,080	144,800	206,850
Conv Sed	7,850	23,560	39,270	88,360	137,450	196,350
7P Tr	6,720	20,160	33,600	75,600	117,600	168,000
RS Cpe	3,190	9,580	15,960	35,910	55,860	79,800
5P Cpe	2,900	8,690	14,490	32,600	50,720	72,450
Sed	2,560	7,690	12,810	28,820	44,840	64,050
Clb Sed	2,690	8,060	13,440	30,240	47,040	67,200
Limo	2,690	8,060	13,440	30,240	47,040	67,200
Fml Sed	2,940	8,820	14,700	33,080	51,450	73,500
1933 Model 1005, Twelve, 142" wb						
Conv	18,040	54,120	90,200	202,940	315,680	450,975
Spt Phae	14,030	42,100	70,170	157,880	245,600	350,850
Conv Sed	14,070	42,210	70,350	158,290	246,230	351,750
Conv Vic	20,680	62,040	103,400	232,650	361,900	517,000
RS Cpe	4,370	13,100	21,840	49,140	76,440	109,200
5P Cpe	4,370	13,100	21,840	49,140	76,440	109,200
Sed	4,100	12,290	20,480	46,070	71,660	102,375
Fml Sed	4,540	13,610	22,680	51,030	79,380	113,400
Clb Sed	4,190	12,570	20,950	47,130	73,310	104,725
1933 Model 1006, Standard, 147" wb						
7P Sed	3,400	10,210	17,010	38,270	59,540	85,050
Limo	3,740	11,210	18,690	42,050	65,420	93,450
1933 Model 1006, Custom Twelve, 147" wb, Dietrich						
Conv			value not estimable			
Conv Vic			value not estimable			
Spt Phae			value not estimable			
Conv Sed			value not estimable			
Cpe			value not estimable			
Fml Sed			value not estimable			
1933 Model 1006, LeBaron Custom, Twelve, 147" wb						
A/W Cabr			value not estimable			
A/W Twn Car			value not estimable			
1933 Model 1006, Packard Custom, Twelve, 147" wb						
A/W Cabr			value not estimable			
A/W Lan'let			value not estimable			
Spt Sed			value not estimable			
A/W Twn Car			value not estimable			
Twn Car Lan'let			value not estimable			
Limo			value not estimable			
Lan'let Limo			value not estimable			
A/W Cabr			value not estimable			
A/W Twn Car			value not estimable			
1934 Model 1100, Eight, (11th Series), 129" wb						
Sed	2,360	7,080	11,800	26,550	41,300	59,000
1934 Model 1101, Eight, 136" wb						
Conv	7,720	23,160	38,600	86,850	135,100	193,000
Phae	6,400	19,200	32,000	72,000	112,000	160,000
Conv Vic	6,400	19,200	32,000	72,000	112,000	160,000
Conv Sed	6,800	20,400	34,000	76,500	119,000	170,000
RS Cpe	4,640	13,920	23,200	52,200	81,200	116,000
5P Cpe	4,520	13,560	22,600	50,850	79,100	113,000
Sed	2,960	8,880	14,800	33,300	51,800	74,000
Clb Sed	3,160	9,480	15,800	35,550	55,300	79,000
Fml Sed	3,360	10,080	16,800	37,800	58,800	84,000
1934 Model 1102, Eight, 141" wb						
7P Sed	2,960	8,880	14,800	33,300	51,800	74,000
Limo	3,440	10,320	17,200	38,700	60,200	86,000
1934 Model 1103, Super Eight, 135" wb						
Sed	2,360	7,080	11,800	26,550	41,300	59,000
1934 Model 1104, Super Eight, 142" wb						
Conv	7,200	21,600	36,000	81,000	126,000	180,000
Phae	6,800	20,400	34,000	76,500	119,000	170,000
Spt Phae	13,800	41,400	69,000	155,250	241,500	345,000
Conv Vic	7,800	23,400	39,000	87,750	136,500	195,000
Conv Sed	7,400	22,200	37,000	83,250	129,500	185,000
RS Cpe	7,720	23,160	38,600	86,850	135,100	193,000
5P Cpe	3,480	10,440	17,400	39,150	60,900	87,000
Clb Sed	3,320	9,960	16,600	37,350	58,100	83,000
Fml Sed	3,520	10,560	17,600	39,600	61,600	88,000
1934 Model 1105, Super Eight, Standard, 147" wb						
7P Sed	3,560	10,680	17,800	40,050	62,300	89,000
Limo	3,600	10,800	18,000	40,500	63,000	90,000
1934 Model 1105, Dietrich, Super Eight, 147" wb						
Conv	8,000	24,000	40,000	90,000	140,000	200,000
Conv Vic	8,000	24,000	40,000	90,000	140,000	200,000
Conv Sed	7,400	22,200	37,000	83,250	129,500	185,000
Cpe	6,600	19,800	33,000	74,250	115,500	165,000
Spt Sed	5,000	15,000	25,000	56,250	87,500	125,000
1934 Model 1105, LeBaron, Super Eight, 147" wb Model 1106, Twelve, LeBaron, 135" wb						
Spds			value not estimable			
Spt Phae			value not estimable			
1934 Model 1107, Twelve, 142" wb						
Conv	16,800	50,400	84,000	189,000	294,000	420,000
Phae	12,880	38,640	64,400	144,900	225,400	322,000
Spt Phae	13,200	39,600	66,000	148,500	231,000	330,000
Conv Vic	20,720	62,160	103,600	233,100	362,600	518,000
Conv Sed	13,680	41,040	68,400	153,900	239,400	342,000
7P Tr	20,120	60,360	100,600	226,350	352,100	503,000
RS Cpe	6,420	19,260	32,100	72,230	112,350	160,500
5P Cpe	5,000	15,000	25,000	56,250	87,500	125,000
Sed	5,000	15,000	25,000	56,250	87,500	125,000
Clb Sed	5,080	15,240	25,400	57,150	88,900	127,000
Fml Sed	5,200	15,600	26,000	58,500	91,000	130,000
1934 Model 1108, Twelve, Standard, 147" wb						
7P Sed	4,880	14,640	24,400	54,900	85,400	122,000
Limo	5,200	15,600	26,000	58,500	91,000	130,000
1934 Model 1108, Twelve, Dietrich, 147" wb						
Conv			value not estimable			
Spt Phae			value not estimable			
Conv Sed			value not estimable			
Vic Conv			value not estimable			
Cpe			value not estimable			
Spt Sed			value not estimable			
1934 Model 1108, Twelve, LeBaron, 147" wb						
Cabr			value not estimable			
Spt Phae			value not estimable			
A/W Twn Car			value not estimable			
1935 120-A, 8-cyl., 120" wb						
Conv	3,000	9,000	15,000	33,750	52,500	75,000
Bus Cpe	1,800	5,400	9,000	20,250	31,500	45,000
Spt Cpe	1,880	5,640	9,400	21,150	32,900	47,000
Tr Cpe	1,880	5,640	9,400	21,150	32,900	47,000
Sed	1,440	4,320	7,200	16,200	25,200	36,000
Clb Sed	1,520	4,560	7,600	17,100	26,600	38,000
Tr Sed	1,480	4,440	7,400	16,650	25,900	37,000
1935 Series 1200, 8-cyl., 127" wb						
Sed	1,600	4,800	8,000	18,000	28,000	40,000
1935 Series 1201, 8-cyl., 134" wb						
Cpe Rds	4,700	14,100	23,500	52,880	82,250	117,500
Phae	4,600	13,800	23,000	51,750	80,500	115,000
Conv Vic	6,400	19,200	32,000	72,000	112,000	160,000
LeB A/W Cabr	6,160	18,480	30,800	69,300	107,800	154,000
RS Cpe	2,360	7,080	11,800	26,550	41,300	59,000
5P Cpe	2,320	6,960	11,600	26,100	40,600	58,000
Sed	2,040	6,120	10,200	22,950	35,700	51,000
Fml Sed	2,560	7,680	12,800	28,800	44,800	64,000
Clb Sed	1,960	5,880	9,800	22,050	34,300	49,000
1935 Series 1202, 8-cyl., 139" wb						
7P Sed	2,960	8,880	14,800	33,300	51,800	74,000
Limo	3,440	10,320	17,200	38,700	60,200	86,000
Conv Sed	4,800	14,400	24,000	54,000	84,000	120,000
LeB A/W Twn Car						
	4,080	12,240	20,400	45,900	71,400	102,000
1935 Series 1203, Super 8, 132" wb						
5P Sed	2,560	7,680	12,800	28,800	44,800	64,000
1935 Series 1204, Super 8, 139" wb						
Rds	8,000	24,000	40,000	90,000	140,000	200,000
Phae	9,000	27,000	45,000	101,250	157,500	225,000
Spt Phae	9,450	28,350	47,250	106,310	165,380	236,250
Conv Vic	8,270	24,820	41,370	93,080	144,800	206,850
RS Cpe	3,190	9,580	15,960	35,910	55,860	79,800
5P Cpe	2,900	8,690	14,490	32,600	50,720	72,450
Clb Sed	2,690	8,060	13,440	30,240	47,040	67,200
Fml Sed	2,940	8,820	14,700	33,080	51,450	73,500
LeB A/W Cabr	8,400	25,200	42,000	94,500	147,000	210,000
1935 Series 1205, Super 8, 144" wb						
Tr Sed	3,600	10,800	18,000	40,500	63,000	90,000
Conv Sed	8,000	24,000	40,000	90,000	140,000	200,000
7P Sed	2,940	8,820	14,700	33,080	51,450	73,500
Limo	2,960	8,880	14,800	33,300	51,800	74,000
LeB A/W Twn Car			4,200	12,600	21,000	47,250	73,500
105,000						
1935 Series 1207, V-12, 139" wb						
Rds	16,800	50,400	84,000	189,000	294,000	420,000
Phae	12,880	38,640	64,400	144,900	225,400	322,000
Spt Phae	15,400	46,200	77,000	173,250	269,500	385,000
RS Cpe	6,480	19,440	32,400	72,900	113,400	162,000
5P Cpe	6,000	18,000	30,000	67,500	105,000	150,000
Clb Sed	4,880	14,640	24,400	54,900	85,400	122,000
Sed	5,000	15,000	25,000	56,250	87,500	125,000
Fml Sed	5,200	15,600	26,000	58,500	91,000	130,000
Conv Vic	12,000	36,000	60,000	135,000	210,000	300,000
LeB A/W Cabr	12,200	36,600	61,000	137,250	213,500	305,000
1935 Series 1208, V-12, 144" wb						
Conv Sed	9,800	29,400	49,000	110,250	171,500	245,000
7P Sed	4,800	14,400	24,000	54,000	84,000	120,000
Limo	5,080	15,240	25,400	57,150	88,900	127,000
LeB A/W Twn Car						
	6,760	20,280	33,800	76,050	118,300	169,000
1936 14th Series Series 120-B, 8-cyl., 120" wb						
Conv	3,000	9,000	15,000	33,750	52,500	75,000
Conv Sed	3,400	10,200	17,000	38,250	59,500	85,000
Bus Cpe	1,800	5,400	9,000	20,250	31,500	45,000
Spt Cpe	1,880	5,640	9,400	21,150	32,900	47,000
Tr Cpe	1,880	5,640	9,400	21,150	32,900	47,000
2d Sed	1,480	4,440	7,400	16,650	25,900	37,000
Sed	1,560	4,680	7,800	17,550	27,300	39,000
Clb Sed	1,520	4,560	7,600	17,100	26,600	38,000
Tr Sed	1,480	4,440	7,400	16,650	25,900	37,000
1936 14th Series Series 1400, 8-cyl., 127" wb						
Sed	1,600	4,800	8,000	18,000	28,000	40,000
1936 14th Series Series 1401, 8-cyl., 134" wb						
Rds	4,700	14,100	23,500	52,880	82,250	117,500
Phae	4,600	13,800	23,000	51,750	80,500	115,000
Conv Vic	4,640	13,920	23,200	52,200	81,200	116,000
LeB A/W Cabr	9,080	27,240	45,400	102,150	158,900	227,000
RS Cpe	2,360	7,080	11,800	26,550	41,300	59,000
5P Cpe	2,320	6,960	11,600	26,100	40,600	58,000
Clb Sed	2,240	6,720	11,200	25,200	39,200	56,000
Sed	2,040	6,120	10,200	22,950	35,700	51,000
Fml Sed	2,560	7,680	12,800	28,800	44,800	64,000
1936 14th Series Series 1402, 8-cyl., 139" wb						
Conv Sed	4,800	14,400	24,000	54,000	84,000	120,000
7P Tr	4,600	13,800	23,000	51,750	80,500	115,000
7P Sed	2,960	8,880	14,800	33,300	51,800	74,000
Bus Sed	2,600	7,800	13,000	29,250	45,500	65,000
Limo	2,720	8,160	13,600	30,600	47,600	68,000
Bus Limo	2,680	8,040	13,400	30,150	46,900	67,000
LeB Twn Car	4,080	12,240	20,400	45,900	71,400	102,000
1936 14th Series Series 1403, Super 8, 132" wb						
Sed	3,760	11,280	18,800	42,300	65,800	94,000
1936 14th Series Series 1404, Super 8, 139" wb						
Cpe Rds	8,000	24,000	40,000	90,000	140,000	200,000
Phae	9,000	27,000	45,000	101,250	157,500	225,000
Spt Phae	9,450	28,340	47,240	106,290	165,340	236,200
Conv Vic	8,270	24,820	41,370	93,080	144,800	206,850
LeB A/W Cabr	9,080	27,240	45,400	102,150	158,900	227,000
RS Cpe	3,190	9,580	15,960	35,910	55,860	79,800
5P Cpe	2,900	8,690	14,490	32,600	50,720	72,450
Clb Sed	2,240	6,720	11,200	25,200	39,200	56,000
Fml Sed	2,560	7,680	12,800	28,800	44,800	64,000
1936 14th Series Series 1405, Super 8, 144" wb						
7P Tr	4,360	13,080	21,800	49,050	76,300	109,000
Conv Sed	6,160	18,480	30,800	69,300	107,800	154,000
1936 14th Series Series 1407, V-12, 139" wb						
Cpe Rds	12,600	37,800	63,000	141,750	220,500	315,000
Phae	12,560	37,680	62,800	141,300	219,800	314,000

	6	5	4	3	2	1
Spt Phae	15,800	47,400	79,000	177,750	276,500	395,000
LeB A/W Cabr	12,200	36,600	61,000	137,250	213,500	305,000
Conv Vic	12,000	36,000	60,000	135,000	210,000	300,000
RS Cpe	6,480	19,440	32,400	72,900	113,400	162,000
5P Cpe	6,000	18,000	30,000	67,500	105,000	150,000
Clb Sed	4,880	14,640	24,400	54,900	85,400	122,000
Sed	5,000	15,000	25,000	56,250	87,500	125,000
Fml Sed	5,200	15,600	26,000	58,500	91,000	130,000
1936 14th Series Series 1408, V-12, 144" wb						
7P Tr	6,400	19,200	32,000	72,000	112,000	160,000
Conv Sed	9,800	29,400	49,000	110,250	171,500	245,000
7P Sed	4,920	14,760	24,600	55,350	86,100	123,000
Limo	5,160	15,480	25,800	58,050	90,300	129,000
LeB A/W Twn Car	6,760	20,280	33,800	76,050	118,300	169,000
1937 15th Series Model 115-C, 6-cyl., 115" wb						
Conv	3,680	11,040	18,400	41,390	64,380	91,975
Bus Cpe	4,070	12,220	20,370	45,830	71,300	101,850
Spt Cpe	2,140	6,430	10,710	24,100	37,490	53,550
2d Sed	1,340	4,030	6,720	15,120	23,520	33,600
Sed	1,300	3,910	6,510	14,650	22,790	32,550
Clb Sed	1,390	4,160	6,930	15,590	24,260	34,650
Tr Sed	1,340	4,030	6,720	15,120	23,520	33,600
Sta Wag	3,530	10,580	17,640	39,690	61,740	88,200
1937 15th Series Model 120-C, 8-cyl., 120" wb						
Conv	4,030	12,100	20,160	45,360	70,560	100,800
Conv Sed	4,200	12,600	21,000	47,250	73,500	105,000
Bus Cpe	1,640	4,910	8,190	18,430	28,670	40,950
Spt Cpe	1,850	5,540	9,240	20,790	32,340	46,200
2d Sed	1,510	4,540	7,560	17,010	26,460	37,800
Sed	1,470	4,410	7,350	16,540	25,730	36,750
Clb Sed	1,550	4,660	7,770	17,480	27,200	38,850
Tr Sed	1,510	4,540	7,560	17,010	26,460	37,800
Sta Wag	4,830	14,480	24,140	54,320	84,490	120,700
1937 15th Series Model 120-CD, 8-cyl., 120" wb						
2d Sed	1,660	4,980	8,300	18,660	29,030	41,475
Clb Sed	1,680	5,040	8,400	18,900	29,400	42,000
Tr Sed	1,620	4,850	8,090	18,190	28,300	40,425
1937 15th Series Model 138-CD, 8-cyl., 138" wb						
Tr Sed	2,140	6,430	10,710	24,100	37,490	53,550
Tr Limo	1,810	5,420	9,030	20,320	31,610	45,150
1937 15th Series Model 1500, Super 8, 127" wb						
Sed	3,190	9,580	15,960	35,910	55,860	79,800
1937 15th Series Model 1501, Super 8, 134" wb						
Conv	5,000	14,990	24,990	56,230	87,470	124,950
LeB A/W Cabr	10,080	30,240	50,400	113,400	176,400	252,000
RS Cpe	3,530	10,580	17,640	39,690	61,740	88,200
5P Cpe	3,380	10,140	16,910	38,040	59,170	84,525
Clb Sed	2,670	8,000	13,340	30,000	46,670	66,675
Tr Sed	2,280	6,840	11,400	25,660	39,910	57,019
Fml Sed	2,560	7,680	12,800	28,800	44,800	64,000
Vic	4,830	14,490	24,150	54,340	84,530	120,750
1937 15th Series Model 1502, Super 8, 139" wb						
Conv Sed	6,170	18,520	30,860	69,440	108,010	154,300
Bus Sed	2,690	8,060	13,440	30,240	47,040	67,200
Tr Sed	2,860	8,570	14,280	32,130	49,980	71,400
Tr Limo	2,440	7,310	12,180	27,410	42,630	60,900
Bus Limo	2,390	7,180	11,970	26,930	41,900	59,850
LeB A/W Twn Car	4,080	12,240	20,400	45,900	71,400	102,000
1937 15th Series Model 1506, V-12, 132" wb						
Tr Sed	2,480	7,430	12,390	27,880	43,370	61,950
1937 15th Series Model 1507, V-12, 139" wb						
Conv	14,570	43,720	72,870	163,960	255,050	364,350
LeB A/W Cabr	19,400	58,210	97,020	218,300	339,570	485,100
RS Cpe	6,720	20,160	33,600	75,600	117,600	168,000
5P Cpe	6,090	18,270	30,450	68,510	106,580	152,250
Clb Sed	3,320	9,950	16,590	37,330	58,070	82,950
Fml Sed	3,740	11,210	18,690	42,050	65,420	93,450
Tr Sed	3,320	9,950	16,590	37,330	58,070	82,950
Conv Vic	10,160	30,490	50,820	114,350	177,870	254,100
1937 15th Series Model 1508, V-12, 144" wb						
Conv Sed, Dietrich	11,340	34,020	56,700	127,580	198,450	283,500
Tr Sed	2,960	8,880	14,810	33,310	51,820	74,025
Tr Limo	3,320	9,950	16,590	37,330	58,070	82,950
LeB A/W Twn Car	7,480	22,430	37,380	84,110	130,830	186,900
1938 16th Series Model 1601, 8-cyl. 127" wbg						
Graber Cabrio	value not estimable					
Graber Cabrio	value not estimable					
1938 16th Series Model 1605 Super 8, Customs						
Barker Sedanca Dev 225,750	9,030	27,090	45,150	101,590	158,030	
1938 16th Series Model 1607-8, V-12, 139" wb						
Brn Trn Sed	16,590	49,770	82,950	186,640	290,330	414,750
1938 16th Series Model 1600, 6-cyl., 122" wb						
Conv	1,840	5,520	9,200	20,700	32,200	46,000
Bus Cpe	1,360	4,080	6,800	15,300	23,800	34,000
Clb Cpe	1,520	4,560	7,600	17,100	26,600	38,000
2d Sed	1,080	3,240	5,400	12,150	18,900	27,000
Sed	1,000	3,000	5,000	11,250	17,500	25,000
Sta Wag	4,000	12,000	20,000	45,000	70,000	100,000
1938 16th Series Model 1601, 8-cyl., 127" wb						
Conv	2,260	6,780	11,300	25,430	39,550	56,500
Conv Sed	2,610	7,830	13,050	29,360	45,680	65,250
Bus Cpe	1,540	4,620	7,700	17,330	26,950	38,500
Clb Cpe	1,580	4,740	7,900	17,780	27,650	39,500
2d Sed	1,260	3,780	6,300	14,180	22,050	31,500
Sed	1,320	3,960	6,600	14,850	23,100	33,000
1938 16th Series Model 1601-D, 8-cyl., 127" wb						
Tr Sed	1,950	5,860	9,770	21,970	34,180	48,825
1938 16th Series Model 1601, 8-cyl., 139" wb						
Roll A/W Cabr	4,490	13,480	22,470	50,550	78,630	112,330
Roll A/W Twn Car	4,330	12,980	21,630	48,670	75,710	108,150
Roll Brgm	4,070	12,220	20,370	45,830	71,300	101,850
1938 16th Series Model 1602, 8-cyl., 148" wb						
Tr Sed	2,140	6,420	10,700	24,080	37,450	53,500
Tr Limo	2,180	6,550	10,920	24,570	38,220	54,600
1938 16th Series Model 1603, Super 8, 127" wb						
Tr Sed	2,100	6,300	10,500	23,630	36,750	52,500
1938 16th Series Model 1604, Super 8, 134" wb						
Conv	7,180	21,550	35,910	80,800	125,690	179,550
RS Cpe	3,530	10,580	17,640	39,690	61,740	88,200
5P Cpe	2,060	6,170	10,290	23,150	36,020	51,450
Clb Sed	2,480	7,430	12,390	27,880	43,370	61,950
Tr Sed	1,640	4,910	8,190	18,430	28,670	40,950
Fml Sed	2,900	8,690	14,490	32,600	50,720	72,450
Vic	4,030	12,100	20,160	45,360	70,560	100,800
1938 16th Series Model 1605, Super 8, 139" wb						
Bus Sed	2,310	6,930	11,550	25,990	40,430	57,750
Conv Sed	4,410	13,230	22,050	49,610	77,180	110,250
Bus Limo	2,690	8,060	13,440	30,240	47,040	67,200
1938 16th Series Model 1605, Super 8, Customs						
Brn A/W Cabr	value not estimable					
Brn Tr Cabr	value not estimable					
Roll A/W Cabr	value not estimable					
Roll A/W Twn Car	value not estimable					
1938 16th Series Model 1607, V-12, 134" wb						
Conv Cpe	8,780	26,330	43,890	98,750	153,620	219,450
2-4P Cpe	3,230	9,700	16,170	36,380	56,600	80,850
5P Cpe	3,150	9,450	15,750	35,440	55,130	78,750
Clb Sed	2,860	8,570	14,280	32,130	49,980	71,400
Conv Vic	14,490	43,470	72,450	163,010	253,580	362,250
Tr Sed	2,770	8,320	13,860	31,190	48,510	69,300
Fml Sed	4,030	12,100	20,160	45,360	70,560	100,800
1938 16th Series Model 1608, V-12, 139" wb						
Conv Sed	7,980	23,940	39,900	89,780	139,650	199,500
Tr Sed	3,230	9,700	16,170	36,380	56,600	80,850
Tr Limo	3,400	10,210	17,010	38,270	59,540	85,050
1938 16th Series Model 1607-8, V-12, 139" wb						
Brn A/W Cabr	15,880	47,630	79,380	178,610	277,830	396,900
Brn Tr Cabr	4,870	14,620	24,360	54,810	85,260	121,800
Roll A/W Cabr	9,640	28,920	48,200	108,450	168,700	241,000
Roll A/W Twn Car	4,640	13,920	23,200	52,200	81,200	116,000
1939 17th Series Model 1703, Super 8, 127 WB						
Phaeton, Derham	4,660	13,990	23,310	52,450	81,590	116,550
1939 17th Series Model 1700, 6-cyl., 122" wb						
Conv	2,060	6,170	10,290	23,150	36,020	51,450
Bus Cpe	1,340	4,030	6,720	15,120	23,520	33,600
Clb Cpe	1,510	4,540	7,560	17,010	26,460	37,800
2d Sed	1,450	4,350	7,250	16,300	25,360	36,225
Tr Sed	1,410	4,220	7,040	15,830	24,620	35,175
Sta Wag	4,240	12,730	21,210	47,720	74,240	106,050
1939 17th Series Model 1701, 8-cyl., 127" wb						
Conv	2,600	7,810	13,020	29,300	45,570	65,100
Conv Sed	2,690	8,060	13,440	30,240	47,040	67,200
Clb Cpe	1,640	4,910	8,190	18,430	28,670	40,950
Bus Cpe	1,640	4,910	8,190	18,430	28,670	40,950
2d Sed	1,430	4,280	7,140	16,070	24,990	35,700
Sed	1,510	4,540	7,560	17,010	26,460	37,800
Sta Wag	5,290	15,880	26,460	59,540	92,610	132,300
1939 17th Series Model 1702, 8-cyl., 148" wb						
Tr Sed	2,140	6,430	10,710	24,100	37,490	53,550
Tr Limo	2,480	7,430	12,390	27,880	43,370	61,950
1939 17th Series Model 1703, Super 8, 127" wb						
Tr Sed	1,640	4,910	8,190	18,430	28,670	40,950
Conv	7,180	21,550	35,910	80,800	125,690	179,550
Conv Sed	7,280	21,840	36,400	81,900	127,400	182,000
Clb Cpe	2,480	7,430	12,390	27,880	43,370	61,950
1939 17th Series Model 1705, Super 8, 148" wb						
Tr Sed	2,320	6,960	11,600	26,100	40,600	58,000
Tr Limo	2,690	8,060	13,440	30,240	47,040	67,200
1939 17th Series Model 1707, V-12, 134" wb						
Conv Cpe	8,570	25,700	42,840	96,390	149,940	214,200
Conv Vic	13,650	40,950	68,250	153,560	238,880	341,250
Roll A/W Cabr	18,270	54,810	91,350	205,540	319,730	456,750
2-4P Cpe	3,110	9,320	15,540	34,970	54,390	77,700
5P Cpe	5,330	16,000	26,670	60,010	93,350	133,350
Sed	2,600	7,810	13,020	29,300	45,570	65,100
Clb Sed	3,400	10,210	17,010	38,270	59,540	85,050
Fml Sed	4,030	12,100	20,160	45,360	70,560	100,800
1939 17th Series Model 1708, V-12, 139" wb						
Conv Sed	7,900	23,690	39,480	88,830	138,180	197,400
Brn Tr Cabr	value not estimable					
Brn A/W Cabr	value not estimable					
Tr Sed	3,400	10,210	17,010	38,270	59,540	85,050
Tr Limo	3,490	10,460	17,430	39,220	61,010	87,150
Roll A/W Twn Car	value not estimable					
1940 18th Series Model 1800, 6-cyl., 122" wb, (110)						
Conv	1,920	5,760	9,600	21,600	33,600	48,000
Bus Cpe	1,480	4,440	7,400	16,650	25,900	37,000
Clb Cpe	1,560	4,680	7,800	17,550	27,300	39,000
2d Sed	1,240	3,720	6,200	13,950	21,700	31,000
Sed	1,120	3,360	5,600	12,600	19,600	28,000
Sta Wag	4,440	13,320	22,200	49,950	77,700	111,000
1940 18th Series Model 1801, Std., 8-cyl., 127" wb, (120)						
Conv	2,480	7,440	12,400	27,900	43,400	62,000
Conv Sed	3,760	11,280	18,800	42,300	65,800	94,000
Bus Cpe	1,440	4,320	7,200	16,200	25,200	36,000
Clb Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2d Sed	1,240	3,720	6,200	13,950	21,700	31,000
Clb Sed	1,440	4,320	7,200	16,200	25,200	36,000
Sed	1,560	4,680	7,800	17,550	27,300	39,000
Darr Vic	13,440	40,320	67,200	151,200	235,200	336,000
Sta Wag	5,080	15,240	25,400	57,150	88,900	127,000
1940 18th Series Model 1801, DeLuxe, 8-cyl., 127" wb, (120)						
Conv	2,640	7,920	13,200	29,700	46,200	66,000
Clb Cpe	1,600	4,800	8,000	18,000	28,000	40,000
Clb Sed	1,520	4,560	7,600	17,100	26,600	38,000
Tr Sed	1,680	5,040	8,400	18,900	29,400	42,000
1940 18th Series Model 1803, Super 8, 127" wb, (160)						
Conv	4,000	12,000	20,000	45,000	70,000	100,000
Conv Sed	5,640	16,920	28,200	63,450	98,700	141,000
Bus Cpe	1,960	5,880	9,800	22,050	34,300	49,000
Clb Cpe	2,440	7,320	12,200	27,450	42,700	61,000
Clb Sed	2,360	7,080	11,800	26,550	41,300	59,000
Sed	1,740	5,220	8,700	19,580	30,450	43,500
1940 18th Series Model 1804, Super 8, 138" wb, (160)						
Sed	1,880	5,640	9,400	21,150	32,900	47,000
1940 18th Series Model 1805, Super 8, 148" wb, (160)						
Tr Sed	2,280	6,840	11,400	25,650	39,900	57,000
Tr Limo	2,440	7,320	12,200	27,450	42,700	61,000
1940 18th Series Model 1806, Custom, Super 8, 127" wb, (180)						
Clb Sed	2,280	6,840	11,400	25,650	39,900	57,000
Darr Conv Vic	13,800	41,400	69,000	155,250	241,500	345,000
1940 18th Series Model 1807, Custom, Super 8, 138" wb, (180)						
Darr Conv Sed	14,800	44,400	74,000	166,500	259,000	370,000
Roll A/W Cabr	9,240	27,720	46,200	103,950	161,700	231,000
Darr Spt Sed	12,800	38,400	64,000	144,000	224,000	320,000
Fml Sed	2,160	6,480	10,800	24,300	37,800	54,000
Tr Sed	2,480	7,440	12,400	27,900	43,400	62,000
1940 18th Series Model 1808, Custom, Super 8, 148" wb, (180)						
Roll A/W Twn Car	4,400	13,200	22,000	49,500	77,000	110,000
Tr Sed	3,200	9,600	16,000	36,000	56,000	80,000
Tr Limo	3,280	9,840	16,400	36,900	57,400	82,000
1941 19th Series Model 1900, Std., 6-cyl., 122" wb, (110)						
Conv	2,000	6,000	10,000	22,500	35,000	50,000
Bus Cpe	1,160	3,480	5,800	13,050	20,300	29,000
Clb Cpe	1,360	4,080	6,800	15,300	23,800	34,000
2d Sed	1,080	3,240	5,400	12,150	18,900	27,000
Tr Sed	1,160	3,480	5,800	13,050	20,300	29,000
Sta Wag	5,200	15,600	26,000	58,500	91,000	130,000
1941 19th Series Model 1900, DeLuxe, 6-cyl., 122" wb, (110)						
Conv	2,160	6,480	10,800	24,300	37,800	54,000
Clb Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2d Sed	1,120	3,360	5,600	12,600	19,600	28,000
Sed	1,160	3,480	5,800	13,050	20,300	29,000
Sta Wag	5,000	15,000	25,000	56,250	87,500	125,000
1941 19th Series Model 1901, 8-cyl., 127" wb, (120)						
Conv	3,040	9,120	15,200	34,200	53,200	76,000
Conv Sed	3,200	9,600	16,000	36,000	56,000	80,000
Bus Cpe	1,160	3,480	5,800	13,050	20,300	29,000
Clb Cpe	1,440	4,320	7,200	16,200	25,200	36,000
2d Sed	1,160	3,480	5,800	13,050	20,300	29,000
Sed	1,240	3,720	6,200	13,950	21,700	31,000
Rollson - bodied Twn Car	3,040	9,120	15,200	34,200	53,200	76,000
Sta Wag	5,400	16,200	27,000	60,750	94,500	135,000
DeL Sta Wag	5,480	16,440	27,400	61,650	95,900	137,000
1941 19th Series Model 1903, Super 8, 127" wb, (160)						
Conv	10,400	31,200	52,000	117,000	182,000	260,000
DeL Conv	6,600	19,800	33,000	74,250	115,500	165,000
Conv Sed	10,200	30,600	51,000	114,750	178,500	255,000
DeL Conv Sed	10,320	30,960	51,600	116,100	180,600	258,000
Clb Cpe	3,360	10,080	16,800	37,800	58,800	84,000
Bus Cpe	1,720	5,160	8,600	19,350	30,100	43,000
Sed	2,280	6,840	11,400	25,650	39,900	57,000
1941 19th Series Model 1904, Super 8, 138" wb, (160)						
Sed	1,880	5,640	9,400	21,150	32,900	47,000
1941 19th Series Model 1905, Super 8, 148" wb, (160)						
Tr Sed	2,200	6,600	11,000	24,750	38,500	55,000
Tr Limo	2,560	7,680	12,800	28,800	44,800	64,000
1941 19th Series Model 1906, Custom, Super 8, 127" wb, (180)						
Darr Conv Vic	11,800	35,400	59,000	132,750	206,500	295,000
1941 19th Series Model 1907, Custom, Super 8, 138" wb, (180)						
Leb Spt Brgm	5,200	15,600	26,000	58,500	91,000	130,000
Roll A/W Cabr	5,800	17,400	29,000	65,250	101,500	145,000
Darr Spt Sed	11,080	33,240	55,400	124,650	193,900	277,000
Tr Sed	2,560	7,680	12,800	28,800	44,800	64,000
Fml Sed	1,960	5,880	9,800	22,050	34,300	49,000
1941 19th Series Model 1908, Custom, Super 8, 148" wb, (180)						
Roll A/W Twn Car	4,680	14,040	23,400	52,650	81,900	117,000
Tr Sed	3,160	9,480	15,800	35,550	55,300	79,000
LeB Tr Sed	5,000	15,000	25,000	56,250	87,500	125,000
Tr Limo	3,240	9,720	16,200	36,450	56,700	81,000
LeB Tr Limo	5,080	15,240	25,400	57,150	88,900	127,000
1941 19th Series Model 1951, Clipper, 8-cyl., 127" wb						
Sed	1,760	5,280	8,800	19,800	30,800	44,000
1942 20th Series Clipper Series - (6-cyl.) Series 2000, Special, 120" wb						
Bus Cpe	1,400	4,200	7,000	15,750	24,500	35,000
Clb Sed	1,360	4,080	6,800	15,300	23,800	34,000
Tr Sed	1,320	3,960	6,600	14,850	23,100	33,000
1942 20th Series Model 2010, Custom, 120" wb						
Clb Sed	1,320	3,960	6,600	14,850	23,100	33,000
Tr Sed	1,280	3,840	6,400	14,400	22,400	32,000
1942 20th Series Model 2020, Custom, 122" wb						
Conv	2,480	7,440	12,400	27,900	43,400	62,000
1942 20th Series Clipper Series - (8-cyl.) Series 2001, Special, 120" wb						
Bus Cpe	1,360	4,080	6,800	15,300	23,800	34,000
Clb Sed	1,400	4,200	7,000	15,750	24,500	35,000
Tr Sed	1,360	4,080	6,800	15,300	23,800	34,000
1942 20th Series Model 2011, Custom, 120" wb						
Clb Sed	1,560	4,680	7,800	17,550	27,300	39,000
Tr Sed	1,520	4,560	7,600	17,100	26,600	38,000
1942 20th Series Model 2021, Custom, 127" wb						
Conv	2,000	6,000	10,000	22,500	35,000	50,000
1942 20th Series Super 8, 160 Series, Clipper, 127" wb, 2003						
Clb Sed	1,760	5,280	8,800	19,800	30,800	44,000
Tr Sed	1,720	5,160	8,600	19,350	30,100	43,000
1942 20th Series Super 8, 160, 127" wb, 2023						
Conv	5,080	15,240	25,400	57,150	88,900	127,000
1942 20th Series Super 8, 160, 138" wb, 2004						
Tr Sed	1,760	5,280	8,800	19,800	30,800	44,000
1942 20th Series Super 8, 160, 148" wb, 2005						
7P Sed	2,440	7,320	12,200	27,450	42,700	61,000
Limo	2,520	7,560	12,600	28,350	44,100	63,000
1942 20th Series Super 8, 160, 148" wb, 2055						
Bus Sed	2,560	7,680	12,800	28,800	44,800	64,000
Bus Limo	2,600	7,800	13,000	29,250	45,500	65,000
1942 20th Series Super 8, 180, Clipper, 127" wb, 2006						
Clb Sed	2,040	6,120	10,200	22,950	35,700	51,000
Tr Sed	1,960	5,880	9,800	22,050	34,300	49,000
1942 20th Series Super 8, 180, Special, 127" wb, 2006						
Darr Conv Vic	13,000	39,000	65,000	146,250	227,500	325,000
1942 20th Series Super 8, 180, 138" wb, 2007						
Tr Sed	2,840	8,520	14,200	31,950	49,700	71,000
Fml Sed	3,240	9,720	16,200	36,450	56,700	81,000
Roll A/W Cabr	5,800	17,400	29,000	65,250	101,500	145,000
1942 20th Series Super 8, 180, 148" wb, 2008						
Tr Sed	3,240	9,720	16,200	36,450	56,700	81,000
Limo	3,320	9,960	16,600	37,350	58,100	83,000
LeB Sed	3,440	10,320	17,200	38,700	60,200	86,000

	6	5	4	3	2	1
LeB Limo	3,520	10,560	17,600	39,600	61,600	88,000
Roll A/W Twn Car	3,960	11,880	19,800	44,550	69,300	99,000
1946 21st Series Clipper, 6-cyl., 120" wb, 2100						
Clb Sed	800	2,400	4,000	9,000	14,000	20,000
Sed	760	2,280	3,800	8,550	13,300	19,000
1946 21st Series Clipper, 6-cyl., 120" wb, 2130						
4d Taxi	880	2,640	4,400	9,900	15,400	22,000
1946 21st Series Clipper, 8-cyl., 120" wb, 2101						
Tr Sed	840	2,530	4,220	9,500	14,770	21,100
1946 21st Series Clipper, DeLuxe, 8-cyl., 120" wb, 2111						
Clb Sed	1,020	3,060	5,100	11,480	17,850	25,500
Tr Sed	880	2,640	4,400	9,900	15,400	22,000
1946 21st Series Clipper, Super 8, 127" wb, 2103						
Clb Sed	1,040	3,120	5,200	11,700	18,200	26,000
Tr Sed	900	2,700	4,500	10,130	15,750	22,500
1946 21st Series Clipper, Super 8, 127" wb, 2106 Custom						
Clb Sed	1,070	3,220	5,360	12,060	18,760	26,800
Tr Sed	920	2,760	4,600	10,350	16,100	23,000
1946 21st Series Clipper, Super, 148" wb, 2126 Custom						
8P Sed	1,120	3,360	5,600	12,600	19,600	28,000
Limo	1,320	3,960	6,600	14,850	23,100	33,000
1947 21st Series Clipper, 6-cyl., 120" wb, 2100						
Clb Sed	880	2,640	4,400	9,900	15,400	22,000
Tr Sed	840	2,520	4,200	9,450	14,700	21,000
1947 21st Series Clipper, DeLuxe, 8-cyl., 120" wb, 2111						
Clb Sed	1,100	3,300	5,500	12,380	19,250	27,500
Tr Sed	920	2,760	4,600	10,350	16,100	23,000
1947 21st Series Clipper, Super 8, 127" wb, 2103						
Clb Sed	1,120	3,360	5,600	12,600	19,600	28,000
Tr Sed	960	2,880	4,800	10,800	16,800	24,000
1947 21st Series Clipper, Super 8, 127" wb, 2106 Custom						
Clb Sed	1,160	3,480	5,800	13,050	20,300	29,000
Tr Sed	980	2,940	4,900	11,030	17,150	24,500
1947 21st Series Clipper, Super 8, 148" wb, 2126 Custom						
7P Sed	1,200	3,600	6,000	13,500	21,000	30,000
Limo	1,400	4,200	7,000	15,750	24,500	35,000
1948 & Early 1949 22nd Series Model 2201, 8-cyl., 120" wb						
Clb Sed	880	2,640	4,400	9,900	15,400	22,000
Sed	840	2,520	4,200	9,450	14,700	21,000
Sta Sed	3,000	9,000	15,000	33,750	52,500	75,000
1948 & Early 1949 22nd Series Model 2211, DeLuxe, 8-cyl., 120" wb						
Clb Sed	1,100	3,300	5,500	12,380	19,250	27,500
Tr Sed	920	2,760	4,600	10,350	16,100	23,000
1948 & Early 1949 22nd Series Super 8, 120" wb, 2202						
Clb Sed	1,160	3,480	5,800	13,050	20,300	29,000
Sed	980	2,940	4,900	11,030	17,150	24,500
1948 & Early 1949 22nd Series Super 8, 120" wb, 2232						
Conv	2,000	6,000	10,000	22,500	35,000	50,000
1948 & Early 1949 22nd Series Super 8, 141" wb, 2222						
Sed	1,200	3,600	6,000	13,500	21,000	30,000
Limo	1,400	4,200	7,000	15,750	24,500	35,000
1948 & Early 1949 22nd Series Super 8, DeLuxe, 141" wb						
Sed	1,240	3,720	6,200	13,950	21,700	31,000
Limo	1,440	4,320	7,200	16,200	25,200	36,000
1948 & Early 1949 22nd Series Custom 8, 127" wb, 2206						
Clb Sed	1,160	3,480	5,800	13,050	20,300	29,000
Tr Sed	1,120	3,360	5,600	12,600	19,600	28,000
1948 & Early 1949 22nd Series Custom 8, 127" wb, 2233						
Conv	2,200	6,600	11,000	24,750	38,500	55,000
1948 & Early 1949 22nd Series Custom 8, 148" wb, 2226						
7P Sed	1,320	3,960	6,600	14,850	23,100	33,000
Limo	1,440	4,320	7,200	16,200	25,200	36,000
1949-50 23rd Series Model 2301, 120" wb						
Clb Sed	840	2,510	4,180	9,410	14,630	20,900
Sed	800	2,390	3,990	8,980	13,970	19,950
Sta Sed	2,850	8,550	14,250	32,060	49,880	71,250
1949-50 23rd Series 2301 DeLuxe, 120" wb						
Clb Sed	870	2,620	4,370	9,830	15,300	21,850
Sed	840	2,510	4,180	9,410	14,630	20,900
1949-50 23rd Series Super 8, 127" wb, 2302						
Clb Sed	1,030	3,080	5,130	11,540	17,960	25,650
Sed	910	2,740	4,560	10,260	15,960	22,800
1949-50 23rd Series Super 8, 2302 DeLuxe						
Clb Sed	1,100	3,310	5,510	12,400	19,290	27,550
Sed	930	2,790	4,660	10,470	16,290	23,275
1949-50 23rd Series Super 8, Super DeLuxe, 127" wb, 2332						
Conv	2,090	6,270	10,450	23,510	36,580	52,250
1949-50 23rd Series Super 8, 141" wb, 2322						
7P Sed	1,140	3,420	5,700	12,830	19,950	28,500
Limo	1,370	4,100	6,840	15,390	23,940	34,200
1949-50 23rd Series Custom 8, 127" wb, 2306						
Sed	1,060	3,190	5,320	11,970	18,620	26,600
1949-50 23rd Series Custom 8, 127" wb, 2333						
Conv	2,280	6,840	11,400	25,650	39,900	57,000
1951 24th Series 300 127" wb, 2402						
Derham Fam Sed w/partition			10,120	30,370	50,610	113,870
177,140	253,050					
1951 24th Series 200, Standard, 122" wb, 2401						
Bus Cpe	840	2,510	4,180	9,410	14,630	20,900
2d Sed	760	2,280	3,800	8,550	13,300	19,000
Sed	840	2,510	4,180	9,410	14,630	20,900
1951 24th Series 200, DeLuxe						
2d Sed	920	2,770	4,620	10,400	16,170	23,100
Sed	840	2,510	4,180	9,410	14,630	20,900
1951 24th Series 122" wb, 2402						
Mayfair HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,090	6,270	10,450	23,510	36,580	52,250
1951 24th Series 300, 127" wb, 2402						
Sed	990	2,970	4,950	11,140	17,330	24,750
1951 24th Series Patrician, 400, 127" wb, 2406						
Sed	990	2,970	4,950	11,140	17,330	24,750
1952 25th Series Patrician, 400, 127" wb, 2506						
1952 25th Series 200, Std., 122" wb, 2501						
2d Sed	920	2,760	4,600	10,350	16,100	23,000
Sed	840	2,510	4,180	9,410	14,630	20,900
1952 25th Series 200, DeLuxe						
2d Sed	980	2,940	4,900	11,030	17,150	24,500
Sed	760	2,280	3,800	8,550	13,300	19,000
1952 25th Series 122" wb, 2531						
Conv	2,090	6,270	10,450	23,510	36,580	52,250
Mayfair HT	1,200	3,600	6,000	13,500	21,000	30,000
1952 25th Series 300, 122" wb, 2502						
Sed	970	2,900	4,840	10,890	16,940	24,200
1952 25th Series Patrician, 400, 127" wb, 2506						
Sed	990	2,970	4,950	11,140	17,330	24,750
Der Cus Sed	1,520	4,560	7,600	17,100	26,600	38,000
1953 26th Series Clipper, 122" wb, 2601						
2d HT	950	2,850	4,750	10,690	16,630	23,750
2d Sed	920	2,770	4,620	10,400	16,170	23,100
Sed	840	2,510	4,180	9,410	14,630	20,900
1953 26th Series Clipper DeLuxe						
2d Sed	1,030	3,080	5,130	11,540	17,960	25,650
Sed	960	2,880	4,800	10,800	16,800	24,000
1953 26th Series Cavalier, 127" wb, 2602						
Cav Sed	970	2,900	4,840	10,890	16,940	24,200
1953 26th Series Packard 8, 122" wb, 2631						
Conv	2,200	6,600	11,000	24,750	38,500	55,000
Caribbean Conv	4,200	12,600	21,000	47,250	73,500	105,000
Mayfair HT	1,200	3,600	6,000	13,500	21,000	30,000
1953 26th Series Patrician, 127" wb, 2606						
Sed	970	2,900	4,840	10,890	16,940	24,200
Der Fml Sed	1,520	4,560	7,600	17,100	26,600	38,000
1953 26th Series 149" wb, 2626						
Exec Sed	1,060	3,190	5,320	11,970	18,620	26,600
Corp Limo	1,140	3,420	5,700	12,830	19,950	28,500
1954 54th Series Clipper, 122" wb, DeLuxe 5401						
2d HT	950	2,850	4,750	10,690	16,630	23,750
Clb Sed	950	2,850	4,750	10,690	16,630	23,750
Sed	840	2,510	4,180	9,410	14,630	20,900
1954 54th Series Clipper Super 5411						
Pan HT	1,200	3,600	6,000	13,500	21,000	30,000
Clb Sed	970	2,900	4,840	10,890	16,940	24,200
Sed	980	2,940	4,900	11,030	17,150	24,500
1954 54th Series Cavalier, 127" wb, 5402						
Sed	970	2,900	4,840	10,890	16,940	24,200
1954 54th Series Packard 8, 122" wb, 5431						
Pac HT	1,320	3,960	6,600	14,850	23,100	33,000
Conv	2,200	6,600	11,000	24,750	38,500	55,000
Caribbean Conv	4,200	12,600	21,000	47,250	73,500	105,000
1954 54th Series Patrician, 127" wb, 5406						
Sed	990	2,960	4,940	11,120	17,290	24,700
Der Cus Sed	1,520	4,560	7,600	17,100	26,600	38,000
1954 54th Series 149" wb, 5426						
8P Sed	1,060	3,190	5,320	11,970	18,620	26,600
Limo	1,200	3,600	6,000	13,500	21,000	30,000
1955 55th Series Clipper, DeLuxe, 122" wb, 5540						
Sed	800	2,400	4,000	9,000	14,000	20,000
1955 55th Series Clipper, Super, 5540						
Pan HT	1,200	3,600	6,000	13,500	21,000	30,000
Sed	840	2,510	4,180	9,410	14,630	20,900
1955 55th Series Clipper Custom 5560 (352 cid V-8)						
Con HT	1,200	3,600	6,000	13,500	21,000	30,000
Sed	880	2,640	4,400	9,900	15,400	22,000
1955 55th Series Packard, 400, 127" wb, 5580						
"400" HT	1,360	4,080	6,800	15,300	23,800	34,000
1955 55th Series Caribbean 5580						
Conv	4,000	12,000	20,000	45,000	70,000	100,000
1955 55th Series Patrician 5580						
Sed	950	2,850	4,750	10,690	16,630	23,750
1956 56th Series Clipper, DeLuxe, 122" wb, 5640						
Sed	840	2,510	4,180	9,410	14,630	20,900
1956 56th Series Clipper, Super, 5640						
HT	1,330	3,990	6,650	14,960	23,280	33,250
Sed	880	2,640	4,400	9,900	15,400	22,000
1956 56th Series Clipper, Custom, 5660						
Con HT	1,200	3,600	6,000	13,500	21,000	30,000
Sed	900	2,700	4,500	10,130	15,750	22,500
1956 56th Series Clipper Executive						
HT	1,440	4,320	7,200	16,200	25,200	36,000
Sed	920	2,770	4,620	10,400	16,170	23,100
1956 56th Series Packard, 400, 127" wb, 5680						
"400" HT	1,410	4,220	7,030	15,820	24,610	35,150
1956 56th Series Caribbean, 5688						
Conv	4,000	12,000	20,000	45,000	70,000	100,000
HT	1,520	4,560	7,600	17,100	26,600	38,000
1956 56th Series Patrician, 5680						
Sed	910	2,740	4,560	10,260	15,960	22,800
1957 57th L Series Clipper						
Hawk	1,980	5,930	9,880	22,230	34,580	49,400
1957 57th L Series Clipper						
Sed	800	2,400	4,000	9,000	14,000	20,000
Sta Wag	1,630	4,900	8,170	18,380	28,600	40,850
1958 58th L Series Clipper						
HT	1,750	5,260	8,770	19,730	30,700	43,850
Sed	800	2,400	4,000	9,000	14,000	20,000
Sta Wag	1,630	4,900	8,170	18,380	28,600	40,850
Hawk	3,420	10,260	17,100	38,480	59,850	85,500

PIERCE-ARROW

	6	5	4	3	2	1
1901 1-cyl., 2-3/4 hp						
Motorette	value not estimable					
1901 1-cyl., 3-3/4 hp						
Motorette	value not estimable					
1902 1-cyl., 3-1/2 hp, 58" wb						
Motorette	value not estimable					
1903 1-cyl., 5 hp						
Rbt	value not estimable					
1903 1-cyl., 6-1/2 hp						
Stanhope	value not estimable					
1903 2-cyl., 15 hp						
5P Tr	value not estimable					
1904 1-cyl., 8 hp, 70" wb						
Stanhope	5,000	15,000	25,000	56,250	87,500	125,000
2P Stanhope	4,800	14,400	24,000	54,000	84,000	120,000
1904 4 cyl., 24/28 hp, 93" wb						
5P Great Arrow Tr	5,600	16,800	28,000	63,000	98,000	140,000
1904 2-cyl., 15 hp, 81" wb						
5P Tr	3,680	11,040	18,400	41,400	64,400	92,000
1904 4-cyl., 24/28 hp, 93" wb						
Great Arrow Tr	5,400	16,200	27,000	60,750	94,500	135,000
1905 1-cyl., 8 hp, 70" wb						
2P Stanhope	3,000	9,000	15,000	33,750	52,500	75,000
Stanhope	3,080	9,240	15,400	34,650	53,900	77,000
1905 Great Arrow, 4-cyl., 24/28 hp, 100" wb						
5P Tonn	4,120	12,360	20,600	46,350	72,100	103,000
5P Canopy Tonn	4,200	12,600	21,000	47,250	73,500	105,000
5P Vic	3,920	11,760	19,600	44,100	68,600	98,000
5P Cape Tonn	3,960	11,880	19,800	44,550	69,300	99,000
1905 Great Arrow, 4-cyl., 28/32 hp, 104" wb						
5P Tonn	4,320	12,960	21,600	48,600	75,600	108,000
5P Canopy Tonn	4,440	13,320	22,200	49,950	77,700	111,000
5P Vic	3,960	11,880	19,800	44,550	69,300	99,000
5P Cape Tonn	4,000	12,000	20,000	45,000	70,000	100,000
1905 Great Arrow, 4-cyl., 28/32 hp, 109" wb						
7P Lan'let	4,420	13,260	22,100	49,730	77,350	110,500
7P Sub	4,540	13,620	22,700	51,080	79,450	113,500
8P Opera Coach	4,580	13,740	22,900	51,530	80,150	114,500
1905 4-cyl., 24/28 hp, 100" wb						
Great Arrow Tr	4,380	13,140	21,900	49,280	76,650	109,500
Great Arrow Lan'let	4,500	13,500	22,500	50,630	78,750	112,500
Great Arrow Sub	4,460	13,380	22,300	50,180	78,050	111,500
1905 4-cyl., 24/32 hp, 104" wb						
Great Arrow Opera Ch	4,800	14,400	24,000	54,000	84,000	120,000
1906 Motorette, 1-cyl., 8 hp, 70" wb						
Stanhope	3,080	9,240	15,400	34,650	53,900	77,000
1906 Great Arrow, 4-cyl., 28/32 hp, 107" wb						
5P Tr	3,460	10,380	17,300	38,930	60,550	86,500
5P Vic	3,180	9,540	15,900	35,780	55,650	79,500
8P Open Coach	3,620	10,860	18,100	40,730	63,350	90,500
7P Sub	3,540	10,620	17,700	39,830	61,950	88,500
7P Lan'let	3,300	9,900	16,500	37,130	57,750	82,500
1906 Great Arrow, 4-cyl., 40/45 hp, 109" wb						
7P Tr	3,740	11,220	18,700	42,080	65,450	93,500
8P Open Coach	3,820	11,460	19,100	42,980	66,850	95,500
7P Sub	3,740	11,220	18,700	42,080	65,450	93,500
7P Lan'let	3,500	10,500	17,500	39,380	61,250	87,500
1907 Great Arrow, 4-cyl., 28/32 hp, 112" wb						
5P Tr	3,600	10,800	18,000	40,500	63,000	90,000
5P Limo	3,280	9,840	16,400	36,900	57,400	82,000
7P Sub	3,360	10,080	16,800	37,800	58,800	84,000
1907 Great Arrow, 4-cyl., 40/45 hp, 124" wb						
7P Tr	3,820	11,460	19,100	42,980	66,850	95,500
7P Limo	3,660	10,980	18,300	41,180	64,050	91,500
7P Sub	3,740	11,220	18,700	42,080	65,450	93,500
1907 Great Arrow, 6-cyl., 65 hp, 135" wb						
7P Tr	5,600	16,800	28,000	63,000	98,000	140,000
1908 Great Arrow, 4-cyl., 30 hp, 112" wb						
Tr	3,560	10,680	17,800	40,050	62,300	89,000
1908 Great Arrow, 4-cyl., 40 hp, 124" wb						
Tr	3,800	11,400	19,000	42,750	66,500	95,000
Sub	3,640	10,920	18,200	40,950	63,700	91,000
1908 Great Arrow, 6-cyl., 40 hp, 130" wb						
Tr	4,520	13,560	22,600	50,850	79,100	113,000
Sub	5,320	15,960	26,600	59,850	93,100	133,000
Rds	4,920	14,760	24,600	55,350	86,100	123,000
1908 Great Arrow, 6-cyl., 60 hp, 135" wb						
Tr	4,800	14,400	24,000	54,000	84,000	120,000
Sub	5,600	16,800	28,000	63,000	98,000	140,000
Rds	5,200	15,600	26,000	58,500	91,000	130,000
1909 Model 24, 4-cyl., 24 hp, 111-1/2" wb						
3P Rbt	2,520	7,560	12,600	28,350	44,100	63,000
3P Vic Top Rbt	2,600	7,800	13,000	29,250	45,500	65,000
2P Rbt	4,880	14,640	24,400	54,900	85,400	122,000
4P Tr Car	2,640	7,920	13,200	29,700	46,200	66,000
5P Lan'let	2,560	7,680	12,800	28,800	44,800	64,000
5P Brgm	2,600	7,800	13,000	29,250	45,500	65,000
1909 Model 36, 6-cyl., 36 hp, 119" wb						
5P Tr	2,760	8,280	13,800	31,050	48,300	69,000
5P Cape Top Tr	2,800	8,400	14,000	31,500	49,000	70,000
2P Rbt	5,280	15,840	26,400	59,400	92,400	132,000
3P Rbt	5,480	16,440	27,400	61,650	95,900	137,000
4P Tr	2,720	8,160	13,600	30,600	47,600	68,000
5P Brgm	2,600	7,800	13,000	29,250	45,500	65,000
5P Lan'let	2,680	8,040	13,400	30,150	46,900	67,000
1909 Model 40, 4-cyl., 40 hp, 124" wb						
7P Sub	3,000	9,000	15,000	33,750	52,500	75,000
4P Tr Car	2,960	8,880	14,800	33,300	51,800	74,000
7P Tr	3,000	9,000	15,000	33,750	52,500	75,000
7P Lan	2,800	8,400	14,000	31,500	49,000	70,000
1909 Model 48, 6-cyl., 48 hp, 130" wb						
4P Tr	3,280	9,840	16,400	36,900	57,400	82,000
4P Cape Top Tr	3,320	9,960	16,600	37,350	58,100	83,000
2P Tr	3,200	9,600	16,000	36,000	56,000	80,000
3P Tr	3,440	10,320	17,200	38,700	60,200	86,000
7P Tr	3,480	10,440	17,400	39,150	60,900	87,000
7P Lan	3,520	10,560	17,600	39,600	61,600	88,000
7P Sub	3,560	10,680	17,800	40,050	62,300	89,000
1909 Model 60, 6-cyl., 60 hp, 135" wb						
7P Tr	3,940	11,820	19,700	44,330	68,950	98,500
7P Cape Top Tr	4,020	12,060	20,100	45,230	70,350	100,500
7P Sub	4,020	12,060	20,100	45,230	70,350	100,500
7P Lan	3,700	11,100	18,500	41,630	64,750	92,500
1910 Model 60, 6-cyl., 60 hp, 135" wb						
5P Lan'let	5,800	17,400	29,000	65,250	101,500	145,000
1910 Model 36, 6-cyl., 36 hp, 125" wb						
4P Miniature Tonn	2,600	7,800	13,000	29,250	45,500	65,000
5P Tr	2,680	8,040	13,400	30,150	46,900	67,000
5P Brgm	2,520	7,560	12,600	28,350	44,100	63,000
Rbt (119" wb)	2,520	7,560	12,600	28,350	44,100	63,000

	6	5	4	3	2	1
1910 Model 48, 6-cyl., 48 hp, 134-1/2" wb						
7P Lan'let	3,000	9,000	15,000	33,750	52,500	75,000
Miniature Tonn	2,960	8,880	14,800	33,300	51,800	74,000
7P Tr	3,280	9,840	16,400	36,900	57,400	82,000
7P Sub	3,320	9,960	16,600	37,350	58,100	83,000
Rbt (128" wb)	3,080	9,240	15,400	34,650	53,900	77,000
1910 Model 66, 6-cyl., 66 hp, 140" wb						
7P Tr	7,560	22,680	37,800	85,050	132,300	189,000
4P Miniature Tonn	5,240	15,720	26,200	58,950	91,700	131,000
7P Sub	5,480	16,440	27,400	61,650	95,900	137,000
7P Lan'let	5,240	15,720	26,200	58,950	91,700	131,000
Rbt (133-1/2" wb)	5,160	15,480	25,800	58,050	90,300	129,000
1911 Model 36T, 6-cyl., 38 hp, 125" wb						
5P Tr	3,200	9,600	16,000	36,000	56,000	80,000
3P Rbt	3,040	9,120	15,200	34,200	53,200	76,000
4P Miniature Tonn	3,040	9,120	15,200	34,200	53,200	76,000
5P Brgm	2,920	8,760	14,600	32,850	51,100	73,000
5P Lan'let	2,960	8,880	14,800	33,300	51,800	74,000
1911 Model 48T, 6-cyl., 48 hp, 134-1/2" wb						
7P Tr	3,440	10,320	17,200	38,700	60,200	86,000
Rbt	3,120	9,360	15,600	35,100	54,600	78,000
Miniature Tonn	3,200	9,600	16,000	36,000	56,000	80,000
5P Close Coupled	2,840	8,520	14,200	31,950	49,700	71,000
5P Protected Tr	3,200	9,600	16,000	36,000	56,000	80,000
Sub	3,360	10,080	16,800	37,800	58,800	84,000
Lan	3,360	10,080	16,800	37,800	58,800	84,000
1911 Model 66T, 6-cyl., 66 hp, 140" wb						
7P Tr	7,560	22,680	37,800	85,050	132,300	189,000
Rbt	5,160	15,480	25,800	58,050	90,300	129,000
Miniature Tonn	5,280	15,840	26,400	59,400	92,400	132,000
5P Protected Tr	5,200	15,600	26,000	58,500	91,000	130,000
Close Coupled	4,800	14,400	24,000	54,000	84,000	120,000
Sub	5,360	16,080	26,800	60,300	93,800	134,000
Lan	5,360	16,080	26,800	60,300	93,800	134,000
1912 Model 36T, 6 cyl., 36 hp, 127-1/2" wb						
4P Tr	3,120	9,360	15,600	35,100	54,600	78,000
5P Tr	3,120	9,360	15,600	35,100	54,600	78,000
Brgm	2,960	8,880	14,800	33,300	51,800	74,000
Lan'let	2,960	8,880	14,800	33,300	51,800	74,000
Rbt (119" wb)	3,040	9,120	15,200	34,200	53,200	76,000
1912 Model 48, 6-cyl., 48 hp, 134-1/2" wb						
4P Tr	3,360	10,080	16,800	37,800	58,800	84,000
5P Tr	3,360	10,080	16,800	37,800	58,800	84,000
7P Tr	3,440	10,320	17,200	38,700	60,200	86,000
Brgm	3,120	9,360	15,600	35,100	54,600	78,000
Lan'let	3,120	9,360	15,600	35,100	54,600	78,000
Sub	3,280	9,840	16,400	36,900	57,400	82,000
Lan	3,280	9,840	16,400	36,900	57,400	82,000
Vestibule Sub	3,600	10,800	18,000	40,500	63,000	90,000
Rbt (128" wb)	3,200	9,600	16,000	36,000	56,000	80,000
1912 Model 66, 6-cyl., 66 hp, 140" wb						
4P Tr	7,520	22,560	37,600	84,600	131,600	188,000
5P Tr	5,400	16,200	27,000	60,750	94,500	135,000
7P Tr	5,480	16,440	27,400	61,650	95,900	137,000
Sub	5,400	16,200	27,000	60,750	94,500	135,000
Lan	5,320	15,960	26,600	59,850	93,100	133,000
Vestibule Sub	5,320	15,960	26,600	59,850	93,100	133,000
Rbt (133-1/2" wb)	5,320	15,960	26,600	59,850	93,100	133,000
1913 Model 38-C, 6-cyl., 38.4 hp, 119" wb						
3P Rbt	2,920	8,760	14,600	32,850	51,100	73,000
4P Tr	3,000	9,000	15,000	33,750	52,500	75,000
5P Tr	3,080	9,240	15,400	34,650	53,900	77,000
6P Brgm	2,840	8,520	14,200	31,950	49,700	71,000
6P Lan'let	2,880	8,640	14,400	32,400	50,400	72,000
1913 Model 48-B, 6-cyl., 48.6 hp, 134-1/2" wb						
5P Tr	3,440	10,320	17,200	38,700	60,200	86,000
Rbt	3,360	10,080	16,800	37,800	58,800	84,000
4P Tr	3,440	10,320	17,200	38,700	60,200	86,000
7P Tr	3,520	10,560	17,600	39,600	61,600	88,000
Brgm	2,960	8,880	14,800	33,300	51,800	74,000
Lan'let	3,000	9,000	15,000	33,750	52,500	75,000
7P Sub	3,040	9,120	15,200	34,200	53,200	76,000
7P Lan	1,880	5,640	9,400	21,150	32,900	47,000
Vestibule Sub	3,120	9,360	15,600	35,100	54,600	78,000
Vestibule Lan	3,120	9,360	15,600	35,100	54,600	78,000
1913 Model 66-A, 6-cyl., 60 hp, 147-1/2" wb						
7P Tr	8,600	25,800	43,000	96,750	150,500	215,000
Rbt	5,200	15,600	26,000	58,500	91,000	130,000
4P Tr	5,440	16,320	27,200	61,200	95,200	136,000
5P Tr	5,440	16,320	27,200	61,200	95,200	136,000
Brgm	4,800	14,400	24,000	54,000	84,000	120,000
Lan'let	4,800	14,400	24,000	54,000	84,000	120,000
7P Sub	5,040	15,120	25,200	56,700	88,200	126,000
7P Lan	5,040	15,120	25,200	56,700	88,200	126,000
Vestibule Sub	5,120	15,360	25,600	57,600	89,600	128,000
Vestibule Lan	5,120	15,360	25,600	57,600	89,600	128,000
1914 Model 38-C, 6-cyl., 38.4 hp, 132" wb						
5P Tr	3,000	9,000	15,000	33,750	52,500	75,000
4P Tr	2,920	8,760	14,600	32,850	51,100	73,000
7P Brgm	2,760	8,280	13,800	31,050	48,300	69,000
7P Lan'let	2,800	8,400	14,000	31,500	49,000	70,000
Vestibule Brgm	2,840	8,520	14,200	31,950	49,700	71,000
Vestibule Lan	2,840	8,520	14,200	31,950	49,700	71,000
3P Rbt (127-1/2" wb)	2,920	8,760	14,600	32,850	51,100	73,000
1914 Model 48-B, 6-cyl., 48.6 hp, 142" wb						
4P Tr	3,560	10,680	17,800	40,050	62,300	89,000
5P Tr	3,640	10,920	18,200	40,950	63,700	91,000
7P Tr	3,720	11,160	18,600	41,850	65,100	93,000
7P Sub	3,640	10,920	18,200	40,950	63,700	91,000
7P Lan	3,400	10,200	17,000	38,250	59,500	85,000
Vestibule Sub	3,320	9,960	16,600	37,350	58,100	83,000
Vestibule Lan	3,320	9,960	16,600	37,350	58,100	83,000
Brgm	3,320	9,960	16,600	37,350	58,100	83,000
Lan	3,400	10,200	17,000	38,250	59,500	85,000
Vestibule Brgm	3,400	10,200	17,000	38,250	59,500	85,000
Vestibule Lan'let	3,400	10,200	17,000	38,250	59,500	85,000
3P Rbt (134-1/2 " wb)	3,400	10,200	17,000	38,250	59,500	85,000
1914 Model 66-A, 6-cyl., 60 hp, 147-1/2" wb						
4P Tr	7,480	22,440	37,400	84,150	130,900	187,000
5P Tr	5,400	16,200	27,000	60,750	94,500	135,000
7P Tr	5,480	16,440	27,400	61,650	95,900	137,000
7P Sub	5,320	15,960	26,600	59,850	93,100	133,000
7P Lan	5,160	15,480	25,800	58,050	90,300	129,000
Vestibule Lan	5,160	15,480	25,800	58,050	90,300	129,000
7P Brgm	5,160	15,480	25,800	58,050	90,300	129,000
7P Lan	5,160	15,480	25,800	58,050	90,300	129,000
Vestibule Brgm	5,240	15,720	26,200	58,950	91,700	131,000
Vestibule Lan	5,240	15,720	26,200	58,950	91,700	131,000
3P Rbt	5,240	15,720	26,200	58,950	91,700	131,000
1915 Model 38-C, 6-cyl., 38.4 hp, 134" wb						
5P Tr	3,040	9,120	15,200	34,200	53,200	76,000
4P Tr	3,120	9,360	15,600	35,100	54,600	78,000
2P Rbt	3,000	9,000	15,000	33,750	52,500	75,000
2P Cpe Rbt	2,920	8,760	14,600	32,850	51,100	73,000
7P Brgm	2,880	8,640	14,400	32,400	50,400	72,000
7P Lan'let	2,880	8,640	14,400	32,400	50,400	72,000
7P Sed	2,720	8,160	13,600	30,600	47,600	68,000
7P Brgm Lan'let	2,920	8,760	14,600	32,850	51,100	73,000
Vestibule Brgm	3,000	9,000	15,000	33,750	52,500	75,000
Vestibule Lan'let	3,000	9,000	15,000	33,750	52,500	75,000
Vestibule Brgm Lan'let	3,000	9,000	15,000	33,750	52,500	75,000
1915 Model 48-B, 6-cyl., 48.6 hp, 142" wb						
5P Tr	3,440	10,320	17,200	38,700	60,200	86,000
4P Tr	3,440	10,320	17,200	38,700	60,200	86,000
7P Tr	3,520	10,560	17,600	39,600	61,600	88,000
2P Rbt	3,360	10,080	16,800	37,800	58,800	84,000
2P Cpe Rbt	3,280	9,840	16,400	36,900	57,400	82,000
Cpe	3,200	9,600	16,000	36,000	56,000	80,000
7P Sub	3,120	9,360	15,600	35,100	54,600	78,000
7P Lan	3,120	9,360	15,600	35,100	54,600	78,000
7P Brgm	3,120	9,360	15,600	35,100	54,600	78,000
Sub Lan	3,120	9,360	15,600	35,100	54,600	78,000
Vestibule Sub	3,200	9,600	16,000	36,000	56,000	80,000
Vestibule Lan	3,120	9,360	15,600	35,100	54,600	78,000
Vestibule Brgm	3,120	9,360	15,600	35,100	54,600	78,000
Vestibule Sub Lan	3,120	9,360	15,600	35,100	54,600	78,000
1915 Model 66-A, 6-cyl., 60 hp, 147-1/2" wb						
7P Tr	7,360	22,080	36,800	82,800	128,800	184,000
4P Tr	5,120	15,360	25,600	57,600	89,600	128,000
5P Tr	5,200	15,600	26,000	58,500	91,000	130,000
2P Rbt	5,040	15,120	25,200	56,700	88,200	126,000
2P Cpe Rbt	4,960	14,880	24,800	55,800	86,800	124,000
7P Sub	5,120	15,360	25,600	57,600	89,600	128,000
7P Lan	5,120	15,360	25,600	57,600	89,600	128,000
7P Brgm	5,120	15,360	25,600	57,600	89,600	128,000
7P Sub Lan	5,120	15,360	25,600	57,600	89,600	128,000
Vestibule Lan	5,200	15,600	26,000	58,500	91,000	130,000
Vestibule Sub	5,200	15,600	26,000	58,500	91,000	130,000
Vestibule Brgm	5,120	15,360	25,600	57,600	89,600	128,000
Vestibule Sub Lan	5,200	15,600	26,000	58,500	91,000	130,000
1916 Model 38-C, 6-cyl., 38.4 hp, 134" wb						
5P Tr	4,400	13,200	22,000	49,500	77,000	110,000
4P Tr	2,840	8,520	14,200	31,950	49,700	71,000
2P Rbt	2,760	8,280	13,800	31,050	48,300	69,000
3P Rbt	2,760	8,280	13,800	31,050	48,300	69,000
3P Cpe	2,440	7,320	12,200	27,450	42,700	61,000
2P Cpe	2,440	7,320	12,200	27,450	42,700	61,000
7P Brgm	2,400	7,200	12,000	27,000	42,000	60,000
7P Lan'let	2,400	7,200	12,000	27,000	42,000	60,000
7P Sed	2,320	6,960	11,600	26,100	40,600	58,000
Brgm Lan'let	2,440	7,320	12,200	27,450	42,700	61,000
Vestibule Brgm	2,520	7,560	12,600	28,350	44,100	63,000
Vestibule Lan'let	2,520	7,560	12,600	28,350	44,100	63,000
Vestibule Brgm Lan'let	2,520	7,560	12,600	28,350	44,100	63,000
1916 Model 48-B, 6-cyl., 48.6 hp, 142" wb						
7P Tr	7,320	21,960	36,600	82,350	128,100	183,000
4P Tr	3,160	9,480	15,800	35,550	55,300	79,000
5P Tr	3,240	9,720	16,200	36,450	56,700	81,000
2P Rbt	3,160	9,480	15,800	35,550	55,300	79,000
3P Rbt	3,160	9,480	15,800	35,550	55,300	79,000
2P Cpe	2,760	8,280	13,800	31,050	48,300	69,000
3P Cpe	2,760	8,280	13,800	31,050	48,300	69,000
7P Sub	2,920	8,760	14,600	32,850	51,100	73,000
7P Lan	2,920	8,760	14,600	32,850	51,100	73,000
7P Brgm	2,840	8,520	14,200	31,950	49,700	71,000
Sub Lan	2,920	8,760	14,600	32,850	51,100	73,000
Vestibule Sub	2,920	8,760	14,600	32,850	51,100	73,000
Vestibule Lan	2,920	8,760	14,600	32,850	51,100	73,000
Vestibule Brgm	2,840	8,520	14,200	31,950	49,700	71,000
Vestibule Sub Lan	2,920	8,760	14,600	32,850	51,100	73,000
1916 Model 66-A, 6-cyl., 60 hp, 147-1/2" wb						
7P Tr	7,320	21,960	36,600	82,350	128,100	183,000
4P Tr	5,000	15,000	25,000	56,250	87,500	125,000
5P Tr	5,000	15,000	25,000	56,250	87,500	125,000
2P Rbt	4,920	14,760	24,600	55,350	86,100	123,000
3P Rbt	5,000	15,000	25,000	56,250	87,500	125,000
2P Cpe	4,680	14,040	23,400	52,650	81,900	117,000
3P Cpe	4,680	14,040	23,400	52,650	81,900	117,000
7P Sub	4,840	14,520	24,200	54,450	84,700	121,000
7P Lan	4,760	14,280	23,800	53,550	83,300	119,000
7P Brgm	4,760	14,280	23,800	53,550	83,300	119,000
Sub Lan	4,760	14,280	23,800	53,550	83,300	119,000
Vestibule Lan	4,760	14,280	23,800	53,550	83,300	119,000
Vestibule Sub	4,760	14,280	23,800	53,550	83,300	119,000
Vestibule Brgm	4,760	14,280	23,800	53,550	83,300	119,000
Vestibule Sub Lan	4,760	14,280	23,800	53,550	83,300	119,000
1917 Model 38, 6-cyl., 38.4 hp, 134" wb						
5P Tr	2,740	8,220	13,700	30,830	47,950	68,500
2P Rbt	2,260	6,780	11,300	25,430	39,550	56,500
3P Rbt	2,660	7,980	13,300	29,930	46,550	66,500
2P Cpe	2,140	6,420	10,700	24,080	37,450	53,500
3P Cpe	2,180	6,540	10,900	24,530	38,150	54,500
4P Tr	2,700	8,100	13,500	30,380	47,250	67,500
Brgm	2,100	6,300	10,500	23,630	36,750	52,500
Lan'let	2,100	6,300	10,500	23,630	36,750	52,500
Sed	2,380	7,140	11,900	26,780	41,650	59,500
Vestibule Brgm	2,140	6,420	10,700	24,080	37,450	53,500
Brgm Lan'let	2,140	6,420	10,700	24,080	37,450	53,500
Vestibule Brgm Lan'let	2,220	6,660	11,100	24,980	38,850	55,500
Fr Brgm	2,220	6,660	11,100	24,980	38,850	55,500
Fr Brgm Lan'let	2,220	6,660	11,100	24,980	38,850	55,500
1917 Model 48, 6-cyl., 48.6 hp, 142" wb						
7P Tr	3,020	9,060	15,100	33,980	52,850	75,500
2P Rbt	2,860	8,580	14,300	32,180	50,050	71,500
3P Rbt	2,940	8,820	14,700	33,080	51,450	73,500
2P Cpe	2,540	7,620	12,700	28,580	44,450	63,500
3P Cpe	2,540	7,620	12,700	28,580	44,450	63,500
5P Tr	3,020	9,060	15,100	33,980	52,850	75,500
4P Tr	2,940	8,820	14,700	33,080	51,450	73,500
Brgm	2,500	7,500	12,500	28,130	43,750	62,500
Sub	2,540	7,620	12,700	28,580	44,450	63,500
Lan	2,540	7,620	12,700	28,580	44,450	63,500
Sub Lan	2,540	7,620	12,700	28,580	44,450	63,500
Vestibule Sub	2,620	7,860	13,100	29,480	45,850	65,500
Vestibule Lan	2,620	7,860	13,100	29,480	45,850	65,500
Vestibule Brgm	2,580	7,740	12,900	29,030	45,150	64,500
Vestibule Sub Lan	2,620	7,860	13,100	29,480	45,850	65,500
1917 Model 66, 6-cyl., 60 hp, 147-1/2" wb						
7P Tr	7,360	22,080	36,800	82,800	128,800	184,000
2P Rbt	4,960	14,880	24,800	55,800	86,800	124,000
3P Rbt	4,960	14,880	24,800	55,800	86,800	124,000
2P Cpe	4,720	14,160	23,600	53,100	82,600	118,000
3P Cpe	4,720	14,160	23,600	53,100	82,600	118,000
4P Tr	5,040	15,120	25,200	56,700	88,200	126,000
5P Tr	5,040	15,120	25,200	56,700	88,200	126,000
Brgm	4,400	13,200	22,000	49,500	77,000	110,000
Sub	4,480	13,440	22,400	50,400	78,400	112,000
Lan	4,480	13,440	22,400	50,400	78,400	112,000
Sub Lan	4,480	13,440	22,400	50,400	78,400	112,000
Vestibule Sub	4,480	13,440	22,400	50,400	78,400	112,000
Vestibule Lan	4,480	13,440	22,400	50,400	78,400	112,000
Vestibule Brgm	4,480	13,440	22,400	50,400	78,400	112,000
Vestibule Sub Lan	4,480	13,440	22,400	50,400	78,400	112,000
1918 Model 38, 6-cyl., 38.4 hp, 134" wb						
5P Tr	3,200	9,600	16,000	36,000	56,000	80,000
2P Rbt	2,940	8,820	14,700	33,080	51,450	73,500
3P Rbt	2,940	8,820	14,700	33,080	51,450	73,500
2P Cpe	2,700	8,100	13,500	30,380	47,250	67,500
3P Cpe	2,700	8,100	13,500	30,380	47,250	67,500
2P Conv Rds	2,940	8,820	14,700	33,080	51,450	73,500
3P Conv Rds	2,940	8,820	14,700	33,080	51,450	73,500
4P Rds	3,020	9,060	15,100	33,980	52,850	75,500
4P Tr	2,940	8,820	14,700	33,080	51,450	73,500
Brgm	2,740	8,220	13,700	30,830	47,950	68,500
Lan'let	2,740	8,220	13,700	30,830	47,950	68,500
Sed	2,540	7,620	12,700	28,580	44,450	63,500
Vestibule Brgm	2,620	7,860	13,100	29,480	45,850	65,500
Brgm Lan'let	2,580	7,740	12,900	29,030	45,150	64,500
Vestibule Lan'let	2,700	8,100	13,500	30,380	47,250	67,500
Vestibule Brgm Lan'let	2,700	8,100	13,500	30,380	47,250	67,500
Fr Brgm	2,660	7,980	13,300	29,930	46,550	66,500
Fr Brgm Lan'let	2,700	8,100	13,500	30,380	47,250	67,500
Twn Brgm	2,660	7,980	13,300	29,930	46,550	66,500
1918 Model 48, 6-cyl., 48.6 hp, 142" wb						
2P Rbt	5,600	16,800	28,000	63,000	98,000	140,000
4P Rbt	5,800	17,400	29,000	65,250	101,500	145,000
3P Rbt	5,800	17,400	29,000	65,250	101,500	145,000
2P Cpe	4,400	13,200	22,000	49,500	77,000	110,000
3P Cpe	4,600	13,800	23,000	51,750	80,500	115,000
2P Conv Rds	6,800	20,400	34,000	76,500	119,000	170,000
3P Conv Rds	7,000	21,000	35,000	78,750	122,500	175,000
4P Tr	8,000	24,000	40,000	90,000	140,000	200,000
5P Tr	8,400	25,200	42,000	94,500	147,000	210,000
Brgm	8,480	25,440	42,400	95,400	148,400	212,000
Sub	8,480	25,440	42,400	95,400	148,400	212,000
Lan	8,520	25,560	42,600	95,850	149,100	213,000
Sub Lan	8,560	25,680	42,800	96,300	149,800	214,000
Vestibule Sub	8,560	25,680	42,800	96,300	149,800	214,000
Vestibule Lan	8,560	25,680	42,800	96,300	149,800	214,000
Vestibule Brgm	8,600	25,800	43,000	96,750	150,500	215,000
Vestibule Sub Lan	8,680	26,040	43,400	97,650	151,900	217,000
Fr Brgm	8,320	24,960	41,600	93,600	145,600	208,000
7P Tr	8,720	26,160	43,600	98,100	152,600	218,000
7P Sub Lan	8,640	25,920	43,200	97,200	151,200	216,000
1918 Model 66, 6-cyl., 60 hp, 147-1/2" wb						
2P Rbt	5,040	15,120	25,200	56,700	88,200	126,000
3P Rbt	5,040	15,120	25,200	56,700	88,200	126,000
2P Cpe	4,880	14,640	24,400	54,900	85,400	122,000
3P Cpe	4,880	14,640	24,400	54,900	85,400	122,000
2P Con Rds	5,040	15,120	25,200	56,700	88,200	126,000
3P Con Rds	5,120	15,360	25,600	57,600	89,600	128,000
4P Tr	5,280	15,840	26,400	59,400	92,400	132,000
5P Tr	5,360	16,080	26,800	60,300	93,800	134,000
7P Tr	5,440	16,320	27,200	61,200	95,200	136,000
Brgm	4,720	14,160	23,600	53,100	82,600	118,000
Sub	4,800	14,400	24,000	54,000	84,000	120,000
Lan	4,880	14,640	24,400	54,900	85,400	122,000
Sub Lan	4,880	14,640	24,400	54,900	85,400	122,000
Vestibule Lan	5,040	15,120	25,200	56,700	88,200	126,000
Vestibule Brgm	5,040	15,120	25,200	56,700	88,200	126,000
Vestibule Sub	5,040	15,120	25,200	56,700	88,200	126,000
Vestibule Sub Lan	5,040	15,120	25,200	56,700	88,200	126,000
1919 Model 48-B-5, 6-cyl., 48.6 hp, 142" wb						
7P Tr	4,880	14,640	24,400	54,900	85,400	122,000
2P Rbt	4,400	13,200	22,000	49,500	77,000	110,000
3P Rbt	4,600	13,800	23,000	51,750	80,500	115,000
4P Tr	4,480	13,440	22,400	50,400	78,400	112,000
4P Rds	7,000	21,000	35,000	78,750	122,500	175,000
5P Tr	4,800	14,400	24,000	54,000	84,000	120,000
2P Cpe	3,600	10,800	18,000	40,500	63,000	90,000
3P Cpe	3,640	10,920	18,200	40,950	63,700	91,000
2P Con Rds	3,920	11,760	19,600	44,100	68,600	98,000
3P Con Rds	3,960	11,880	19,800	44,550	69,300	99,000
Brgm	3,880	11,640	19,400	43,650	67,900	97,000
Brgm Lan'let	3,920	11,760	19,600	44,100	68,600	98,000
Fr Brgm	3,780	11,340	18,900	42,530	66,150	94,500
Fr Brgm Lan'let	3,840	11,520	19,200	43,200	67,200	96,000

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Sub	3,880	11,640	19,400	43,650	67,900	97,000
Sub Lan	3,880	11,640	19,400	43,650	67,900	97,000
Vestibule Brgm	3,760	11,280	18,800	42,300	65,800	94,000
Vestibule Brgm Lan	3,800	11,400	19,000	42,750	66,500	95,000
Vestibule Sub	3,760	11,280	18,800	42,300	65,800	94,000
Vestibule Lan	3,800	11,400	19,000	42,750	66,500	95,000
Vestibule Sub Lan	3,840	11,520	19,200	43,200	67,200	96,000
1920 Model 31, 6 cyl., 38 hp, 134" wb						
2P & 3P Rbt	2,700	8,100	13,500	30,380	47,250	67,500
4P Tr	2,740	8,220	13,700	30,830	47,950	68,500
4P Rds	2,780	8,340	13,900	31,280	48,650	69,500
5P Tr	2,820	8,460	14,100	31,730	49,350	70,500
7P Tr	2,900	8,700	14,500	32,630	50,750	72,500
2P & 3P Cpe	2,420	7,260	12,100	27,230	42,350	60,500
4P Sed	1,860	5,580	9,300	20,930	32,550	46,500
7P Sed	1,940	5,820	9,700	21,830	33,950	48,500
Brgm	2,060	6,180	10,300	23,180	36,050	51,500
Fr Brgm	2,140	6,420	10,700	24,080	37,450	53,500
1920 Model 31, 6 cyl., 38 hp, 134" wbb						
Brgm Lan'let	2,240	6,720	11,200	25,200	39,200	56,000
1920 Model 31, 6 cyl., 38 hp, 134" wb						
Tourer Brgm	2,220	6,660	11,100	24,980	38,850	55,500
Vestibule Brgm	2,260	6,780	11,300	25,430	39,550	56,500
1920 Model 48, 6-cyl., 48 hp, 142" wb						
2P & 4P Rbt	3,900	11,700	19,500	43,880	68,250	97,500
4P Tr	3,980	11,940	19,900	44,780	69,650	99,500
4P Rds	3,980	11,940	19,900	44,780	69,650	99,500
5P Tr	3,900	11,700	19,500	43,880	68,250	97,500
6P Tr	4,060	12,180	20,300	45,680	71,050	101,500
2P & 3P Cpe	3,580	10,740	17,900	40,280	62,650	89,500
5P Brgm	3,740	11,220	18,700	42,080	65,450	93,500
7P Fr Brgm	3,740	11,220	18,700	42,080	65,450	93,500
7P Sub	3,820	11,460	19,100	42,980	66,850	95,500
7P Vestibule Sub	3,900	11,700	19,500	43,880	68,250	97,500
7P Fr Sub	3,740	11,220	18,700	42,080	65,450	93,500
1921 Model 32, 6-cyl., 38 hp, 138" wb						
4P Tr	2,780	8,340	13,900	31,280	48,650	69,500
6P Tr	2,780	8,340	13,900	31,280	48,650	69,500
7P Tr	2,940	8,820	14,700	33,080	51,450	73,500
3P Rds	2,940	8,820	14,700	33,080	51,450	73,500
4P Cpe	2,040	6,120	10,200	22,950	35,700	51,000
7P Brgm	2,340	7,020	11,700	26,330	40,950	58,500
7P Limo	2,420	7,260	12,100	27,230	42,350	60,500
6P Sed	2,340	7,020	11,700	26,330	40,950	58,500
6P Vestibule Sed	2,420	7,260	12,100	27,230	42,350	60,500
7P Lan	2,380	7,140	11,900	26,780	41,650	59,500
1922 Model 33, 6-cyl., 38 hp, 138" wb						
4P Tr	2,980	8,940	14,900	33,530	52,150	74,500
7P Tr	3,060	9,180	15,300	34,430	53,550	76,500
3P Rds	2,980	8,940	14,900	33,530	52,150	74,500
7P Brgm	2,460	7,380	12,300	27,680	43,050	61,500
Cpe Sed	2,460	7,380	12,300	27,680	43,050	61,500
3P Cpe	2,660	7,980	13,300	29,930	46,550	66,500
4P Sed	2,700	8,100	13,500	30,380	47,250	67,500
Lan'let	2,460	7,380	12,300	27,680	43,050	61,500
Limo	2,540	7,620	12,700	28,580	44,450	63,500
Fml Limo	2,620	7,860	13,100	29,480	45,850	65,500
Vestibule Sed	2,660	7,980	13,300	29,930	46,550	66,500
Sed	2,620	7,860	13,100	29,480	45,850	65,500
1923 Model 33, 6-cyl., 138" wb						
7P Tr	2,940	8,820	14,700	33,080	51,450	73,500
4P Tr	2,860	8,580	14,300	32,180	50,050	71,500
2P Rbt	2,780	8,340	13,900	31,280	48,650	69,500
3P Cpe	2,520	7,560	12,600	28,350	44,100	63,000
4P Cpe Sed	2,440	7,320	12,200	27,450	42,700	61,000
6P Brgm	2,400	7,200	12,000	27,000	42,000	60,000
4P Sed	2,280	6,840	11,400	25,650	39,900	57,000
7P Sed	2,360	7,080	11,800	26,550	41,300	59,000
6P Lan'let	2,600	7,800	13,000	29,250	45,500	65,000
7P Limo	2,680	8,040	13,400	30,150	46,900	67,000
7P Encl Drive Limo	2,760	8,280	13,800	31,050	48,300	69,000
7P Fml Limo	2,800	8,400	14,000	31,500	49,000	70,000
1924 Model 33, 6-cyl., 138" wb						
7P Tr	2,960	8,880	14,800	33,300	51,800	74,000
6P Tr	2,880	8,640	14,400	32,400	50,400	72,000
4P Tr	2,800	8,400	14,000	31,500	49,000	70,000
Rbt	2,640	7,920	13,200	29,700	46,200	66,000
6P Brgm	2,560	7,680	12,800	28,800	44,800	64,000
3P Cpe	2,600	7,800	13,000	29,250	45,500	65,000
4P Cpe Sed	2,600	7,800	13,000	29,250	45,500	65,000
4d 4P Sed	2,480	7,440	12,400	27,900	43,400	62,000
7P Encl Drive Limo	2,840	8,520	14,200	31,950	49,700	71,000
7P Fml Limo	2,880	8,640	14,400	32,400	50,400	72,000
6P Lan'let	2,720	8,160	13,600	30,600	47,600	68,000
7P Limo	2,960	8,880	14,800	33,300	51,800	74,000
7P Sed	2,880	8,640	14,400	32,400	50,400	72,000
7P Fml Lan	2,960	8,880	14,800	33,300	51,800	74,000
7P Limo Lan	3,000	9,000	15,000	33,750	52,500	75,000
4P Sed Lan	2,960	8,880	14,800	33,300	51,800	74,000
3P Cpe Lan	3,160	9,480	15,800	35,550	55,300	79,000
7P Encl Drive Lan	3,160	9,480	15,800	35,550	55,300	79,000
7P Sed Lan	3,120	9,360	15,600	35,100	54,600	78,000
1925 Model 80, 6-cyl., 130" wb						
7P Tr	3,060	9,180	15,300	34,430	53,550	76,500
4P Tr	3,020	9,060	15,100	33,980	52,850	75,500
5P Sed	2,920	8,760	14,600	32,850	51,100	73,000
4P Cpe	3,060	9,180	15,300	34,430	53,550	76,500
7P Sed	2,960	8,880	14,800	33,300	51,800	74,000
Encl Drive Limo	3,140	9,420	15,700	35,330	54,950	78,500
2P Rbt	5,000	15,000	25,000	56,250	87,500	125,000
1925 Model 33, 6-cyl., 138" wb						
2P Rbt	3,140	9,420	15,700	35,330	54,950	78,500
4P Tr	3,180	9,540	15,900	35,780	55,650	79,500
6P Tr	3,220	9,660	16,100	36,230	56,350	80,500
7P Tr	3,260	9,780	16,300	36,680	57,050	81,500
Brgm	2,940	8,820	14,700	33,080	51,450	73,500
Cpe	3,060	9,180	15,300	34,430	53,550	76,500
4P Sed	2,900	8,700	14,500	32,630	50,750	72,500
Cpe Sed	2,900	8,700	14,500	32,630	50,750	72,500
Lan'let	2,940	8,820	14,700	33,080	51,450	73,500
7P Sed	2,940	8,820	14,700	33,080	51,450	73,500
Encl Drive Sed	2,980	8,940	14,900	33,530	52,150	74,500
Limo	3,100	9,300	15,500	34,880	54,250	77,500
Lan	3,140	9,420	15,700	35,330	54,950	78,500
Encl Drive Lan	3,180	9,540	15,900	35,780	55,650	79,500
1926 Model 80, 6-cyl., 70 hp, 130" wb						
7P Tr	2,980	8,940	14,900	33,530	52,150	74,500
4P Tr	2,940	8,820	14,700	33,080	51,450	73,500
2P Rds	2,780	8,340	13,900	31,280	48,650	69,500
4P Cpe	2,980	8,940	14,900	33,530	52,150	74,500
7P Sed	2,860	8,580	14,300	32,180	50,050	71,500
7P Encl Drive Limo	3,060	9,180	15,300	34,430	53,550	76,500
5P Sed	2,820	8,460	14,100	31,730	49,350	70,500
4P Cpe Lan	2,740	8,220	13,700	30,830	47,950	68,500
5P Coach	2,340	7,020	11,700	26,330	40,950	58,500
1926 Model 33, 6-cyl., 100 hp, 138" wb						
4P Tr	3,380	10,140	16,900	38,030	59,150	84,500
2P Rbt	3,300	9,900	16,500	37,130	57,750	82,500
6P Tr	3,460	10,380	17,300	38,930	60,550	86,500
7P Tr	3,620	10,860	18,100	40,730	63,350	90,500
6P Brgm	3,300	9,900	16,500	37,130	57,750	82,500
3P Cpe	2,980	8,940	14,900	33,530	52,150	74,500
4P Sed	2,900	8,700	14,500	32,630	50,750	72,500
4P Cpe Sed	2,980	8,940	14,900	33,530	52,150	74,500
4P Encl Drive Limo	3,220	9,660	16,100	36,230	56,350	80,500
7P Sed	3,180	9,540	15,900	35,780	55,650	79,500
6P Lan'let	3,220	9,660	16,100	36,230	56,350	80,500
7P Fr Limo	3,220	9,660	16,100	36,230	56,350	80,500
7P Sed Lan'let	3,180	9,540	15,900	35,780	55,650	79,500
4P Sed Lan'let	3,180	9,540	15,900	35,780	55,650	79,500
3P Cpe Lan'let	3,300	9,900	16,500	37,130	57,750	82,500
7P Limo	3,340	10,020	16,700	37,580	58,450	83,500
7P Encl Drive Limo	3,380	10,140	16,900	38,030	59,150	84,500
7P Encl Drive Lan'let	3,460	10,380	17,300	38,930	60,550	86,500
1927 Model 80, 6-cyl., 70 hp, 130" wb						
7P Tr	3,200	9,600	16,000	36,000	56,000	80,000
4P Tr	3,120	9,360	15,600	35,100	54,600	78,000
2P Rds	3,400	10,200	17,000	38,250	59,500	85,000
4P Cpe	2,620	7,860	13,100	29,480	45,850	65,500
7P Sed	2,380	7,140	11,900	26,780	41,650	59,500
7P Encl Drive Limo	2,900	8,700	14,500	32,630	50,750	72,500
5P Sed	2,340	7,020	11,700	26,330	40,950	58,500
2d 5P Coach	2,380	7,140	11,900	26,780	41,650	59,500
4d 5P Coach	2,500	7,500	12,500	28,130	43,750	62,500
4P Cpe	2,660	7,980	13,300	29,930	46,550	66,500
2P Cpe	2,580	7,740	12,900	29,030	45,150	64,500
4d 7P Coach	2,580	7,740	12,900	29,030	45,150	64,500
7P Limo Coach	2,780	8,340	13,900	31,280	48,650	69,500
1927 Model 36, 6-cyl., 100 hp, 138" wb						
2P Rbt	3,440	10,320	17,200	38,700	60,200	86,000
4P Tr	3,200	9,600	16,000	36,000	56,000	80,000
7P Tr	3,280	9,840	16,400	36,900	57,400	82,000
3P Cpe	2,980	8,940	14,900	33,530	52,150	74,500
4d 4P Sed	2,620	7,860	13,100	29,480	45,850	65,500
4P Cpe Sed	2,700	8,100	13,500	30,380	47,250	67,500
4P Encl Drive Limo	2,900	8,700	14,500	32,630	50,750	72,500
7P Encl Drive Lan	2,900	8,700	14,500	32,630	50,750	72,500
7P Sed	2,820	8,460	14,100	31,730	49,350	70,500
7P Fr Lan	2,860	8,580	14,300	32,180	50,050	71,500
7P Sed Lan	2,860	8,580	14,300	32,180	50,050	71,500
4P Sed Lan	2,820	8,460	14,100	31,730	49,350	70,500
7P Encl Drive Limo	2,980	8,940	14,900	33,530	52,150	74,500
7P Fr Limo	2,900	8,700	14,500	32,630	50,750	72,500
4P Encl Drive Limo	2,940	8,820	14,700	33,080	51,450	73,500
1928 Model 81, 6-cyl., 75 hp, 130" wb						
4P Rbt	3,440	10,320	17,200	38,700	60,200	86,000
4P Tr	2,840	8,520	14,200	31,950	49,700	71,000
4P Rds	2,920	8,760	14,600	32,850	51,100	73,000
5P Brgm	2,680	8,040	13,400	30,150	46,900	67,000
2P Cpe	2,720	8,160	13,600	30,600	47,600	68,000
5P Clb Sed	2,680	8,040	13,400	30,150	46,900	67,000
4P Cpe	2,760	8,280	13,800	31,050	48,300	69,000
5P Sed	2,600	7,800	13,000	29,250	45,500	65,000
Spt Sed Lan	2,640	7,920	13,200	29,700	46,200	66,000
Clb Sed Lan	2,680	8,040	13,400	30,150	46,900	67,000
7P Sed	2,680	8,040	13,400	30,150	46,900	67,000
4P Cpe DeL	2,800	8,400	14,000	31,500	49,000	70,000
7P Encl Drive Limo	2,880	8,640	14,400	32,400	50,400	72,000
1928 Model 36, 6-cyl., 100 hp, 138" wb						
4P Rbt	3,320	9,960	16,600	37,350	58,100	83,000
4P Tr	3,400	10,200	17,000	38,250	59,500	85,000
7P Tr	3,480	10,440	17,400	39,150	60,900	87,000
Encl Drive Limo	3,080	9,240	15,400	34,650	53,900	77,000
7P Sed	3,040	9,120	15,200	34,200	53,200	76,000
7P Encl Drive Lan'let	3,080	9,240	15,400	34,650	53,900	77,000
7P Sed Lan	2,920	8,760	14,600	32,850	51,100	73,000
3P Cpe	2,920	8,760	14,600	32,850	51,100	73,000
4P Cpe Sed	2,920	8,760	14,600	32,850	51,100	73,000
4P Encl Drive Sed	3,160	9,480	15,800	35,550	55,300	79,000
4P Sed	2,840	8,520	14,200	31,950	49,700	71,000
6P Encl Drive Limo	3,320	9,960	16,600	37,350	58,100	83,000
4P CC Sed	3,000	9,000	15,000	33,750	52,500	75,000
4P Sed Lan	3,080	9,240	15,400	34,650	53,900	77,000
4P Encl Drive Lan	3,040	9,120	15,200	34,200	53,200	76,000
6P Fml Limo	3,320	9,960	16,600	37,350	58,100	83,000
6P Fr Lan	3,400	10,200	17,000	38,250	59,500	85,000
1929 Model 125, 8-cyl., 125 hp, 133" wb						
4P Rds	5,000	15,000	25,000	56,250	87,500	125,000
4P Tr	4,400	13,200	22,000	49,500	77,000	110,000
5P Brgm	7,040	21,120	35,200	79,200	123,200	176,000
4P Cpe	3,400	10,200	17,000	38,250	59,500	85,000
5P Sed	2,840	8,520	14,200	31,950	49,700	71,000
5P Twn Sed	2,920	8,760	14,600	32,850	51,100	73,000
7P Sed	2,920	8,760	14,600	32,850	51,100	73,000
7P Encl Drive Limo	3,120	9,360	15,600	35,100	54,600	78,000
1929 Model 126, 8-cyl., 125 hp, 143" wb						
7P Tr	4,400	13,200	22,000	49,500	77,000	110,000
4P Conv Cpe	4,680	14,040	23,400	52,650	81,900	117,000
7P Sed	3,540	10,620	17,700	39,830	61,950	88,500
7P Encl Drive Limo	3,600	10,800	18,000	40,500	63,000	90,000
4P Sed	3,200	9,600	16,000	36,000	56,000	80,000
1930 Model C, 8-cyl., 115 hp, 132" wb						
Clb Brgm	2,400	7,200	12,000	27,000	42,000	60,000
Cpe	2,480	7,440	12,400	27,900	43,400	62,000
Sed	2,280	6,840	11,400	25,650	39,900	57,000
1930 Model B, 8-cyl., 125 hp, 134" wb						
Rds	5,400	16,200	27,000	60,750	94,500	135,000
Tr	4,200	12,600	21,000	47,250	73,500	105,000
Spt Phae	5,800	17,400	29,000	65,250	101,500	145,000
Conv Cpe	5,600	16,800	28,000	63,000	98,000	140,000
1930 Model B, 8-cyl., 125 hp, 139" wb						
5P Sed	2,360	7,080	11,800	26,550	41,300	59,000
Vic Cpe	3,240	9,720	16,200	36,450	56,700	81,000
7P Sed	3,160	9,480	15,800	35,550	55,300	79,000
Clb Sed	3,240	9,720	16,200	36,450	56,700	81,000
Encl Drive Limo	3,640	10,920	18,200	40,950	63,700	91,000
1930 Model A, 8-cyl., 132 hp, 144" wb						
Tr	4,200	12,600	21,000	47,250	73,500	105,000
Conv Cpe	4,440	13,320	22,200	49,950	77,700	111,000
Sed	3,160	9,480	15,800	35,550	55,300	79,000
Encl Drive Limo	3,800	11,400	19,000	42,750	66,500	95,000
Twn Car	3,480	10,440	17,400	39,150	60,900	87,000
1931 Model 43, 8-cyl., 125 hp, 134" wb						
Rds	4,200	12,600	21,000	47,250	73,500	105,000
Tourer	3,800	11,400	19,000	42,750	66,500	95,000
Cpe	3,160	9,480	15,800	35,550	55,300	79,000
1931 Model 43, 8-cyl., 125 hp, 137" wb						
5P Sed	1,960	5,880	9,800	22,050	34,300	49,000
Clb Sed	2,960	8,880	14,800	33,300	51,800	74,000
7P Sed	3,040	9,120	15,200	34,200	53,200	76,000
Encl Drive Limo	3,160	9,480	15,800	35,550	55,300	79,000
Spt Phae	5,000	15,000	25,000	56,250	87,500	125,000
1931 Model 42, 8-cyl., 132 hp, 142" wb						
Rds	4,280	12,840	21,400	48,150	74,900	107,000
Tourer	4,280	12,840	21,400	48,150	74,900	107,000
Spt Tourer	4,520	13,560	22,600	50,850	79,100	113,000
Conv Cpe	4,360	13,080	21,800	49,050	76,300	109,000
5P Sed	2,840	8,520	14,200	31,950	49,700	71,000
Clb Sed	2,920	8,760	14,600	32,850	51,100	73,000
7P Sed	2,920	8,760	14,600	32,850	51,100	73,000
Clb Berl	3,040	9,120	15,200	34,200	53,200	76,000
Encl Drive Limo	3,280	9,840	16,400	36,900	57,400	82,000
1931 Model 41, 8-cyl., 132 hp, 147" wb						
Tr	4,200	12,600	21,000	47,250	73,500	105,000
Conv Cpe	7,200	21,600	36,000	81,000	126,000	180,000
Sed	3,080	9,240	15,400	34,650	53,900	77,000
Encl Drive Limo	3,320	9,960	16,600	37,350	58,100	83,000
Twn Car	3,320	9,960	16,600	37,350	58,100	83,000
1932 Model 54, 8-cyl., 125 hp, 137" wb						
Conv Cpe Rds	4,340	13,020	21,700	48,830	75,950	108,500
5P Tr	4,240	12,720	21,200	47,700	74,200	106,000
Phae	4,360	13,080	21,800	49,050	76,300	109,000
Brgm	3,060	9,180	15,300	34,430	53,550	76,500
Cpe	3,080	9,240	15,400	34,650	53,900	77,000
5P Sed	2,760	8,280	13,800	31,050	48,300	69,000
Clb Sed	2,800	8,400	14,000	31,500	49,000	70,000
Clb Berl	2,840	8,520	14,200	31,950	49,700	71,000
Con Sed	4,280	12,840	21,400	48,150	74,900	107,000
1932 Model 54, 8-cyl., 125 hp, 142" wb						
7P Tr	4,280	12,840	21,400	48,150	74,900	107,000
7P Sed	2,900	8,700	14,500	32,630	50,750	72,500
Limo	3,020	9,060	15,100	33,980	52,850	75,500
1932 Model 53, 12-cyl., 140 hp, 137" wb						
Conv Cpe Rds	5,000	15,000	25,000	56,250	87,500	125,000
5P Tr	4,400	13,200	22,000	49,500	77,000	110,000
Phae	5,400	16,200	27,000	60,750	94,500	135,000
Clb Brgm	3,320	9,960	16,600	37,350	58,100	83,000
Cpe	3,240	9,720	16,200	36,450	56,700	81,000
5P Sed	3,200	9,600	16,000	36,000	56,000	80,000
Clb Sed	3,280	9,840	16,400	36,900	57,400	82,000
Clb Berl	3,400	10,200	17,000	38,250	59,500	85,000
Con Sed	5,200	15,600	26,000	58,500	91,000	130,000
1932 Model 53, 12-cyl., 140 hp, 142" wb						
7P Tr	5,200	15,600	26,000	58,500	91,000	130,000
7P Sed	3,160	9,480	15,800	35,550	55,300	79,000
Limo	3,400	10,200	17,000	38,250	59,500	85,000
1932 Model 51, 12-cyl., 150 hp, 147" wb						
Cpe	3,320	9,960	16,600	37,350	58,100	83,000
Conv Vic Cpe	5,200	15,600	26,000	58,500	91,000	130,000
Clb Sed	3,480	10,440	17,400	39,150	60,900	87,000
Conv Sed	4,640	13,920	23,200	52,200	81,200	116,000
Encl Drive Limo	3,880	11,640	19,400	43,650	67,900	97,000
A/W Twn Brgm	4,520	13,560	22,600	50,850	79,100	113,000
A/W Twn Cabr	4,720	14,160	23,600	53,100	82,600	118,000
Encl Drive Brgm	3,840	11,520	19,200	43,200	67,200	96,000
1932 Model 51, 12 Cyl, 150HO, 147" WB						
Spt Cpe by LeBaron	6,200	18,600	31,000	69,750	108,500	155,000
1933 Model 836, 8-cyl., 135 hp, 136" wb						
5P Clb Brgm	2,960	8,880	14,800	33,300	51,800	74,000
5P Sed	2,560	7,680	12,800	28,800	44,800	64,000
5P Clb Sed	2,680	8,040	13,400	30,150	46,900	67,000
7P Sed	2,640	7,920	13,200	29,700	46,200	66,000
7P Encl Drive Limo	2,720	8,160	13,600	30,600	47,600	68,000
1933 Model 1236, 12-cyl., 160 hp, 136" wb						
5P Clb Brgm	2,880	8,640	14,400	32,400	50,400	72,000
5P Sed	2,920	8,760	14,600	32,850	51,100	73,000
5P Clb Sed	3,080	9,240	15,400	34,650	53,900	77,000
7P Sed (139" wb)	2,960	8,880	14,800	33,300	51,800	74,000
7P Encl Drive Limo	3,240	9,720	16,200	36,450	56,700	81,000

	6	5	4	3	2	1
1933 Model 1242, 12-cyl., 175 hp, 137" wb						
5P Tr	4,940	14,820	24,700	55,580	86,450	123,500
5P Spt Phae	5,220	15,660	26,100	58,730	91,350	130,500
7P Tourer (142" wb)	5,100	15,300	25,500	57,380	89,250	127,500
5P Clb Brgm	2,920	8,760	14,600	32,850	51,100	73,000
5P Sed	2,960	8,880	14,800	33,300	51,800	74,000
5P Clb Sed	3,120	9,360	15,600	35,100	54,600	78,000
5P Clb Berl	3,200	9,600	16,000	36,000	56,000	80,000
4P Cpe	2,880	8,640	14,400	32,400	50,400	72,000
4P Cus Rds	4,900	14,700	24,500	55,130	85,750	122,500
5P Conv Sed	4,780	14,340	23,900	53,780	83,650	119,500
7P Sed (142" wb)	3,000	9,000	15,000	33,750	52,500	75,000
7P Encl Drive Limo	3,320	9,960	16,600	37,350	58,100	83,000
1933 Model 1247, 12-cyl., 175 hp, 142" wb						
5P Sed	3,360	10,080	16,800	37,800	58,800	84,000
5P Clb Sed	3,440	10,320	17,200	38,700	60,200	86,000
7P Sed (147" wb)	3,440	10,320	17,200	38,700	60,200	86,000
5P Clb Berl	3,440	10,320	17,200	38,700	60,200	86,000
7P Encl Drive Limo	3,600	10,800	18,000	40,500	63,000	90,000
5P Conv Sed	7,620	22,860	38,100	85,730	133,350	190,500
4P Cpe (147" wb)	4,060	12,180	20,300	45,680	71,050	101,500
5P Conv Sed (147" wb)	5,640	16,920	28,200	63,450	98,700	141,000
5P Clb Sed (147" wb)	3,920	11,760	19,600	44,100	68,600	98,000
Encl Drive Limo (147" wb)	4,080	12,240	20,400	45,900	71,400	102,000
7P Twn Brgm (147" wb)	4,040	12,120	20,200	45,450	70,700	101,000
7P Twn Car (147" wb)	4,200	12,600	21,000	47,250	73,500	105,000
7P Twn Cabr (147" wb)	5,880	17,640	29,400	66,150	102,900	147,000
7P Encl Drive Brgm	4,080	12,240	20,400	45,900	71,400	102,000
1934 Model 836A, 136" wb						
Clb Brgm	2,720	8,160	13,600	30,600	47,600	68,000
Clb Brgm Salon	2,800	8,400	14,000	31,500	49,000	70,000
4d Sed	2,800	8,400	14,000	31,500	49,000	70,000
4d Sed Salon	2,880	8,640	14,400	32,400	50,400	72,000
1934 Model 840A, 8-cyl., 139" wb						
Rds	3,720	11,160	18,600	41,850	65,100	93,000
Brgm	2,880	8,640	14,400	32,400	50,400	72,000
Sed	2,920	8,760	14,600	32,850	51,100	73,000
Clb Sed	2,960	8,880	14,800	33,300	51,800	74,000
Cpe	3,080	9,240	15,400	34,650	53,900	77,000
Spt Cpe	7,800	23,400	39,000	97,500	136,500	195,000
1934 Model 840A, 8-cyl., 144" wb						
Silver Arrow	8,000	24,000	40,000	90,000	140,000	200,000
Sed	2,920	8,760	14,600	32,850	51,100	73,000
Encl Drive Limo	3,280	9,840	16,400	36,900	57,400	82,000
1934 Model 1240A, 12-cyl., 139" wb						
Rds	5,300	15,900	26,500	59,630	92,750	132,500
Brgm	3,320	9,960	16,600	37,350	58,100	83,000
Sed	3,480	10,440	17,400	39,150	60,900	87,000
Clb Sed	3,480	10,440	17,400	39,150	60,900	87,000
Cpe	3,600	10,800	18,000	40,500	63,000	90,000
1934 Model 1250A, 12-cyl., 144" wb						
Silver Arrow	9,800	29,400	49,000	110,250	171,500	245,000
Sed	3,720	11,160	18,600	41,850	65,100	93,000
1934 Model 1248A, 12-cyl., 147" wb						
Sed	3,800	11,400	19,000	42,750	66,500	95,000
Encl Drive Limo	4,200	12,600	21,000	47,250	73,500	105,000
1935 Model 845, 8-cyl., 140 hp, 138" wb						
Conv Rds	3,580	10,740	17,900	40,280	62,650	89,500
Clb Brgm	2,780	8,340	13,900	31,280	48,650	69,500
Cpe	2,980	8,940	14,900	33,530	52,150	74,500
5P Sed	2,780	8,340	13,900	31,280	48,650	69,500
Clb Sed	2,820	8,460	14,100	31,730	49,350	70,500
1935 Model 845, 8-cyl., 140 hp, 144" wb						
7P Sed	2,960	8,880	14,800	33,300	51,800	74,000
Encl Drive Limo	3,340	10,020	16,700	37,580	58,450	83,500
Silver Arrow	8,200	24,600	41,000	92,250	143,500	205,000
1935 Model 1245, 12-cyl., 175 hp, 138" wb						
Conv Rds	3,940	11,820	19,700	44,330	68,950	98,500
Clb Brgm	3,220	9,660	16,100	36,230	56,350	80,500
Cpe	3,420	10,260	17,100	38,480	59,850	85,500
5P Sed	3,260	9,780	16,300	36,680	57,050	81,500
Clb Sed	3,300	9,900	16,500	37,130	57,750	82,500
1935 Model 1245, 12-cyl., 175 hp, 144" wb						
7P Sed	3,380	10,140	16,900	38,030	59,150	84,500
Encl Drive Limo	3,540	10,620	17,700	39,830	61,950	88,500
Silver Arrow	8,200	24,600	41,000	92,250	143,500	205,000
1935 Model 1255, 12-cyl., 175 hp, 147" wb						
7P Sed	3,100	9,300	15,500	34,880	54,250	77,500
Encl Drive Limo	3,720	11,160	18,600	41,850	65,100	93,000
1936 Deluxe 8, 150 hp, 139" wb						
Cpe	2,440	7,320	12,200	27,450	42,700	61,000
Ctry Club Rds	5,200	15,600	26,000	58,500	91,000	130,000
Clb Sed	2,200	6,600	11,000	24,750	38,500	55,000
5P Sed	2,160	6,480	10,800	24,300	37,800	54,000
Clb Berl	2,360	7,080	11,800	26,550	41,300	59,000
1936 Deluxe 8, 150 hp, 144" wb						
7P Sed	2,300	6,900	11,500	25,880	40,250	57,500
Limo	2,840	8,520	14,200	31,950	49,700	71,000
Metropolitan Twn Car 68,500	2,740	8,220	13,700	30,830	47,950	
Conv Sed	3,060	9,180	15,300	34,430	53,550	76,500
1936 Salon Twelve, 185 hp, 139" wb						
Cpe	2,920	8,760	14,600	32,850	51,100	73,000
Ctry Club Rds	3,720	11,160	18,600	41,850	65,100	93,000
Clb Sed	2,680	8,040	13,400	30,150	46,900	67,000
5P Sed	2,640	7,920	13,200	29,700	46,200	66,000
Clb Berl	2,880	8,640	14,400	32,400	50,400	72,000
1936 Salon Twelve, 185 hp, 144" wb						
7P Sed	2,880	8,640	14,400	32,400	50,400	72,000
Limo	3,080	9,240	15,400	34,650	53,900	77,000
Metropolitan Twn Car	3,160	9,480	15,800	35,550	55,300	79,000
Conv Sed	4,760	14,280	23,800	53,550	83,300	119,000
7P Sed (147" wb)	3,360	10,080	16,800	37,800	58,800	84,000
7P Encl Drive Limo	3,240	9,720	16,200	36,450	56,700	81,000
1937 Pierce-Arrow 8, 150 hp, 138" wb						
Cpe	2,080	6,240	10,400	23,400	36,400	52,000
5P Sed	2,220	6,660	11,100	24,980	38,850	55,500
Conv Rds	3,020	9,060	15,100	33,980	52,850	75,500
Clb Sed	2,460	7,380	12,300	27,680	43,050	61,500
Clb Berl	2,500	7,500	12,500	28,130	43,750	62,500
Fml Sed	2,820	8,460	14,100	31,730	49,350	70,500
1937 Pierce-Arrow 8, 150 hp, 144" wb						
7P Fml Sed	2,720	8,160	13,600	30,600	47,600	68,000
7P Sed	2,520	7,560	12,600	28,350	44,100	63,000
Limo	2,840	8,520	14,200	31,950	49,700	71,000
Conv Sed	3,640	10,920	18,200	40,950	63,700	91,000
Brunn Metro Twn Car	3,160	9,480	15,800	35,550	55,300	79,000
Twn Brgm	2,860	8,580	14,300	32,180	50,050	71,500
5P Encl Drive Limo (147" wb)	2,840	8,520	14,200	31,950	49,700	71,000
1937 Pierce-Arrow 12, 185 hp, 139" wb						
Cpe	2,880	8,640	14,400	32,400	50,400	72,000
5P Sed	2,720	8,160	13,600	30,600	47,600	68,000
Conv Rds	3,840	11,520	19,200	43,200	67,200	96,000
Clb Sed	3,840	11,520	19,200	43,200	67,200	96,000
Clb Berl	2,800	8,400	14,000	31,500	49,000	70,000
5P Fml Sed	3,040	9,120	15,200	34,200	53,200	76,000
1937 Pierce-Arrow 12, 185 hp, 144" wb						
7P Sed	3,080	9,240	15,400	34,650	53,900	77,000
Limo	3,120	9,360	15,600	35,100	54,600	78,000
Conv Sed	4,160	12,480	20,800	46,800	72,800	104,000
Brunn Metro Twn Brgm	3,680	11,040	18,400	41,400	64,400	92,000
1937 Pierce-Arrow 12, 185 hp, 147" wb						
7P Sed	3,280	9,840	16,400	36,900	57,400	82,000
Encl Drive Limo	3,440	10,320	17,200	38,700	60,200	86,000
Metro Twn Car	3,840	11,520	19,200	43,200	67,200	96,000
1938 Pierce-Arrow 8, 150 hp, 139" wb						
5P Sed	2,300	6,900	11,500	25,880	40,250	57,500
Clb Sed	2,380	7,140	11,900	26,780	41,650	59,500
Cpe	2,580	7,740	12,900	29,030	45,150	64,500
Conv Cpe	3,340	10,020	16,700	37,580	58,450	83,500
Clb Berl	2,540	7,620	12,700	28,580	44,450	63,500
Fml Sed	2,420	7,260	12,100	27,230	42,350	60,500
1938 Pierce-Arrow 8, 150 hp, 144" wb						
Brunn Metro Twn Brgm	3,000	9,000	15,000	33,750	52,500	75,000
7P Sed	2,860	8,580	14,300	32,180	50,050	71,500
Encl Drive Limo	2,960	8,880	14,800	33,300	51,800	74,000
Con Sed	3,880	11,640	19,400	43,650	67,900	97,000
Spl Sed	2,760	8,280	13,800	31,050	48,300	69,000
Fml Sed	2,880	8,640	14,400	32,400	50,400	72,000
1938 Pierce-Arrow 12, 185 hp, 139" wb						
5P Sed	3,120	9,360	15,600	35,100	54,600	78,000
Clb Sed	2,800	8,400	14,000	31,500	49,000	70,000
Cpe	3,320	9,960	16,600	37,350	58,100	83,000
Conv Cpe	4,000	12,000	20,000	45,000	70,000	100,000
Clb Berl	2,920	8,760	14,600	32,850	51,100	73,000
Fml Sed	2,920	8,760	14,600	32,850	51,100	73,000
1938 Pierce-Arrow 12, 185 hp, 144" wb						
Spl Sed	3,360	10,080	16,800	37,800	58,800	84,000
7P Sed	3,280	9,840	16,400	36,900	57,400	82,000
Encl Drive Limo	3,600	10,800	18,000	40,500	63,000	90,000
Conv Sed	4,240	12,720	21,200	47,700	74,200	106,000
Brunn Metro Twn Brgm	3,680	11,040	18,400	41,400	64,400	92,000
1938 Pierce-Arrow 12, 147" wb						
7P Sed	3,400	10,200	17,000	38,250	59,500	85,000
Encl Drive Limo	3,880	11,640	19,400	43,650	67,900	97,000

PLYMOUTH

	6	5	4	3	2	1
1928 Model Q, 4-cyl.						
2d Rds	1,500	4,500	7,500	16,880	26,250	37,500
4d Tr	1,540	4,620	7,700	17,330	26,950	38,500
2d Cpe	1,060	3,180	5,300	11,930	18,550	26,500
2d DeL Cpe	1,180	3,540	5,900	13,280	20,650	29,500
2d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d DeL Sed	1,000	3,000	5,000	11,250	17,500	25,000
1929-30 Model U, 4-cyl.						
2d Rds	1,500	4,500	7,500	16,880	26,250	37,500
4d Tr	1,540	4,620	7,700	17,330	26,950	38,500
2d Cpe	1,060	3,180	5,300	11,930	18,550	26,500
2d DeL Cpe	1,180	3,540	5,900	13,280	20,650	29,500
2d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d DeL Sed	1,000	3,000	5,000	11,250	17,500	25,000

NOTE: Factory prices reduced app. 40% for 1930 model year.

1931 Model PA, 4-cyl.						
2d Rds	1,500	4,500	7,500	16,880	26,250	37,500
4d Tr	1,540	4,620	7,700	17,330	26,950	38,500
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
2d Cpe	1,060	3,180	5,300	11,930	18,550	26,500
2d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d DeL Sed	1,120	3,360	5,600	12,600	19,600	28,000
1932 Model PA, 4-cyl., 109" wb						
2d Rds	1,500	4,500	7,500	16,880	26,250	37,500
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
2d Cpe	1,060	3,180	5,300	11,930	18,550	26,500
2d RS Cpe	1,080	3,240	5,400	12,150	18,900	27,000
2d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Phae	1,800	5,400	9,000	20,250	31,500	45,000
1932 Model PB, 4-cyl., 112" wb						
2d Rds	1,560	4,680	7,800	17,550	27,300	39,000
2d Conv	1,640	4,920	8,200	18,450	28,700	41,000
4d Conv Sed	1,820	5,460	9,100	20,480	31,850	45,500
2d RS Cpe	1,100	3,300	5,500	12,380	19,250	27,500
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	980	2,940	4,900	11,030	17,150	24,500
4d DeL Sed	1,000	3,000	5,000	11,250	17,500	25,000
1933 Model PC, 6-cyl., 108" wb						
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d RS Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Sed	880	2,640	4,400	9,900	15,400	22,000
1933 Model PD, 6-cyl.						
NOTE: Deduct 4% for PCXX models.						
2d Conv	1,480	4,440	7,400	16,650	25,900	37,000
2d Cpe	1,080	3,240	5,400	12,150	18,900	27,000
2d RS Cpe	1,100	3,300	5,500	12,380	19,250	27,500
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	960	2,880	4,800	10,800	16,800	24,000
1934 Standard PG Model, 6-cyl., 108" wb						
2d Bus Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d Sed	880	2,640	4,400	9,900	15,400	22,000
1934 Standard PF Model, 6-cyl., 108" wb						
2d Bus Cpe	1,060	3,180	5,300	11,930	18,550	26,500
2d RS Cpe	1,080	3,240	5,400	12,150	18,900	27,000
2d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Sed	900	2,700	4,500	10,130	15,750	22,500
1934 DeLuxe PE Model, 6-cyl., 114" wb						
2d Conv	1,520	4,560	7,600	17,100	26,600	38,000
2d Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d RS Cpe	1,080	3,240	5,400	12,150	18,900	27,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Twn Sed	1,000	3,000	5,000	11,250	17,500	25,000
1935 Model PJ, 6-cyl., 113" wb						
2P Cpe RS	1,080	3,240	5,400	12,150	18,900	27,000
2d Bus Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Bus Sed	900	2,700	4,500	10,130	15,750	22,500
1935 DeLuxe PJ Model, 6-cyl., 113" wb						
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
2d Bus Cpe	1,060	3,180	5,300	11,930	18,550	26,500
2d RS Cpe	1,100	3,300	5,500	12,380	19,250	27,500
2d Sed	920	2,760	4,600	10,350	16,100	23,000
2d Tr Sed	920	2,760	4,600	10,350	16,100	23,000
4d Sed	900	2,700	4,500	10,130	15,750	22,500
4d Tr Sed	920	2,760	4,600	10,350	16,100	23,000
4d 7P Sed	960	2,880	4,800	10,800	16,800	24,000
4d Trav Sed	1,000	3,000	5,000	11,250	17,500	25,000
1936 P1 Business Line, 6-cyl., 113" wb						
2d Bus Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d Bus Sed	900	2,700	4,500	10,130	15,750	22,500
4d Bus Sed	880	2,640	4,400	9,900	15,400	22,000
4d Sta Wag	2,800	8,400	14,000	31,500	49,000	70,000
1936 P2 DeLuxe, 6-cyl., 113"-125" wb						
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
2d Cpe	1,060	3,180	5,300	11,930	18,550	26,500
2d RS Cpe	1,100	3,300	5,500	12,380	19,250	27,500
2d Sed	920	2,760	4,600	10,350	16,100	23,000
2d Tr Sed	920	2,760	4,600	10,350	16,100	23,000
4d Sed	900	2,700	4,500	10,130	15,750	22,500
4d Tr Sed	920	2,760	4,600	10,350	16,100	23,000
4d 7P Sed	960	2,880	4,800	10,800	16,800	24,000
1937 Roadking, 6-cyl., 112" wb						
2d Cpe	960	2,880	4,800	10,800	16,800	24,000
2d Sed	900	2,700	4,500	10,130	15,750	22,500
4d Sed	880	2,640	4,400	9,900	15,400	22,000
1937 DeLuxe, 6-cyl., 112"-132" wb						
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
2d Cpe	1,060	3,180	5,300	11,930	18,550	26,500
2d RS Cpe	1,100	3,300	5,500	12,380	19,250	27,500
2d Sed	920	2,760	4,600	10,350	16,100	23,000
2d Tr Sed	920	2,760	4,600	10,350	16,100	23,000
4d Sed	900	2,700	4,500	10,130	15,750	22,500
4d Tr Sed	900	2,700	4,500	10,130	15,750	22,500
4d Limo	960	2,880	4,800	10,800	16,800	24,000
4d Westchester Sub	2,800	8,400	14,000	31,500	49,000	70,000

NOTE: For 1937 only, the Westchester Suburban was built on a commercial chassis and was considered a truck.

1938 Roadking, 6-cyl., 112" wb						
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Sed	900	2,700	4,500	10,130	15,750	22,500
4d Sed	920	2,760	4,600	10,350	16,100	23,000
2d Tr Sed	920	2,760	4,600	10,350	16,100	23,000
4d Tr Sed	900	2,700	4,500	10,130	15,750	22,500
1938 DeLuxe, 6-cyl., 112"-132" wb						
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
2d Cpe	960	2,880	4,800	10,800	16,800	24,000
2d RS Cpe	1,090	3,280	5,460	12,290	19,110	27,300
2d Sed	1,020	3,060	5,100	11,480	17,850	25,500
2d Tr Sed	880	2,650	4,420	9,950	15,470	22,100
4d Sed	880	2,640	4,400	9,900	15,400	22,000
4d Tr Sed	900	2,700	4,500	10,130	15,750	22,500
4d 7P Sed	920	2,760	4,600	10,350	16,100	23,000
4d Limo	960	2,880	4,800	10,800	16,800	24,000
4d Westchester Sub	2,800	8,400	14,000	31,500	49,000	70,000
1939 P7 Roadking, 6-cyl., 114" wb						
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Sed	900	2,700	4,500	10,130	15,750	22,500
2d Tr Sed	920	2,760	4,600	10,350	16,100	23,000
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Tr Sed	900	2,700	4,500	10,130	15,750	22,500
4d Utl Sed	840	2,520	4,200	9,450	14,700	21,000
1939 P8 DeLuxe, 6-cyl., 114"-134" wb						
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
4d Conv Sed	2,080	6,240	10,400	23,400	36,400	52,000
2P Cpe	1,090	3,280	5,460	12,290	19,110	27,300
2d RS Cpe	1,020	3,060	5,100	11,480	17,850	25,500
2d Sed	920	2,760	4,600	10,350	16,100	23,000
2d Tr Sed	880	2,640	4,400	9,900	15,400	22,000
4d Sed	900	2,700	4,500	10,130	15,750	22,500
4d Tr Sed	900	2,700	4,500	10,130	15,750	22,500
4d Sta Wag W/C	2,800	8,400	14,000	31,500	49,000	70,000
4d Sta Wag W/G	2,840	8,520	14,200	31,950	49,700	71,000
4d 7P Ewb Sed	960	2,880	4,800	10,800	16,800	24,000
4d Ewb Limo	1,000	3,000	5,000	11,250	17,500	25,000

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1940 P9 Roadking, 6-cyl., 117" wb						
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Tr Sed	920	2,760	4,600	10,350	16,100	23,000
4d Tr Sed	900	2,700	4,500	10,130	15,750	22,500
4d Utl Sed	840	2,520	4,200	9,450	14,700	21,000
1940 P10 DeLuxe, 6-cyl., 117"-137" wb						
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
2d DeL Cpe	1,090	3,280	5,460	12,290	19,110	27,300
2d 4P Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Sed	900	2,700	4,500	10,130	15,750	22,500
4d Sta Wag	2,800	8,400	14,000	31,500	49,000	70,000
4d 7P Sed	960	2,880	4,800	10,800	16,800	24,000
4d Sed Limo	1,000	3,000	5,000	11,250	17,500	25,000
1941 P11 Standard, 6-cyl., 117" wb						
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Sed	900	2,700	4,500	10,130	15,750	22,500
4d Utl Sed	840	2,520	4,200	9,450	14,700	21,000
1941 P11 DeLuxe, 6-cyl., 117" wb						
2d Cpe	980	2,940	4,900	11,030	17,150	24,500
2d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Sed	940	2,820	4,700	10,580	16,450	23,500
1941 P12 Special DeLuxe, 6 cyl., 117"-137" wb						
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
2d DeL Cpe	1,090	3,280	5,460	12,290	19,110	27,300
2d 4P Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Sed	900	2,700	4,500	10,130	15,750	22,500
4d Sta Wag	2,800	8,400	14,000	31,500	49,000	70,000
4d 7P Sed	960	2,880	4,800	10,800	16,800	24,000
4d Limo	1,000	3,000	5,000	11,250	17,500	25,000
1942 P14S DeLuxe, 6-cyl., 117" wb						
2d Cpe	940	2,820	4,700	10,580	16,450	23,500
2d Sed	900	2,700	4,500	10,130	15,750	22,500
4d Utl Sed	840	2,520	4,200	9,450	14,700	21,000
2d Clb Cpe	980	2,940	4,900	11,030	17,150	24,500
4d Sed	920	2,760	4,600	10,350	16,100	23,000
1942 P14C Special DeLuxe, 6-cyl., 117" wb						
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
2d Cpe	960	2,880	4,800	10,800	16,800	24,000
2d Sed	900	2,700	4,500	10,130	15,750	22,500
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Twn Sed	880	2,640	4,400	9,900	15,400	22,000
2d Clb Cpe	980	2,940	4,900	11,030	17,150	24,500
4d Sta Wag	2,800	8,400	14,000	31,500	49,000	70,000
1946-48 P15 DeLuxe, 6-cyl., 117" wb						
2d Cpe	680	2,040	3,400	7,650	11,900	17,000
2d Clb Cpe	700	2,100	3,500	7,880	12,250	17,500
2d Sed	640	1,920	3,200	7,200	11,200	16,000
4d Sed	640	1,910	3,180	7,160	11,130	15,900
1946-48 P15 Special DeLuxe, 6-cyl., 117" wb						
2d Conv	1,280	3,840	6,400	14,400	22,400	32,000
2d Cpe	700	2,100	3,500	7,880	12,250	17,500
2d Clb Cpe	720	2,160	3,600	8,100	12,600	18,000
2d Sed	660	1,980	3,300	7,430	11,550	16,500
4d Sed	660	1,970	3,280	7,380	11,480	16,400
4d Sta Wag	3,400	10,200	17,000	38,250	59,500	85,000
1949 DeLuxe, 6-cyl., 111" wb						
First Series 1949 is the same as 1948 Second Series.						
2d Cpe	640	1,920	3,200	7,200	11,200	16,000
2d Sed	680	2,040	3,400	7,650	11,900	17,000
2d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
1949 DeLuxe, 6-cyl., 118.5" wb						
2d Clb Cpe	680	2,040	3,400	7,650	11,900	17,000
4d Sed	520	1,560	2,600	5,850	9,100	13,000
1949 Special DeLuxe, 6-cyl., 118.5" wb						
2d Conv	1,560	4,680	7,800	17,550	27,300	39,000
2d Clb Cpe	780	2,340	3,900	8,780	13,650	19,500
4d Sed	560	1,680	2,800	6,300	9,800	14,000
4d Sta Wag	1,080	3,240	5,400	12,150	18,900	27,000
1950 DeLuxe, 6-cyl., 111" wb						
2d Cpe	700	2,110	3,520	7,920	12,320	17,600
2d Sed	750	2,240	3,740	8,420	13,090	18,700
2d Sta Wag	1,050	3,140	5,230	11,760	18,290	26,125
1950 DeLuxe, 6-cyl., 118.5" wb						
2d Clb Cpe	760	2,270	3,780	8,510	13,230	18,900
4d Sed	570	1,720	2,860	6,440	10,010	14,300
1950 Special DeLuxe, 6-cyl., 118.5" wb						
2d Conv	1,710	5,130	8,550	19,240	29,930	42,750
2d Clb Cpe	870	2,620	4,370	9,830	15,300	21,850
4d Sed	620	1,850	3,080	6,930	10,780	15,400
4d Sta Wag	1,090	3,280	5,470	12,310	19,150	27,350
NOTE: Add 5% for P-19 Special DeLuxe Suburban.						
1951-52 P22 Concord, 6-cyl., 111" wb						
2d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Cpe	680	2,050	3,410	7,670	11,940	17,050
2d Sta Wag	950	2,850	4,750	10,690	16,630	23,750
1951-52 P23 Cambridge, 6-cyl., 118.5" wb						
4d Sed	620	1,850	3,080	6,930	10,780	15,400
2d Clb Cpe	750	2,240	3,740	8,420	13,090	18,700
1951-52 P23 Cranbrook, 6-cyl., 118.5" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
2d Clb Cpe	770	2,310	3,850	8,660	13,480	19,250
2d HT	760	2,280	3,800	8,550	13,300	19,000
2d Conv	1,330	3,990	6,650	14,960	23,280	33,250
1953 P24-1 Cambridge, 6-cyl., 114" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
2d Sed	770	2,310	3,850	8,660	13,480	19,250
2d Bus Cpe	640	1,920	3,200	7,200	11,200	16,000
2d Sta Wag	790	2,380	3,960	8,910	13,860	19,800
1953 P24-2 Cranbrook, 6-cyl., 114" wb						
4d Sed	620	1,850	3,080	6,930	10,780	15,400
2d Clb Cpe	770	2,310	3,850	8,660	13,480	19,250
2d HT	800	2,390	3,990	8,980	13,970	19,950
2d Sta Wag	810	2,440	4,070	9,160	14,250	20,350
2d Conv	1,330	3,990	6,650	14,960	23,280	33,250
1954 P25-1 Plaza, 6-cyl., 114" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
2d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Bus Cpe	660	1,980	3,300	7,430	11,550	16,500
2d Sta Wag	790	2,380	3,960	8,910	13,860	19,800
1954 P25-2 Savoy, 6-cyl., 114" wb						
4d Sed	680	2,050	3,410	7,670	11,940	17,050
2d Sed	700	2,110	3,520	7,920	12,320	17,600
2d Clb Cpe	730	2,180	3,630	8,170	12,710	18,150
2d Sta Wag	840	2,510	4,180	9,410	14,630	20,900
1954 P25-3 Belvedere, 6-cyl., 114" wb						
4d Sed	730	2,180	3,630	8,170	12,710	18,150
2d HT	950	2,850	4,750	10,690	16,630	23,750
2d Conv	1,330	3,990	6,650	14,960	23,280	33,250
2d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1955 Plaza, V-8, 115" wb						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
2d Sed	800	2,400	4,000	9,000	14,000	20,000
2d Sta Wag	910	2,740	4,560	10,260	15,960	22,800
4d Sta Wag	870	2,620	4,370	9,830	15,300	21,850
1955 Savoy, V-8, 115" wb						
4d Sed	800	2,410	4,020	9,050	14,070	20,100
2d Sed	800	2,390	3,990	8,980	13,970	19,950
1955 Belvedere, V-8, 115" wb						
4d Sed	800	2,390	3,990	8,980	13,970	19,950
2d Sed	970	2,910	4,850	10,900	16,960	24,225
2d HT	1,180	3,530	5,890	13,250	20,620	29,450
2d Conv	1,900	5,700	9,500	21,380	33,250	47,500
4d Sta Wag	950	2,850	4,750	10,690	16,630	23,750
NOTE: Deduct 10% for 6-cyl. models.						
1956 Plaza, V-8, 115" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
2d Sed	800	2,390	3,990	8,980	13,970	19,950
2d Bus Cpe	870	2,620	4,370	9,830	15,300	21,850
1956 Savoy, V-8, 115" wb						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
2d Sed	820	2,450	4,090	9,200	14,320	20,450
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
1956 Belvedere, V-8, 115" wb						
4d Sed	820	2,450	4,090	9,200	14,320	20,450
4d HT	860	2,570	4,280	9,620	14,960	21,375
2d Sed	840	2,510	4,180	9,410	14,630	20,900
2d HT	1,250	3,760	6,270	14,110	21,950	31,350
1956 Belvedere, V-8, 115" wb (conv. avail. as 8-cyl. only)						
2d Conv	1,710	5,130	8,550	19,240	29,930	42,750
1956 Suburban, V-8, 115" wb						
4d DeL Sta Wag	870	2,620	4,370	9,830	15,300	21,850
2d Cus Sta Wag	930	2,790	4,660	10,470	16,290	23,275
4d Cus Sta Wag	930	2,790	4,660	10,470	16,290	23,275
4d Spt Sta Wag	1,040	3,120	5,200	11,700	18,200	26,000
1956 Fury, V-8, (avail. as V-8 only)						
2d HT	3,080	9,240	15,400	34,650	53,900	77,000
NOTE: Add 60% for V-8 equipped with optional dual four-barrel carbs.						
1957-58 Plaza, V-8, 118" wb						
4d Sed	850	2,540	4,240	9,540	14,840	21,200
2d Sed	890	2,680	4,470	10,050	15,630	22,325
2d Bus Cpe	910	2,740	4,560	10,260	15,960	22,800
1957-58 Savoy, V-8						
4d Sed	820	2,450	4,090	9,190	14,300	20,425
4d HT	890	2,680	4,470	10,050	15,630	22,325
2d Sed	820	2,450	4,080	9,180	14,280	20,400
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
1957-58 Belvedere, V-8, 118" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d Spt HT	930	2,780	4,640	10,430	16,220	23,175
2d Sed	930	2,790	4,660	10,470	16,290	23,275
2d HT	1,480	4,450	7,410	16,670	25,940	37,050
1957-58 Belvedere, V-8, 118" wb (conv. avail. as 8-cyl. only)						
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000
1957-58 Suburban, V-8, 122" wb						
4d Cus Sta Wag	1,060	3,190	5,320	11,970	18,620	26,600
2d Cus Sta Wag	1,100	3,310	5,510	12,400	19,290	27,550
4d Spt Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
1957-58 Fury, V-8, 118" wb						
2d HT	2,400	7,200	12,000	27,000	42,000	60,000
NOTE: Add 25% for 318 cid/290 hp V-8 (except Fury) or 350 cid/305 hp V-8 (1958). Deduct 10% for 6-cyl. models. 1958 Furys equipped with Bendix EFI, value inestimable.						
1959 Savoy, 6-cyl., 118" wb						
4d Sed	820	2,450	4,090	9,200	14,320	20,450
2d Sed	840	2,510	4,180	9,410	14,630	20,900
1959 Belvedere, V-8, 118" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d HT	1,010	3,020	5,040	11,330	17,620	25,175
2d Sed	930	2,790	4,660	10,470	16,290	23,275
2d HT	1,480	4,450	7,410	16,670	25,940	37,050
2d Conv	1,820	5,470	9,120	20,520	31,920	45,600
1959 Fury, V-8, 118" wb						
4d Sed	950	2,850	4,750	10,690	16,630	23,750
4d HT	1,140	3,420	5,700	12,830	19,950	28,500
2d HT	1,630	4,900	8,170	18,380	28,600	40,850
1959 Sport Fury, V-8, 118" wb (260 hp, V-8 offered)						
2d HT	1,710	5,130	8,550	19,240	29,930	42,750
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000
1959 Suburban, V-8, 122" wb						
4d Spt Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
2d Cus Sta Wag	1,370	4,100	6,840	15,390	23,940	34,200
4d Cus Sta Wag	1,410	4,220	7,030	15,820	24,610	35,150
NOTE: Add 30% for Golden Commando V-8. Deduct 10% for 6-cyl. models.						
1960 Valiant 100, 6-cyl., 106.5" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag	580	1,740	2,900	6,530	10,150	14,500
1960 Valiant 200, 6-cyl., 106" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500
1960 Fleet Special, V8, 118" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	580	1,740	2,900	6,530	10,150	14,500
1960 Savoy, V-8, 118" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
2d Sed	680	2,040	3,400	7,650	11,900	17,000
1960 Belvedere, V-8, 118" wb						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
2d Sed	700	2,100	3,500	7,880	12,250	17,500
2d HT	1,080	3,240	5,400	12,150	18,900	27,000
1960 Fury, V-8, 118" wb						
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d HT	1,160	3,480	5,800	13,050	20,300	29,000
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
1960 Fury, V-8, 118" wb (conv. avail. as V-8 only)						
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000
1960 Suburban, V-8, 122" wb						
4d DeL Sta Wag	1,100	3,300	5,500	12,380	19,250	27,500
2d DeL Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
4d 9P Cus Sta Wag	1,360	4,080	6,800	15,300	23,800	34,000
4d 9P Spt Sta Wag	1,560	4,680	7,800	17,550	27,300	39,000
NOTE: Deduct 20% for 6-cyl. model except Valiant. Add 10% for 361-cid/310-hp V8. Add 15% for 383/325-hp V8. Add 20% for 383/330-hp V-8.						
1961 Valiant 100, 6-cyl., 106.5" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500
1961 Valiant 200, 6-cyl., 106.5" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d HT	740	2,220	3,700	8,330	12,950	18,500
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500
NOTE: Add 20% for Hyper Pak 170 cid/148 hp; 30% for Hyper Pak 225 cid/220 hp.						
1961 Fleet Special, V8, 118" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	540	1,620	2,700	6,080	9,450	13,500
1961 Savoy, V-8, 118" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	560	1,680	2,800	6,300	9,800	14,000
1961 Belvedere, V-8, 118" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Clb Sed	580	1,740	2,900	6,530	10,150	14,500
2d HT	840	2,520	4,200	9,450	14,700	21,000
1961 Fury, V-8, 118" wb						
4d Sed	580	1,740	2,900	6,530	10,150	14,500
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
1961 Suburban, V-8, 122" wb						
4d 6P DeL Sta Wag	1,100	3,300	5,500	12,380	19,250	27,500
2d 6P DeL Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
4d 6P Cus Sta Wag	1,360	4,080	6,800	15,300	23,800	34,000
4d 9P Spt Sta Wag	1,560	4,680	7,800	17,550	27,300	39,000
Note: Add 10% for 360-cid/305-hp V-8. Add 15% for 383/325-hp V-8. Add 20% for 383/330-hp V-8. Add 25% for 383/340-hp V-8. Add 30% for 413-cid/350-hp V-8. Add 35% for 413-cid/375-hp V-8 (dual quad).						
1962 Valiant 100, 6-cyl., 106.5" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500
1962 Valiant 200, 6-cyl., 106.5" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag	610	1,840	3,060	6,890	10,710	15,300
1962 Valiant Signet, 6-cyl., 106.5" wb						
2d HT	740	2,220	3,700	8,330	12,950	18,500
NOTE: Add 30% for Hyper Pak 170 cid/148 hp; 50% for Hyper Pak 225 cid/200 hp.						
1962 Fleet Special, V8, 116" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	540	1,620	2,700	6,080	9,450	13,500
1962 Savoy, V-8, 116" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	560	1,680	2,800	6,300	9,800	14,000
1962 Belvedere, V-8, 116" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	580	1,740	2,900	6,530	10,150	14,500
2d HT	800	2,400	4,000	9,000	14,000	20,000
1962 Fury, V-8, 116" wb						
4d Sed	580	1,740	2,900	6,530	10,150	14,500
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d HT	860	2,580	4,300	9,680	15,050	21,500
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000
1962 Sport Fury, V-8, 116" wb						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
1962 Suburban, V-8, 116" wb						
4d 6P Savoy Sta Wag	1,100	3,300	5,500	12,380	19,250	27,500
4d 6P Belv Sta Wag	1,220	3,660	6,100	13,730	21,350	30,500
4d 9P Fury Sta Wag	1,560	4,680	7,800	17,550	27,300	39,000
NOTE: Add 30% for Golden Commando 361 ci; 50% for Golden Commando 383 ci. Deduct 10% for 6-cyl. models. Autos equipped with Super Stock 413 (Max Wedge cars), value inestimable.						
1963 Valiant 100, 6-cyl., 106.5" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	540	1,620	2,700	6,080	9,450	13,500
4d Sta Wag	560	1,680	2,800	6,300	9,800	14,000
1963 Valiant 200, 6-cyl., 106.5" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Conv	740	2,220	3,700	8,330	12,950	18,500
4d Sta Wag	580	1,740	2,900	6,530	10,150	14,500
1963 Valiant Signet, 6-cyl., 106.5" wb						
2d HT	740	2,220	3,700	8,330	12,950	18,500
2d Conv	920	2,760	4,600	10,350	16,100	23,000
1963 Savoy, V-8, 116" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	580	1,740	2,900	6,530	10,150	14,500
4d 6P Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
1963 Belvedere, V-8, 116" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	600	1,800	3,000	6,750	10,500	15,000

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2d HT	820	2,460	4,100	9,230	14,350	20,500
4d 6P Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
1963 Fury, V-8, 116" wb						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,760	5,280	8,800	19,800	30,800	44,000
4d 9P Sta Wag	1,240	3,720	6,200	13,950	21,700	31,000
1963 Sport Fury, V-8, 116" wb						
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000

NOTE: Add 5% for 361-cid/265-hp V-8. Add 10 perc3ent for 383/330-hp V-8. Add 50% for 426/415-hp "Max Wedge" V-8. Add 75% for 426/425-hp "Max Wedge" V-8. Deduc 10 pecent for 6-cyl.

1964 Valiant 100, 6-cyl., 106.5" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500
1964 Valiant 200, 6 or V-8, 106.5" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	600	1,800	3,000	6,750	10,500	15,000
2d Conv	920	2,760	4,600	10,350	16,100	23,000
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500
1964 Valiant Signet, V-8, 106.5" wb						
2d HT	760	2,280	3,800	8,550	13,300	19,000
2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
2d Barracuda	1,200	3,600	6,000	13,500	21,000	30,000
1964 Savoy, V-8, 116" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	580	1,740	2,900	6,530	10,150	14,500
4d 6P Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
1964 Belvedere, V-8, 116" wb						
2d HT	820	2,460	4,100	9,230	14,350	20,500
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	620	1,860	3,100	6,980	10,850	15,500
4d 6P Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
1964 Fury, V-8, 116" wb						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d 9P Sta Wag	1,560	4,680	7,800	17,550	27,300	39,000
1964 Sport Fury, V-8, 116" wb						
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	1,920	5,760	9,600	21,600	33,600	48,000

NOTE: Add 75% for 426-415 Max Wedge III; 75% for 426 street wedge. Deduct 10% for 6-cyl. models. Autos equipped with 426 Hemi, value inestimable. Value inestimable on autos equipped at factory with Max Wedge engine option.

1965 Valiant 100, V-8, 106" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500
1965 Valiant 200, V-8, 106" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	600	1,800	3,000	6,750	10,500	15,000
2d Conv	920	2,760	4,600	10,350	16,100	23,000
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500
1965 Valiant Signet, V-8, 106" wb						
2d HT	760	2,280	3,800	8,550	13,300	19,000
2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
1965 Barracuda, V-8, 106" wb						
2d HT	1,200	3,600	6,000	13,500	21,000	30,000

NOTE: Add 10% for Formula S option.

1965 Belvedere I, V-8, 116" wb						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
2d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1965 Belvedere II, V-8, 116" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
4d 9P Sta Wag	600	1,800	3,000	6,750	10,500	15,000
4d 6P Sta Wag	620	1,860	3,100	6,980	10,850	15,500
1965 Satellite, V-8, 116"wb						
2d HT	1,140	3,420	5,700	12,830	19,950	28,500
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
1965 Fury, V-8, 119" wb						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d Sed	430	1,300	2,160	4,860	7,560	10,800
1965 Fury, V-8, 119" wb, Sta Wag 121" wb						
4d Sta Wag	660	1,980	3,300	7,430	11,550	16,500
1965 Fury II, V-8, 119" wb						
4d Sed	430	1,280	2,140	4,820	7,490	10,700
2d Sed	440	1,320	2,200	4,950	7,700	11,000
1965 Fury II, V-8, 119" wb, Sta Wag 121" wb						
4d 9P Sta Wag	740	2,220	3,700	8,330	12,950	18,500
4d 6P Sta Wag	660	1,980	3,300	7,430	11,550	16,500
1965 Fury III, V-8, 119" wb						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d HT	480	1,440	2,400	5,400	8,400	12,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000
1965 Fury III, V-8, 119" wb, Sta Wag 121" wb						
4d 9P Sta Wag	640	1,920	3,200	7,200	11,200	16,000
4d 6P Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1965 Sport Fury, V-8						
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000

NOTE: Add 60% for 383 Commando engine option. Deduct 5% for 6-cyl. models. Autos equipped with 426 Hemi, value inestimable.

1966 Valiant 100, V-8, 106" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500
1966 Valiant 200, V-8, 106" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500
1966 Valiant Signet, V-8, 106" wb						
2d HT	760	2,280	3,800	8,550	13,300	19,000
2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
1966 Barracuda, V-8, 106" wb						
2d HT	1,200	3,600	6,000	13,500	21,000	30,000

NOTE: Add 10% for Formula S.

1966 Belvedere I, V-8, 116" wb						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
2d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1966 Belvedere II, V-8, 116" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1966 Satellite, V-8, 116" wb						
2d HT	1,140	3,420	5,700	12,830	19,950	28,500
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
1966 Fury I, V-8, 119" wb						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d Sed	430	1,300	2,160	4,860	7,560	10,800
4d 6P Sta Wag	660	1,980	3,300	7,430	11,550	16,500

NOTE: Deduct 5% for 6-cyl. models.

1966 Fury II, V-8, 119" wb						
4d Sed	430	1,280	2,140	4,820	7,490	10,700
2d Sed	440	1,320	2,200	4,950	7,700	11,000
4d 9P Sta Wag	740	2,220	3,700	8,330	12,950	18,500
1966 Fury III, V-8, 119" wb						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
4d HT	520	1,560	2,600	5,850	9,100	13,000
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000
4d 9P Sta Wag	640	1,920	3,200	7,200	11,200	16,000
1966 Sport Fury, V-8, 119" wb						
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000
1966 VIP, V-8, 119" wb						
4d HT	580	1,740	2,900	6,530	10,150	14,500
2d HT	1,180	3,540	5,900	13,280	20,650	29,500

NOTE: Autos equipped with 426 Street Hemi or Race Hemi, value inestimable.

PONTIAC

1926 Model 6-27, 6-cyl.						
2d Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1927 Model 6-27, 6-cyl.						
2d Spt Rds	1,400	4,200	7,000	15,750	24,500	35,000
2d Spt Cabr	1,600	4,800	8,000	18,000	28,000	40,000
2d Cpe	780	2,340	3,900	8,780	13,650	19,500
2d DeL Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Sed	740	2,220	3,700	8,330	12,950	18,500
4d Lan Sed	920	2,760	4,600	10,350	16,100	23,000
1928 Model 6-28, 6-cyl.						
2d Rds	1,400	4,200	7,000	15,750	24,500	35,000
2d Cabr	1,600	4,800	8,000	18,000	28,000	40,000
4d Phae	1,700	5,100	8,500	19,130	29,750	42,500
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Trs	980	2,940	4,900	11,030	17,150	24,500
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Spt Cpe	1,040	3,120	5,200	11,700	18,200	26,000
4d Lan Sed	920	2,760	4,600	10,350	16,100	23,000
1929 Model 6-29A, 6-cyl.						
2d Rds	1,440	4,320	7,200	16,200	25,200	36,000
4d Phae	1,720	5,160	8,600	19,350	30,100	43,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Spt Lan Sed	1,000	3,000	5,000	11,250	17,500	25,000

NOTE: Add 5% for horizontal louvers on early year cars.

1930 Model 6-30B, 6-cyl.						
2d Spt Rds	1,600	4,800	8,000	18,000	28,000	40,000
4d Phae	1,800	5,400	9,000	20,250	31,500	45,000
2d Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Spt Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Cus Sed	990	2,970	4,950	11,140	17,330	24,750
1931 Model 401, 6-cyl.						
2P Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Spt Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Cus Sed	990	2,970	4,950	11,140	17,330	24,750
1932 Model 402, 6-cyl.						
2d Conv	1,880	5,640	9,400	21,150	32,900	47,000
2d Cpe	960	2,880	4,800	10,800	16,800	24,000
2d RS Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Cus Sed	980	2,940	4,900	11,030	17,150	24,500
1932 Model 302, V-8						
2d Conv	2,120	6,360	10,600	23,850	37,100	53,000
2d Cpe	980	2,940	4,900	11,030	17,150	24,500
2d Spt Cpe	1,020	3,060	5,100	11,480	17,850	25,500
2d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Cus Sed	980	2,940	4,900	11,030	17,150	24,500
1933 Model 601, 8-cyl.						
2d Rds	1,800	5,400	9,000	20,250	31,500	45,000
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Spt Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	940	2,820	4,700	10,580	16,450	23,500
2d Trg Sed	960	2,880	4,800	10,800	16,800	24,000
4d Sed	880	2,640	4,400	9,900	15,400	22,000
1934 Model 603, 8-cyl.						
2d Conv	2,040	6,120	10,200	22,950	35,700	51,000
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Spt Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	940	2,820	4,700	10,580	16,450	23,500
2d Trg Sed	980	2,940	4,900	11,030	17,150	24,500
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Trg Sed	940	2,820	4,700	10,580	16,450	23,500

1935 Standard Series 701, 6-cyl.						
2d Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	920	2,760	4,600	10,350	16,100	23,000
2d Trg Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Trg Sed	1,000	3,000	5,000	11,250	17,500	25,000
1935 DeLuxe Series 701, 6-cyl.						
2d Cpe	1,220	3,660	6,100	13,730	21,350	30,500
2d Spt Cpe	1,440	4,320	7,200	16,200	25,200	36,000
2d Cabr	1,800	5,400	9,000	20,250	31,500	45,000
2d Sed	940	2,820	4,700	10,580	16,450	23,500
2d Trg Sed	960	2,880	4,800	10,800	16,800	24,000
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Trg Sed	1,020	3,060	5,100	11,480	17,850	25,500
1935 Series 605, 8-cyl.						
2d Cpe	1,240	3,720	6,200	13,950	21,700	31,000
2d Spt Cpe	1,460	4,380	7,300	16,430	25,550	36,500
2d Cabr	1,920	5,760	9,600	21,600	33,600	48,000
2d Sed	960	2,880	4,800	10,800	16,800	24,000
2d Trg Sed	980	2,940	4,900	11,030	17,150	24,500
4d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Trg Sed	1,040	3,120	5,200	11,700	18,200	26,000
1936 DeLuxe Series Silver Streak, 6-cyl.						
2d Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Spt Cpe	1,360	4,080	6,800	15,300	23,800	34,000
2d Cabr	1,920	5,760	9,600	21,600	33,600	48,000
2d Sed	960	2,880	4,800	10,800	16,800	24,000
2d Trg Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Trg Sed	1,020	3,060	5,100	11,480	17,850	25,500
1936 DeLuxe Series Silver Streak, 8-cyl.						
2d Cpe	1,280	3,840	6,400	14,400	22,400	32,000
2d Spt Cpe	1,440	4,320	7,200	16,200	25,200	36,000
2d Cabr	2,000	6,000	10,000	22,500	35,000	50,000
2d Sed	980	2,940	4,900	11,030	17,150	24,500
2d Trg Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	1,060	3,180	5,300	11,930	18,550	26,500
4d Trg Sed	1,060	3,180	5,300	11,930	18,550	26,500
1937-38 DeLuxe Model 6DA, 6-cyl.						
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
4d Conv Sed	2,400	7,200	12,000	27,000	42,000	60,000
2d Bus Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Spt Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2d Sed	980	2,940	4,900	11,030	17,150	24,500
2d Trg Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	1,060	3,180	5,300	11,930	18,550	26,500
4d Trg Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Sta Wag	3,000	9,000	15,000	33,750	52,500	75,000
1937-38 DeLuxe Model 8DA, 8-cyl.						
2d Conv	2,080	6,240	10,400	23,400	36,400	52,000
4d Conv Sed	2,600	7,800	13,000	29,250	45,500	65,000
2d Bus Cpe	1,280	3,840	6,400	14,400	22,400	32,000
2d Spt Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d Trg Sed	1,020	3,060	5,100	11,480	17,850	25,500
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Trg Sed	1,100	3,300	5,500	12,380	19,250	27,500
1939 Special Series 25, 6-cyl.						
2d Bus Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Spt Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Trg Sed	800	2,400	4,000	9,000	14,000	20,000
4d Trg Sed	820	2,460	4,100	9,230	14,350	20,500
4d Sta Wag	3,000	9,000	15,000	33,750	52,500	75,000
1939 DeLuxe Series 26, 6-cyl.						
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
2d Bus Cpe	940	2,820	4,700	10,580	16,450	23,500
2d Spt Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d Sed	820	2,460	4,100	9,230	14,350	20,500
4d Sed	820	2,460	4,100	9,230	14,350	20,500
1939 DeLuxe Series 28, 8-cyl.						
2d Conv	2,120	6,360	10,600	23,850	37,100	53,000
2d Bus Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Spt Cpe	1,120	3,360	5,600	12,600	19,600	28,000
2d Sed	860	2,580	4,300	9,680	15,050	21,500
4d Trg Sed	940	2,820	4,700	10,580	16,450	23,500
1940 Special Series 25, 6-cyl., 117" wb						
2d Bus Cpe	960	2,880	4,800	10,800	16,800	24,000
2d Spt Cpe	960	2,880	4,800	10,800	16,800	24,000
2d Sed	820	2,460	4,100	9,230	14,350	20,500
4d Sed	840	2,520	4,200	9,450	14,700	21,000
4d Sta Wag	3,080	9,240	15,400	34,650	53,900	77,000
1940 DeLuxe Series 26, 6-cyl., 120" wb						
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
2d Bus Cpe	980	2,940	4,900	11,030	17,150	24,500
2d Spt Cpe	1,120	3,360	5,600	12,600	19,600	28,000
2d Sed	820	2,460	4,100	9,230	14,350	20,500
4d Sed	820	2,460	4,100	9,230	14,350	20,500
1940 DeLuxe Series 28, 8-cyl., 120" wb						
2d Conv	2,120	6,360	10,600	23,850	37,100	53,000
2d Bus Cpe	940	2,820	4,700	10,580	16,450	23,500
2d Spt Cpe	1,180	3,540	5,900	13,280	20,650	29,500
2d Sed	880	2,640	4,400	9,900	15,400	22,000
4d Sed	860	2,580	4,300	9,680	15,050	21,500
1940 Torpedo Series 29, 8-cyl., 122" wb						
2d Spt Cpe	1,240	3,720	6,200	13,950	21,700	31,000
4d Sed	920	2,760	4,600	10,350	16,100	23,000
1941 DeLuxe Torpedo, 8-cyl.						
2d Bus Cpe	980	2,940	4,900	11,030	17,150	24,500
2d Spt Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	2,240	6,720	11,200	25,200	39,200	56,000
2d Sed	960	2,880	4,800	10,800	16,800	24,000
4d 4W Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d 6W Sed	1,020	3,060	5,100	11,480	17,850	25,500
1941 Streamliner, 8-cyl.						
2d Cpe	1,080	3,240	5,400	12,150	18,900	27,000
4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
1941 Super Streamliner, 8-cyl.						
2d Cpe	1,100	3,300	5,500	12,380	19,250	27,500
4d Sed	1,060	3,180	5,300	11,930	18,550	26,500
1941 Custom, 8-cyl.						
2d Spt Cpe	1,280	3,840	6,400	14,400	22,400	32,000
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Sta Wag	3,080	9,240	15,400	34,650	53,900	77,000
4d DeL Sta Wag	3,160	9,480	15,800	35,550	55,300	79,000

NOTE: Deduct 10% for 6-cyl. models.

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1942 Torpedo, 8-cyl.						
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
2d Bus Cpe	980	2,940	4,900	11,030	17,150	24,500
2d Spt Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d 5P Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Metro Sed	980	2,940	4,900	11,030	17,150	24,500
1942 Streamliner, 8-cyl.						
2d Cpe	1,100	3,300	5,500	12,380	19,250	27,500
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Sta Wag	3,000	9,000	15,000	33,750	52,500	75,000
1942 Chieftain, 8-cyl.						
2d Cpe	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sta Wag	3,160	9,480	15,800	35,550	55,300	79,000
NOTE: Deduct 10% for 6-cyl. models.						
1946 Torpedo, 8-cyl.						
2d Conv	1,980	5,940	9,900	22,280	34,650	49,500
2d Bus Cpe	700	2,100	3,500	7,880	12,250	17,500
2d Spt Cpe	720	2,160	3,600	8,100	12,600	18,000
2d 5P Cpe	740	2,220	3,700	8,330	12,950	18,500
2d Sed	640	1,920	3,200	7,200	11,200	16,000
4d Sed	644	1,932	3,220	7,250	11,270	16,100
1946 Streamliner, 8-cyl.						
5P Cpe	780	2,340	3,900	8,780	13,650	19,500
4d Sed	652	1,956	3,260	7,340	11,410	16,300
4d Sta Wag	3,120	9,360	15,600	35,100	54,600	78,000
4d DeL Sta Wag	3,200	9,600	16,000	36,000	56,000	80,000
NOTE: Deduct 5% for 6-cyl. models.						
1947 Torpedo, 8-cyl.						
2d Conv	1,980	5,940	9,900	22,280	34,650	49,500
2d DeL Conv	2,040	6,120	10,200	22,950	35,700	51,000
2d Bus Cpe	740	2,220	3,700	8,330	12,950	18,500
2d Spt Cpe	760	2,280	3,800	8,550	13,300	19,000
2d 5P Cpe	760	2,280	3,800	8,550	13,300	19,000
2d Sed	640	1,920	3,200	7,200	11,200	16,000
4d Sed	684	2,052	3,420	7,700	11,970	17,100
1947 Streamliner, 8-cyl.						
2d Cpe	780	2,340	3,900	8,780	13,650	19,500
4d Sed	700	2,100	3,500	7,880	12,250	17,500
4d Sta Wag	3,120	9,360	15,600	35,100	54,600	78,000
4d DeL Sta Wag	3,200	9,600	16,000	36,000	56,000	80,000
NOTE: Deduct 5% for 6-cyl. models.						
1948 Torpedo, 8-cyl.						
2d Bus Cpe	740	2,220	3,700	8,330	12,950	18,500
2d Spt Cpe	760	2,280	3,800	8,550	13,300	19,000
2d 5P Cpe	780	2,340	3,900	8,780	13,650	19,500
2d Sed	660	1,980	3,300	7,430	11,550	16,500
4d Sed	680	2,050	3,420	7,700	11,970	17,100
1948 DeLuxe Torpedo, 8-cyl.						
2d Conv	2,020	6,060	10,100	22,730	35,350	50,500
2d Spt Cpe	800	2,400	4,000	9,000	14,000	20,000
2d 5P Cpe	810	2,440	4,060	9,140	14,210	20,300
4d Sed	710	2,120	3,540	7,970	12,390	17,700
1948 DeLuxe Streamliner, 8-cyl.						
2d Cpe	820	2,460	4,100	9,230	14,350	20,500
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d Sta Wag	3,200	9,600	16,000	36,000	56,000	80,000
NOTE: Deduct 5% for 6-cyl. models.						
1949-50 Streamliner, 8-cyl.						
2d Cpe Sed	730	2,180	3,630	8,170	12,710	18,150
4d Sed	700	2,110	3,520	7,920	12,320	17,600
4d Sta Wag	790	2,380	3,960	8,910	13,860	19,800
4d Wood Sta Wag ('49 only)	2,560	7,680	12,800	28,800	44,800	64,000
1949-50 Streamliner DeLuxe, 8-cyl.						
4d Sed	730	2,180	3,630	8,170	12,710	18,150
2d Cpe Sed	750	2,240	3,740	8,420	13,090	18,700
4d Stl Sta Wag	810	2,440	4,060	9,140	14,210	20,300
4d Woodie (1949 only)	2,640	7,920	13,200	29,700	46,200	66,000
2d Sed Dely	1,600	4,800	8,000	18,000	28,000	40,000
1949-50 Chieftain, 8-cyl.						
4d Sed	690	2,070	3,460	7,770	12,090	17,275
2d Sed	690	2,070	3,450	7,760	12,080	17,250
2d Cpe Sed	690	2,070	3,450	7,760	12,080	17,250
2d Bus Cpe	660	1,980	3,300	7,430	11,550	16,500
1949-50 Chieftain DeLuxe, 8-cyl.						
4d Sed	700	2,110	3,520	7,920	12,320	17,600
2d Sed	730	2,180	3,630	8,170	12,710	18,150
2d Bus Cpe (1949 only)	750	2,240	3,740	8,420	13,090	18,700
2d HT (1950 only)	1,000	3,000	5,000	11,250	17,500	25,000
2d Cpe Sed	710	2,140	3,570	8,020	12,480	17,825
2d Sup HT (1950 only)	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,720	5,160	8,600	19,350	30,100	43,000
NOTE: Deduct 5% for 6-cyl. models.						
1951-52 Streamliner, 8-cyl. (1951 only)						
2d Cpe Sed	730	2,180	3,630	8,170	12,710	18,150
4d Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1951-52 Streamliner DeLuxe, 8-cyl. (1951 only)						
2d Cpe Sed	690	2,070	3,450	7,760	12,080	17,250
4d Sta Wag	1,860	5,590	9,310	20,950	32,590	46,550
2d Sed Dely	1,600	4,800	8,000	18,000	28,000	40,000
1951-52 Chieftain, 8-cyl.						
4d Sed	690	2,070	3,450	7,760	12,080	17,250
2d Sed	690	2,070	3,450	7,760	12,080	17,250
2d Cpe Sed	690	2,070	3,460	7,770	12,090	17,275
2d Bus Cpe	750	2,240	3,740	8,420	13,090	18,700
1951-52 Chieftain DeLuxe, 8-cyl.						
4d Sed	700	2,110	3,520	7,920	12,320	17,600
2d Sed	730	2,180	3,630	8,170	12,710	18,150
2d Cpe Sed	710	2,140	3,570	8,020	12,480	17,825
2d HT	1,160	3,480	5,800	13,050	20,300	29,000
2d HT Sup	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,720	5,160	8,600	19,350	30,100	43,000
NOTE: Deduct 5% for 6-cyl. models.						
1953 Chieftain, 8-cyl., 122" wb						
4d Sed	680	2,050	3,410	7,670	11,940	17,050
2d Sed	730	2,180	3,630	8,170	12,710	18,150
4d Paint Sta Wag	1,060	3,190	5,320	11,970	18,620	26,600
4d Woodgrain Sta Wag	1,100	3,310	5,510	12,400	19,290	27,550
2d Sed Dely	1,710	5,130	8,550	19,240	29,930	42,750
1953 Chieftain DeLuxe, 8-cyl.						
4d Sed	770	2,310	3,850	8,660	13,480	19,250
2d Sed	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,860	5,590	9,310	20,950	32,590	46,550
4d Mtl Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
4d Sim W Sta Wag	1,370	4,100	6,840	15,390	23,940	34,200
1953 Custom Catalina, 8-cyl.						
2d HT	1,330	3,990	6,650	14,960	23,280	33,250
NOTE: Deduct 5% for 6-cyl. models.						
1954 Chieftain, 8-cyl., 122" wb						
4d Sed	680	2,050	3,410	7,670	11,940	17,050
2d Sed	730	2,180	3,630	8,170	12,710	18,150
4d Sta Wag	1,060	3,190	5,320	11,970	18,620	26,600
1954 Chieftain DeLuxe, 8-cyl.						
4d Sed	770	2,310	3,850	8,660	13,480	19,250
2d Sed	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
4d Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
1954 Custom Catalina, 8-cyl.						
2d HT	1,330	3,990	6,650	14,960	23,280	33,250
1954 Star Chief DeLuxe, 8-cyl.						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1954 Star Custom Chief, 8-cyl.						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
1954 Star Chief Custom Catalina						
2d HT	1,480	4,440	7,400	16,650	25,900	37,000
NOTE: Deduct 5% for 6-cyl. models.						
1955 Chieftain 860, V-8						
4d Sed	790	2,380	3,960	8,910	13,860	19,800
2d Sed	760	2,280	3,800	8,550	13,300	19,000
2d Sta Wag	1,180	3,530	5,890	13,250	20,620	29,450
4d Sta Wag	1,030	3,080	5,130	11,540	17,960	25,650
1955 Chieftain 870, V-8, 122" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Sed	870	2,620	4,370	9,830	15,300	21,850
2d HT	1,330	3,990	6,650	14,960	23,280	33,250
4d Sta Wag	1,100	3,310	5,510	12,400	19,290	27,550
1955 Star Chief Custom Safari, 122" wb						
2d Sta Wag	3,200	9,600	16,000	36,000	56,000	80,000
1955 Star Chief, V-8, 124" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
1955 Star Chief Custom, V-8, 124" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
1955 Star Chief Custom Catalina						
2d HT	1,480	4,450	7,410	16,670	25,940	37,050
Note: Add 5% for 287-cid/200-hp V-8.						
1956 Chieftain 860, V-8, 122" wb						
4d Sed	790	2,380	3,960	8,910	13,860	19,800
4d HT	860	2,570	4,290	9,650	15,020	21,450
2d Sed	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,330	3,990	6,650	14,960	23,280	33,250
2d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
4d Sta Wag	1,030	3,080	5,130	11,540	17,960	25,650
1956 Chieftain 870, V-8, 122" wb						
4d Sed	810	2,440	4,070	9,160	14,250	20,350
4d HT	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,330	3,990	6,650	14,960	23,280	33,250
4d Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
1956 Star Chief Custom Safari, V-8, 122" wb						
2d Sta Wag	3,200	9,600	16,000	36,000	56,000	80,000
1956 Star Chief, V-8, 124" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Conv	1,900	5,700	9,500	21,380	33,250	47,500
1956 Star Chief Custom Catalina, V-8, 124" wb						
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,600	4,790	7,980	17,960	27,930	39,900
NOTE: Add 5% for 317-cid/205-hp V-8. Add 10% for 317/216-hp V-8. Add 15% for 317/227-hp V-8. Add 25% for 317/285-hp "NASCAR" V-8.						
1957 Chieftain, V-8, 122" wb						
4d Sed	790	2,380	3,960	8,910	13,860	19,800
4d HT	860	2,570	4,290	9,650	15,020	21,450
2d Sed	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
4d Sta Wag	1,030	3,080	5,130	11,540	17,960	25,650
2d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
1957 Super Chief, V-8, 122" wb						
4d Sed	810	2,440	4,070	9,160	14,250	20,350
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,440	4,320	7,200	16,200	25,200	36,000
4d Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
1957 Star Chief Custom Safari, V-8, 122" wb						
4d Sta Wag	2,220	6,660	11,100	24,980	38,850	55,500
2d Sta Wag	4,000	12,000	20,000	45,000	70,000	100,000
1957 Star Chief, V-8, 124" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Conv	3,020	9,060	15,110	33,990	52,870	75,525
2d Bonneville Conv*	7,030	21,090	35,150	79,090	123,030	175,750
1957 Star Chief Custom, V-8, 124" wb						
4d Sed	910	2,740	4,560	10,260	15,960	22,800
4d HT	800	2,390	3,990	8,980	13,970	19,950
2d HT	1,710	5,130	8,550	19,240	29,930	42,750
NOTE: Add 5% for 347-cid/244-hp V-8. Add 10% for 347-cid/252-hp V-8. Add 15% for 347/270-hp V-8. Add 25% for 347/317-hp "NASCAR" V-8. Add 30 pecent for 347/317-hp "NASCAR" V-8 dual points.						
1958 Chieftain, V-8, 122" wb						
4d Sed	750	2,240	3,740	8,420	13,090	18,700
4d HT	840	2,510	4,180	9,410	14,630	20,900
2d Sed	1,030	3,080	5,130	11,540	17,960	25,650
2d HT	1,250	3,760	6,270	14,110	21,950	31,350
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
4d 9P Safari	950	2,850	4,750	10,690	16,630	23,750
1958 Super-Chief, V-8, 122" wb						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d HT	870	2,620	4,370	9,830	15,300	21,850
2d HT	1,290	3,880	6,460	14,540	22,610	32,300
1958 Star Chief, V-8, 124" wb						
4d Cus Sed	840	2,510	4,180	9,410	14,630	20,900
4d HT	910	2,740	4,560	10,260	15,960	22,800
2d HT	1,290	3,880	6,460	14,540	22,610	32,300
4d Cus Safari	1,250	3,760	6,270	14,110	21,950	31,350
1958 Bonneville, V-8, 122" wb						
2d HT	2,800	8,400	14,000	31,500	49,000	70,000
2d Conv	5,000	15,000	25,000	56,250	87,500	125,000
NOTE: Add 10% for 285hp 4V. Add 20% for 300hp tri-power. Add 40% for PK or PM Nascar V-8. Add 50% for fuel-injection Bonneville; 40% for tri-power option.						
1959 Catalina, V-8, 122" wb						
4d Sed	770	2,310	3,850	8,660	13,480	19,250
4d HT	780	2,330	3,890	8,750	13,620	19,450
2d Sed	1,050	3,140	5,230	11,760	18,290	26,125
2d HT	1,290	3,880	6,460	14,540	22,610	32,300
2d Conv	2,320	6,950	11,590	26,080	40,570	57,950
1959 Safari, V-8, 124" wb						
4d 6P Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
4d 9P Sta Wag	1,160	3,480	5,800	13,040	20,280	28,975
1959 Star Chief, V-8, 124" wb						
4d Sed	860	2,570	4,280	9,620	14,960	21,375
4d HT	930	2,790	4,660	10,470	16,290	23,275
2d Sed	1,060	3,190	5,320	11,970	18,620	26,600
1959 Bonneville, V-8, 124" wb						
4d HT	950	2,850	4,750	10,690	16,630	23,750
2d HT	1,710	5,130	8,550	19,240	29,930	42,750
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
1959 Custom Safari, V-8, 122" wb						
4d Sta Wag	1,250	3,760	6,270	14,110	21,950	31,350
NOTE: Add 10% for 8 lugs. Add 15% for 300 tri-power. Add 25% for 320 4V engine. Add 30% for 345hp tri-power						
1960 Catalina, V-8, 122" wb						
4d Sed	700	2,100	3,500	7,880	12,250	17,500
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d Sed	1,100	3,300	5,500	12,380	19,250	27,500
2d HT	1,360	4,080	6,800	15,300	23,800	34,000
2d Conv	2,440	7,320	12,200	27,450	42,700	61,000
1960 Safari, V-8, 122" wb						
4d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
4d 6P Sta Wag	1,220	3,660	6,100	13,730	21,350	30,500
1960 Ventura, V-8, 122" wb						
4d HT	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,440	4,320	7,200	16,200	25,200	36,000
1960 Star Chief, V-8, 124" wb						
4d Sed	900	2,700	4,500	10,130	15,750	22,500
4d HT	980	2,940	4,900	11,030	17,150	24,500
2d Sed	1,120	3,360	5,600	12,600	19,600	28,000
1960 Bonneville, V-8, 124" wb						
4d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
1960 Bonneville Safari, V-8, 122" wb						
4d Sta Wag	1,280	3,840	6,400	14,400	22,400	32,000
NOTE: Add 5 perecent for 389-cid-283-hp V-8. Add 10% for 389/303-hp V-8. Add 15% for 389/315-hp Tri-Power V-8. Add 20% for 389/345 "NASCAR" four-barrel V-8. Add 30% for 389/348-hp Tri-Power V-8.						
1961 Tempest Compact, 4-cyl.						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Cpe	490	1,460	2,440	5,490	8,540	12,200
2d Cus Cpe	540	1,620	2,700	6,080	9,450	13,500
4d Safari Wag	530	1,590	2,650	5,960	9,280	13,250
NOTE: Add 20% for 215-cid/155-hp V-8.						
1961 Catalina, V-8, 119" wb						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d Sed	1,020	3,060	5,100	11,480	17,850	25,500
2d HT	1,340	4,020	6,700	15,080	23,450	33,500
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000
4d Safari Wag	1,200	3,600	6,000	13,500	21,000	30,000
2d HT421 Super Duty	10,000	30,000	50,000	125,000	175,000	250,000
1961 Ventura, V-8, 119" wb						
4d HT	900	2,700	4,500	10,130	15,750	22,500
2d HT	2,200	6,600	11,000	24,750	38,500	55,000
1961 Star Chief, V-8, 123" wb						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
4d HT	860	2,580	4,300	9,680	15,050	21,500
1961 Bonneville, V-8, 123" wb						
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
1961 Bonneville Safari, V-8, 119" wb						
4d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
NOTE: Add 5% for 389-cid/230-hp V-8. Add 10% for 389/23-hp V-8. Add 10 pecent for 389-cid/267-hp v-8. Add 15% for 389/283-hp V-8. Add 20% for 389/303-hp V-8. Add 25% for 389/303-hp V-8. Add 25% for 389/318-hp Tri-Power V-8. Add 30 pecent for 389/333-hp V-8. Add 35% for 389/348-hp Tri-Power V-8. Add 40% for 421-cid/405-p dual quad V-8. Add 25% for aluminum front sheet metal. Add 10 percent for 4-speed manual transmission. Add 5% for 3-lug wheels.						
1962 Tempest, 4-cyl., 122" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Cpe	490	1,460	2,440	5,490	8,540	12,200
2d HT	800	2,400	4,000	9,000	14,000	20,000
2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
4d Safari	530	1,590	2,650	5,960	9,280	13,250
NOTE: Add 10% for 215-cid/155-hp V-8. Add 20% for 215-cid/215-hp V-8.						
1962 Catalina, V-8, 120" wb						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000

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2d HT	1,340	4,020	6,700	15,080	23,450	33,500
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000
4d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
2d HT (421/405)	8,000	24,000	40,000	90,000	140,000	200,000
2d Sed (421/405)	7,000	21,000	35,000	78,750	122,500	175,000

1962 Star Chief, V-8, 123" wb

4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	840	2,520	4,200	9,450	14,700	21,000

1962 Bonneville, V-8, 123" wb, Sta Wag 119" wb

4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
4d Sta Wag	1,080	3,240	5,400	12,150	18,900	27,000

1962 Grand Prix, V-8, 120" wb

2d HT	1,600	4,800	8,000	18,000	28,000	40,000

NOTE: Add 5% for 389-cid/230-hp V-8. Add 10% for 389/235-hp V-8. Add 15% for 389/267-hp V-8. Add 20 pecent for 389/283-hp V-8. Add 25% ofor 389/303-hp V-8. Add 30% for 389/333-hp V-8. Add 40% for 389/348-hp Tri-Power V-8. Add 35% for 389-cid/318-hp Tri-Power V-8. Add 45% for 389/385-hp V-8. Add 50% for 421-cid/405-hp V-8. Add 10% for 8-lug wheels..

1963 Tempest (Compact), 4-cyl., 112" wb

4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Cpe	500	1,500	2,500	5,630	8,750	12,500
2d HT	840	2,520	4,200	9,450	14,700	21,000
2d Conv	1,100	3,300	5,500	12,380	19,250	27,500
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000

1963 LeMans, V-8, 112" wb

2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000

NOTE: Add 10% for 326-cid/260-hp V-8.

1963 Catalina, V-8, 119" wb

4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d HT	680	2,040	3,400	7,650	11,900	17,000
2d Sed	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000
4d Sta Wag	1,080	3,240	5,400	12,150	18,900	27,000

1963 Catalina Super-Duty

2d HT (421/405)	8,000	24,000	40,000	90,000	140,000	200,000
2d HT (421/410)	8,400	25,200	42,000	94,500	147,000	210,000
2d Sed (421/405)	7,800	23,400	39,000	87,750	136,500	195,000
2d Sed (421/410)	7,840	23,520	39,200	88,200	137,200	196,000

NOTE: Add 5% for 4-speed.

1963 Star Chief, V-8, 123" wb

4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT	880	2,640	4,400	9,900	15,400	22,000

1963 Bonneville, V-8, 123" wb

2d HT	1,880	5,640	9,400	21,150	32,900	47,000
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
4d Sta Wag	1,120	3,360	5,600	12,600	19,600	28,000

1963 Grand Prix, V-8, 120" wb

2d HT	1,680	5,040	8,400	18,900	29,400	42,000

NOTE: Add 5% for 389-cid/230-hp V-8. Add 10% for 389/235-hp Bonneville V-8. Add 15% for 389/267-hp V-8. Add 15% for 389/283-hp V-8. Add 20% for 389/303-hp V-8. Add 25% for 389/313-hp Tri-Power V-8. Add 30% for 421-cid/353-hp Tri-Power V-8. Add 35% for 421/370-hp Tri-Power V-8. Add 40% for 421/390-hp V-8. Add 45% for 421/405-hp dual-quad V-8. Add 50% for 421/410-hp Tri-Power V-8.

1964 Tempest Custom 21, V-8, 115" wb

4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d HT	840	2,520	4,200	9,450	14,700	21,000
2d Conv	1,100	3,300	5,500	12,380	19,250	27,500
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000

1964 LeMans, V-8, 115" wb

2d HT	960	2,880	4,800	10,800	16,800	24,000
2d Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
2d GTO Cpe	2,000	6,000	10,000	22,500	35,000	50,000

Note: Add 5% for 326-cid/250-hp V-8. Add 10% for 326/280-hp V-8. Add 40% for GTO with 389/340-hp Tri-Power V-8.

2d GTO Conv	2,800	8,400	14,000	31,500	49,000	70,000
2d GTO HT	2,200	6,600	11,000	24,750	38,500	55,000

NOTE: Add 10% for 326/250 V-8. Add 20% for 326/280 V-8. Deduct 10% for six. Add 20% for GTO tri-power V-8.

1964 Catalina, V-8, 120" wb

4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d HT	680	2,040	3,400	7,650	11,900	17,000
2d Sed	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000
4d Sta Wag	1,080	3,240	5,400	12,150	18,900	27,000
1d Sed 421 Super Duty	8,000	24,000	40,000	100,000	140,000	200,000
2d HT 421 Super Duty	8,400	25,200	42,000	105,000	147,000	210,000

1964 Star Chief, V-8, 123" wb

4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT	880	2,640	4,400	9,900	15,400	22,000

1964 Bonneville, V-8, 123" wb

4d HT	840	2,520	4,200	9,450	14,700	21,000
2d HT	1,880	5,640	9,400	21,150	32,900	47,000
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
4d Sta Wag	1,120	3,360	5,600	12,600	19,600	28,000

1964 Grand Prix, V-8, 120" wb

2d HT	1,680	5,040	8,400	18,900	29,400	42,000

NOTE: Deduct 5% for 389-cid/230-hp Economy V-8 Add 10% for 389/306-hp V-8. Add 15% for 421/320-hp V-8. Add 20% 389/330-hp Tri-Power V-8. Add 25% for 421/350-hp Tri-Power V-8. Add 20% for Catalina 2+2.

1965 Tempest, 115" wb

4d Sed	780	2,350	3,920	8,820	13,720	19,600
2d Spt Cpe	940	2,830	4,720	10,620	16,520	23,600
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000

1965 LeMans, 115" wb

4d Sed	840	2,520	4,200	9,450	14,700	21,000
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,520	4,560	7,600	17,100	26,600	38,000
2d GTO Conv	2,800	8,400	14,000	31,500	49,000	70,000
2d GTO HT	2,200	6,600	11,000	24,750	38,500	55,000
2d GTO Cpe	1,920	5,760	9,600	21,600	33,600	48,000

NOTE: Add 20% for 326/250 V-8. Add 25% for 320/285 V-8. Add 20% for GTO 389/360 tri-power. Add 10% for Rally Rims. Add 10% for 4-Speed.

1965 Catalina, V-8, 121" wb

4d Sed	392	1,176	1,960	4,410	6,860	9,800
4d HT	480	1,440	2,400	5,400	8,400	12,000
2d Sed	660	1,980	3,300	7,430	11,550	16,500
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
4d Sta Wag	700	2,100	3,500	7,880	12,250	17,500

1965 Star Chief, V-8, 123" wb

4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d HT	500	1,500	2,500	5,630	8,750	12,500

1965 Bonneville, V-8, 123" wb

4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
4d 2S Sta Wag	760	2,280	3,800	8,550	13,300	19,000

1965 Grand Prix, 120" wb

2d HT	1,400	4,200	7,000	15,750	24,500	35,000

NOTE: Add 10% for 389/335 V-8. Add 20% for 389/360 tri-power V-8. Add 15% for 421/338 V-8. Add 20% for 421/356 tri-power V-8. Add 30% for 421/376 tri-power V-8. Add 20% for 2+2 option.

1966 Tempest Custom, OHC-6, 115" wb

4d Sed	780	2,350	3,920	8,820	13,720	19,600
4d HT	830	2,480	4,140	9,320	14,490	20,700
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Cpe	940	2,830	4,720	10,620	16,520	23,600
2d Conv	1,360	4,080	6,800	15,300	23,800	34,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000

1966 LeMans, OHC-6, 115" wb

4d HT	760	2,280	3,800	8,550	13,300	19,000
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,520	4,560	7,600	17,100	26,600	38,000

1966 GTO, V-8, 115" wb

2d HT	2,200	6,600	11,000	24,750	38,500	55,000
2d Cpe	1,920	5,760	9,600	21,600	33,600	48,000
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000

NOTE: Add 5% for 4-speed. Add 10% for Rally Rims. Add 20% for 326/250 V-8. Add 25% for 326/285 V-8. Add 25% for GTO 389/360 tri power V-8. Add 30% for tri power option.

1966 Catalina, V-8, 121" wb

4d Sed	390	1,180	1,960	4,410	6,860	9,800
4d HT	480	1,440	2,400	5,400	8,400	12,000
2d Sed	660	1,980	3,300	7,430	11,550	16,500
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
4d Sta Wag	700	2,100	3,500	7,880	12,250	17,500

1966 2 Plus 2, V-8, 121" wb

2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000

1966 Executive, V-8, 124" wb

4d Sed	460	1,380	2,300	5,180	8,050	11,500
4d HT	500	1,500	2,500	5,630	8,750	12,500
2d HT	920	2,760	4,600	10,350	16,100	23,000

1966 Bonneville, V-8, 124" wb

4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
4d Sta Wag	760	2,280	3,800	8,550	13,300	19,000

1966 Grand Prix, V-8, 121" wb

2d HT	1,400	4,200	7,000	15,750	24,500	35,000

NOTE: Add 10% for 389/325 V-8. Add 20% for 421/338 V-8. Add 30% for 421/356 V-8 tri-power. Add 40% for 421/376 V-8 tri-power. Add 10% for Venture Custom (Catalina)

OAKLAND

1907 Model A, 4-cyl., 96" wb - 100" sb

All Body Styles	1,400	4,200	7,000	15,750	24,500	35,000

1909 Model 20, 2-cyl., 112" wb

All Body Styles	1,280	3,840	6,400	14,400	22,400	32,000

1909 Model 40, 4-cyl., 112" wb

All Body Styles	1,200	3,600	6,000	13,500	21,000	30,000

1910-11 Model 24, 4-cyl., 96" wb

Rds	1,200	3,600	6,000	13,500	21,000	30,000

1910-11 Model 25, 4-cyl., 100" wb

Tr	1,200	3,600	6,000	13,500	21,000	30,000

1910-11 Model 33, 4-cyl., 106" wb

Tr	1,160	3,480	5,800	13,050	20,300	29,000

NOTE: Model 33 - 1911 only

1910-11 Model K, 4-cyl., 102" wb

Tr	1,200	3,600	6,000	13,500	21,000	30,000

1910-11 Model M, 4-cyl., 112" wb

Rds	1,200	3,600	6,000	13,500	21,000	30,000

1912 Model 30, 4-cyl., 106" wb

5P Tr	1,160	3,480	5,800	13,050	20,300	29,000
Rbt	1,120	3,360	5,600	12,600	19,600	28,000

1912 Model 40, 4-cyl., 112" wb

5P Tr	1,200	3,600	6,000	13,500	21,000	30,000
Cpe	800	2,400	4,000	9,000	14,000	20,000
Rds	1,160	3,480	5,800	13,050	20,300	29,000

1912 Model 45, 4-cyl., 120" wb

7P Tr	1,320	3,960	6,600	14,850	23,100	33,000
4P Tr	1,240	3,720	6,200	13,950	21,700	31,000
Limo	880	2,640	4,400	9,900	15,400	22,000

1913 Greyhound 6-60, 6-cyl., 130" wb

4P Tr	1,320	3,960	6,600	14,850	23,100	33,000
7P Tr	1,400	4,200	7,000	15,750	24,500	35,000
Rbt	1,120	3,360	5,600	12,600	19,600	28,000

1913 Model 42, 4-cyl., 116" wb

5P Tr	1,280	3,840	6,400	14,400	22,400	32,000
3P Rds	1,200	3,600	6,000	13,500	21,000	30,000
4P Cpe	600	1,800	3,000	6,750	10,500	15,000

1913 Model 35, 4-cyl., 112" wb

5P Tr	1,200	3,600	6,000	13,500	21,000	30,000
3P Rds	1,180	3,540	5,900	13,280	20,650	29,500

1913 Model 40, 4-cyl., 114" wb

5P Tr	1,240	3,720	6,200	13,950	21,700	31,000

1913 Model 45, 4-cyl., 120" wb

7P Limo	840	2,520	4,200	9,450	14,700	21,000

1914 Model 6-60, 6-cyl., 130" wb

Rbt	1,200	3,600	6,000	13,500	21,000	30,000
Rds	1,200	3,600	6,000	13,500	21,000	30,000
Cl Cpl	960	2,880	4,800	10,800	16,800	24,000
Tr	1,240	3,720	6,200	13,950	21,700	31,000

1914 Model 6-48, 6-cyl., 130" wb

Spt	1,240	3,720	6,200	13,950	21,700	31,000
Rds	1,200	3,600	6,000	13,500	21,000	30,000
Tr	1,200	3,600	6,000	13,500	21,000	30,000

1914 Model 43, 4-cyl., 116" wb

5P Tr	1,160	3,480	5,800	13,050	20,300	29,000
Cpe	960	2,880	4,800	10,800	16,800	24,000
Sed	1,000	3,000	5,000	11,250	17,500	25,000

1914 Model 36, 4-cyl., 112" wb

5P Tr	1,120	3,360	5,600	12,600	19,600	28,000
Cabr	1,160	3,480	5,800	13,050	20,300	29,000

1914 Model 35, 4-cyl., 112" wb

Rds	1,120	3,360	5,600	12,600	19,600	28,000
5P Tr	1,120	3,360	5,600	12,600	19,600	28,000

1915-16 Model 37 - Model 38, 4-cyl., 112" wb

Tr	1,120	3,360	5,600	12,600	19,600	28,000
Rds	1,120	3,360	5,600	12,600	19,600	28,000
Spd	1,180	3,540	5,900	13,280	20,650	29,500

1915-16 Model 49 - Model 32, 6-cyl., 110"-123.5" wb

Tr	1,200	3,600	6,000	13,500	21,000	30,000
Rds	1,200	3,600	6,000	13,500	21,000	30,000

1915-16 Model 50, 8-cyl., 127" wb

7P Tr	1,280	3,840	6,400	14,400	22,400	32,000

NOTE: Model 37 and Model 49 are 1915 models.

1917 Model 34, 6-cyl., 112" wb

Rds	1,120	3,360	5,600	12,600	19,600	28,000
5P Tr	1,200	3,600	6,000	13,500	21,000	30,000
Cpe	720	2,160	3,600	8,100	12,600	18,000
Sed	760	2,280	3,800	8,550	13,300	19,000

1917 Model 50, 8-cyl., 127" wb

7P Tr	1,280	3,840	6,400	14,400	22,400	32,000

1918 Model 34-B, 6-cyl., 112" wb

5P Tr	1,200	3,600	6,000	13,500	21,000	30,000
Rds	1,120	3,360	5,600	12,600	19,600	28,000
Rds Cpe	1,140	3,420	5,700	12,830	19,950	28,500
Tr Sed	680	2,040	3,400	7,650	11,900	17,000
4P Cpe	720	2,160	3,600	8,100	12,600	18,000
Sed	760	2,280	3,800	8,550	13,300	19,000

1919 Model 34-B, 6-cyl., 112" wb

5P Tr	1,200	3,600	6,000	13,500	21,000	30,000
Rds	1,120	3,360	5,600	12,600	19,600	28,000
Rds Cpe	1,140	3,420	5,700	12,830	19,950	28,500
Cpe	720	2,160	3,600	8,100	12,600	18,000
Sed	760	2,280	3,800	8,550	13,300	19,000

1920 Model 34-C, 6-cyl., 112" wb

Tr	1,200	3,600	6,000	13,500	21,000	30,000
Rds	1,120	3,360	5,600	12,600	19,600	28,000
Sed	760	2,280	3,800	8,550	13,300	19,000
Cpe	720	2,160	3,600	8,100	12,600	18,000

1921-22 Model 34-C, 6-cyl., 115" wb

Tr	1,200	3,600	6,000	13,500	21,000	30,000
Rds	1,120	3,360	5,600	12,600	19,600	28,000
Sed	760	2,280	3,800	8,550	13,300	19,000
Cpe	720	2,160	3,600	8,100	12,600	18,000

1923 Model 6-44, 6-cyl., 115" wb

Rds	1,000	3,000	5,000	11,250	17,500	25,000
Tr	1,000	3,000	5,000	11,250	17,500	25,000
Spt Rds	1,060	3,180	5,300	11,930	18,550	26,500
Spt Tr	1,060	3,180	5,300	11,930	18,550	26,500
2P Cpe	640	1,920	3,200	7,200	11,200	16,000
4P Cpe	680	2,040	3,400	7,650	11,900	17,000
Sed	720	2,160	3,600	8,100	12,600	18,000

1924-25 Model 6-54, 6-cyl., 113" wb

5P Tr	1,200	3,600	6,000	13,500	21,000	30,000
Spl Tr	1,220	3,660	6,100	13,730	21,350	30,500
Rds	1,200	3,600	6,000	13,500	21,000	30,000
Spl Rds	1,220	3,660	6,100	13,730	21,350	30,500
4P Cpe	640	1,920	3,200	7,200	11,200	16,000
Lan Cpe	660	1,980	3,300	7,430	11,550	16,500
Sed	680	2,040	3,400	7,650	11,900	17,000
Lan Sed	700	2,100	3,500	7,880	12,250	17,500
2d Sed	640	1,920	3,200	7,200	11,200	16,000
2d Lan Sed	660	1,980	3,300	7,430	11,550	16,500

1926-27 Greater Six, 6-cyl., 113" wb

Tr	1,120	3,360	5,600	12,600	19,600	28,000
Spt Phae	1,200	3,600	6,000	13,500	21,000	30,000
Rds	1,120	3,360	5,600	12,600	19,600	28,000
Spt Rds	1,200	3,600	6,000	13,500	21,000	30,000
Lan Cpe	680	2,040	3,400	7,650	11,900	17,000
2d Sed	640	1,920	3,200	7,200	11,200	16,000
Sed	720	2,160	3,600	8,100	12,600	18,000
Lan Sed	840	2,520	4,200	9,450	14,700	21,000

1928 Model 212, All-American, 6-cyl., 117" wb

Spt Rds	1,200	3,600	6,000	13,500	21,000	30,000
Phae	1,320	3,960	6,600	14,850	23,100	33,000
Lan Cpe	680	2,040	3,400	7,650	11,900	17,000
Cabr	1,240	3,720	6,200	13,950	21,700	31,000
2d Sed	660	1,980	3,300	7,430	11,550	16,500
Sed	740	2,220	3,700	8,330	12,950	18,500
Lan Sed	860	2,580	4,300	9,680	15,050	21,500

1929 Model 212, All-American, 6-cyl., 117" wb

Spt Rds	1,220	3,660	6,100	13,730	21,350	30,500
Spt Phae	1,360	4,080	6,800	15,300	23,800	34,000
Cpe	720	2,160	3,600	8,100	12,600	18,000
Conv	1,320	3,960	6,600	14,850	23,100	33,000
2d Sed	660	1,980	3,300	7,430	11,550	16,500
Brgm	700	2,100	3,500	7,880	12,250	17,500

	6	5	4	3	2	1
Sed	760	2,280	3,800	8,550	13,300	19,000
Spl Sed	780	2,340	3,900	8,780	13,650	19,500
Lan Sed	860	2,580	4,300	9,680	15,050	21,500
1930 Model 101, V-8, 117" wb						
Spt Rds	1,400	4,200	7,000	15,750	24,500	35,000
Phae	1,480	4,440	7,400	16,650	25,900	37,000
Cpe	800	2,400	4,000	9,000	14,000	20,000
Spt Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Sed	720	2,160	3,600	8,100	12,600	18,000
Sed	420	1,260	2,100	4,730	7,350	10,500
Cus Sed	440	1,320	2,200	4,950	7,700	11,000
1931 Model 301, V-8, 117" wb						
Cpe	560	1,680	2,800	6,300	9,800	14,000
Spt Cpe	600	1,800	3,000	6,750	10,500	15,000
Conv	1,160	3,480	5,800	13,050	20,300	29,000
2d Sed	440	1,320	2,200	4,950	7,700	11,000
Sed	420	1,260	2,100	4,730	7,350	10,500
Cus Sed	440	1,320	2,200	4,950	7,700	11,000

REO

	6	5	4	3	2	1
1905 2-cyl., 16 hp, 88" wb						
5P Detachable Tonn	2,400	7,200	12,000	27,000	42,000	60,000
1905 1-cyl., 7-1/2" hp, 76" wb						
Rbt	1,840	5,520	9,200	20,700	32,200	46,000
1906 1-cyl., 8 hp, 76" wb						
2P Bus Rbt	1,840	5,520	9,200	20,700	32,200	46,000
1906 1-cyl., 8 hp, 78" wb						
4P Rbt	1,880	5,640	9,400	21,150	32,900	47,000
1906 2-cyl., 16 hp, 90" wb						
2P Physician's Vehicle	1,880	5,640	9,400	21,150	32,900	47,000
4P Cpe/Depot Wag	1,920	5,760	9,600	21,600	33,600	48,000
5P Tr	1,860	5,580	9,300	20,930	32,550	46,500
1906 Four - 24 hp, 100" wb						
5P Tr	2,040	6,120	10,200	22,950	35,700	51,000
1907 2-cyl., 16/20 hp, 94" wb						
5P Tr	2,000	6,000	10,000	22,500	35,000	50,000
7P Limo	1,800	5,400	9,000	20,250	31,500	45,000
1907 1-cyl., 8 hp, 78" wb						
2/4P Rbt	1,840	5,520	9,200	20,700	32,200	46,000
2P Rbt	1,800	5,400	9,000	20,250	31,500	45,000
1908 1-cyl., 8/10 hp, 78" wb						
Rbt	1,840	5,520	9,200	20,700	32,200	46,000
1908 2-cyl., 18/20 hp, 94" wb						
Tr	2,000	6,000	10,000	22,500	35,000	50,000
Rds	1,920	5,760	9,600	21,600	33,600	48,000
1909 1-cyl., 10/12 hp, 78" wb						
Rbt	1,840	5,520	9,200	20,700	32,200	46,000
1909 2-cyl., 20/22, 96" wb						
Tr	2,000	6,000	10,000	22,500	35,000	50,000
Semi-Racer	2,200	6,600	11,000	24,750	38,500	55,000
1910 1-cyl., 10/12 hp, 78" wb						
Rbt	1,840	5,520	9,200	20,700	32,200	46,000
1910 2-cyl., 20 hp, 96" wb						
Tr	2,200	6,600	11,000	24,750	38,500	55,000
1910 Four, 35 hp, 108" wb						
5P Tr	2,240	6,720	11,200	25,200	39,200	56,000
4P Demi-Tonn	2,320	6,960	11,600	26,100	40,600	58,000
1911 Twenty-Five, 4-cyl., 22.5 hp, 98" wb						
Rbt	1,960	5,880	9,800	22,050	34,300	49,000
1911 Thirty, 4-cyl., 30 hp, 108" wb						
2P Torp Rds	1,960	5,880	9,800	22,050	34,300	49,000
5P Tr	2,320	6,960	11,600	26,100	40,600	58,000
4P Rds	2,000	6,000	10,000	22,500	35,000	50,000
1911 Thirty-Five, 4-cyl., 35 hp, 108" wb						
5P Tr	2,240	6,720	11,200	25,200	39,200	56,000
4P Demi-Tonn	2,320	6,960	11,600	26,100	40,600	58,000
1912 The Fifth, 4-cyl., 30/35 hp, 112" wb						
5P Tr	2,280	6,840	11,400	25,650	39,900	57,000
4P Rds	2,240	6,720	11,200	25,200	39,200	56,000
2P Rbt	2,200	6,600	11,000	24,750	38,500	55,000
1913 The Fifth, 4-cyl., 30/35 hp, 112" wb						
5P Tr	2,080	6,240	10,400	23,400	36,400	52,000
2P Rbt	2,240	6,720	11,200	25,200	39,200	56,000
1914 The Fifth, 4-cyl., 30/35 hp, 112" wb						
5P Tr	2,280	6,840	11,400	25,650	39,900	57,000
2P Rbt	2,240	6,720	11,200	25,200	39,200	56,000
1915 The Fifth, 4-cyl., 30/35 hp, 115" wb						
5P Tr	2,080	6,240	10,400	23,400	36,400	52,000
2P Rds	2,240	6,720	11,200	25,200	39,200	56,000
3P Cpe	1,600	4,800	8,000	18,000	28,000	40,000
1916 The Fifth, 4-cyl., 30/35 hp, 115" wb						
5P Tr	2,280	6,840	11,400	25,650	39,900	57,000
3P Rbt	2,240	6,720	11,200	25,200	39,200	56,000
1916 Model M, 6-cyl., 45 hp, 126" wb						
7P Tr	2,400	7,200	12,000	27,000	42,000	60,000
1917 The Fifth, 4-cyl., 30/35 hp, 115" wb						
5P Tr	2,280	6,840	11,400	25,650	39,900	57,000
3P Rds	2,240	6,720	11,200	25,200	39,200	56,000
1917 Model M, 6-cyl., 45 hp, 126" wb						
7P Tr	2,400	7,200	12,000	27,000	42,000	60,000
4P Rds	2,280	6,840	11,400	25,650	39,900	57,000
7P Sed	1,800	5,400	9,000	20,250	31,500	45,000
1918 The Fifth, 4-cyl., 30/35 hp, 120" wb						
5P Tr	2,280	6,840	11,400	25,650	39,900	57,000
3P Rds	2,240	6,720	11,200	25,200	39,200	56,000
1918 Model M, 6-cyl., 45 hp, 126" wb						
7P Tr	2,400	7,200	12,000	27,000	42,000	60,000
4P Rds	2,280	6,840	11,400	25,650	39,900	57,000
4P Encl Rds	2,200	6,600	11,000	24,750	38,500	55,000
7P Sed	1,800	5,400	9,000	20,250	31,500	45,000
1919 The Fifth, 4-cyl., 30/35 hp, 120" wb						
5P Tr	2,280	6,840	11,400	25,650	39,900	57,000
3P Rds	2,240	6,720	11,200	25,200	39,200	56,000
4P Cpe	1,600	4,800	8,000	18,000	28,000	40,000
5P Sed	1,520	4,560	7,600	17,100	26,600	38,000
1920 Model T-6, 6-cyl., 50 hp, 120" wb						
5P Tr	1,760	5,280	8,800	19,800	30,800	44,000
3P Rds	1,720	5,160	8,600	19,350	30,100	43,000
4P Cpe	1,360	4,080	6,800	15,300	23,800	34,000
5P Sed	1,320	3,960	6,600	14,850	23,100	33,000
1921 Model T-6, 6-cyl., 50 hp, 120" wb						
5P Tr	1,760	5,280	8,800	19,800	30,800	44,000
3P Rds	1,720	5,160	8,600	19,350	30,100	43,000
4P Cpe	1,360	4,080	6,800	15,300	23,800	34,000
5P Sed	1,320	3,960	6,600	14,850	23,100	33,000
1922 Model T-6, 6-cyl., 50 hp, 120" wb						
7P Tr	1,760	5,280	8,800	19,800	30,800	44,000
3P Rds	1,720	5,160	8,600	19,350	30,100	43,000
3P Bus Cpe	1,320	3,960	6,600	14,850	23,100	33,000
4P Cpe	1,360	4,080	6,800	15,300	23,800	34,000
5P Sed	1,320	3,960	6,600	14,850	23,100	33,000
1923 Model T-6, 6-cyl., 50 hp, 120" wb						
7P Tr	1,760	5,280	8,800	19,800	30,800	44,000
5P Phae	2,160	6,480	10,800	24,300	37,800	54,000
4P Cpe	1,360	4,080	6,800	15,300	23,800	34,000
5P Sed	1,320	3,960	6,600	14,850	23,100	33,000
1924 Model T-6, 6-cyl., 50 hp, 120" wb						
5P Tr	1,760	5,280	8,800	19,800	30,800	44,000
5P Phae	2,160	6,480	10,800	24,300	37,800	54,000
4P Cpe	1,360	4,080	6,800	15,300	23,800	34,000
5P Sed	1,320	3,960	6,600	14,850	23,100	33,000
5P Brgm	1,440	4,320	7,200	16,200	25,200	36,000
1925 Model T-6, 6-cyl., 50 hp, 120" wb						
5P Tr	1,760	5,280	8,800	19,800	30,800	44,000
5P Sed	1,320	3,960	6,600	14,850	23,100	33,000
4P Cpe	1,360	4,080	6,800	15,300	23,800	34,000
5P Brgm	1,440	4,320	7,200	16,200	25,200	36,000
1926 Model T-6, 6-cyl., 50 hp, 120" wb						
4P Rds	1,800	5,400	9,000	20,250	31,500	45,000
2P Cpe	1,360	4,080	6,800	15,300	23,800	34,000
5P Sed	1,320	3,960	6,600	14,850	23,100	33,000
5P Tr	1,760	5,280	8,800	19,800	30,800	44,000
1927 Flying Cloud, 6-cyl., 65 hp, 121" wb						
4P Spt Rds	2,000	6,000	10,000	22,500	35,000	50,000
4P Cpe	1,520	4,560	7,600	17,100	26,600	38,000
4P DeL Cpe	1,600	4,800	8,000	18,000	28,000	40,000
2d 5P Brgm	1,480	4,440	7,400	16,650	25,900	37,000
5P DeL Sed	1,400	4,200	7,000	15,750	24,500	35,000

NOTE: Wolverine Models, 1927 - 28, deduct 20% off comparable body styles.

	6	5	4	3	2	1
1928 Flying Cloud, 6-cyl., 65 hp, 121" wb						
4P Spt Rds	2,000	6,000	10,000	22,500	35,000	50,000
4P Cpe	1,520	4,560	7,600	17,100	26,600	38,000
4P DeL Cpe	1,600	4,800	8,000	18,000	28,000	40,000
2d 5P Brgm	1,480	4,440	7,400	16,650	25,900	37,000
5P DeL Sed	1,400	4,200	7,000	15,750	24,500	35,000
1929 Flying Cloud Mate, 6-cyl., 65 hp, 115" wb						
5P Sed	1,200	3,600	6,000	13,500	21,000	30,000
4P Cpe	1,400	4,200	7,000	15,750	24,500	35,000
1929 Flying Cloud Master, 6-cyl., 80 hp, 121" wb						
4P Rds	2,000	6,000	10,000	22,500	35,000	50,000
4P Cpe	1,520	4,560	7,600	17,100	26,600	38,000
5P Brgm	1,480	4,440	7,400	16,650	25,900	37,000
5P Sed	1,400	4,200	7,000	15,750	24,500	35,000
4P Vic	1,560	4,680	7,800	17,550	27,300	39,000
1930 Flying Cloud, Model 15, 6-cyl., 60 hp, 115" wb						
5P Sed	1,200	3,600	6,000	13,500	21,000	30,000
2P Cpe	1,320	3,960	6,600	14,850	23,100	33,000
4P Cpe	1,240	3,720	6,200	13,950	21,700	31,000
1930 Flying Cloud, Model 20, 6-cyl., 80 hp, 120" wb						
5P Sed	1,400	4,200	7,000	15,750	24,500	35,000
2P Cpe	1,360	4,080	6,800	15,300	23,800	34,000
4P Cpe	1,240	3,720	6,200	13,950	21,700	31,000
1930 Flying Cloud, Model 25, 6-cyl., 80 hp, 124" wb						
7P Sed	1,460	4,380	7,300	16,430	25,550	36,500
1931 Flying Cloud, Model 15, 6-cyl., 60 hp, 116" wb						
5P Phae	1,920	5,760	9,600	21,600	33,600	48,000
5P Sed	1,200	3,600	6,000	13,500	21,000	30,000
2P Cpe	1,320	3,960	6,600	14,850	23,100	33,000
4P Cpe	1,240	3,720	6,200	13,950	21,700	31,000
1931 Flying Cloud, Model 20, 6-cyl., 85 hp, 120" wb						
5P Sed	1,400	4,200	7,000	15,750	24,500	35,000
Spt Cpe	1,320	3,960	6,600	14,850	23,100	33,000
Spt Sed	1,500	4,500	7,500	16,880	26,250	37,500
4P Cpe	1,240	3,720	6,200	13,950	21,700	31,000
1931 Flying Cloud, Model 25, 6-cyl., 85 hp, 125" wb						
Sed	1,200	3,600	6,000	13,500	21,000	30,000
Vic	1,560	4,680	7,800	17,550	27,300	39,000
4P Cpe	1,320	3,960	6,600	14,850	23,100	33,000
Spt Sed	1,400	4,200	7,000	15,750	24,500	35,000
Spt Vic	1,680	5,040	8,400	18,900	29,400	42,000
Spt Cpe	1,360	4,080	6,800	15,300	23,800	34,000
1931 Flying Cloud, Model 30, 8-cyl., 125 hp, 130" wb						
Sed	1,300	3,900	6,500	14,630	22,750	32,500
Vic	1,920	5,760	9,600	21,600	33,600	48,000
4P Cpe	1,340	4,020	6,700	15,080	23,450	33,500
Spt Sed	1,440	4,320	7,200	16,200	25,200	36,000
Spt Vic	2,000	6,000	10,000	22,500	35,000	50,000
Spt Cpe	1,440	4,320	7,200	16,200	25,200	36,000
1931 Royale, Model 35, 8-cyl., 125 hp, 135" wb						
Sed	1,980	5,940	9,900	22,280	34,650	49,500
Vic	2,720	8,160	13,600	30,600	47,600	68,000
4P Cpe	2,100	6,300	10,500	23,630	36,750	52,500
1932 Flying Cloud, Model 6-21, 6-cyl., 85 hp, 121" wb						
Sed	1,240	3,720	6,200	13,950	21,700	31,000
Spt Sed	1,280	3,840	6,400	14,400	22,400	32,000
1932 Flying Cloud, Model 8-21, 8-cyl., 90 hp, 121" wb						
Sed	1,280	3,840	6,400	14,400	22,400	32,000
Spt Sed	1,320	3,960	6,600	14,850	23,100	33,000
1932 Flying Cloud, Model 6-25						
Vic	1,560	4,680	7,800	17,550	27,300	39,000
Sed	1,200	3,600	6,000	13,500	21,000	30,000
Cpe	1,320	3,960	6,600	14,850	23,100	33,000
1932 Flying Cloud, Model 8-25, 8-cyl., 90 hp, 125" wb						
Sed	1,280	3,840	6,400	14,400	22,400	32,000
Vic	1,720	5,160	8,600	19,350	30,100	43,000
Cpe	1,400	4,200	7,000	15,750	24,500	35,000
Spt Sed	1,360	4,080	6,800	15,300	23,800	34,000
Spt Vic	1,800	5,400	9,000	20,250	31,500	45,000
Spt Cpe	1,720	5,160	8,600	19,350	30,100	43,000

	6	5	4	3	2	1
1932 Royale, Model 8-31, 8-cyl., 125 hp, 131" wb						
Sed	1,960	5,880	9,800	22,050	34,300	49,000
Vic	2,320	6,960	11,600	26,100	40,600	58,000
Cpe	2,920	8,760	14,600	32,850	51,100	73,000
Spt Sed	2,000	6,000	10,000	22,500	35,000	50,000
Spt Vic	2,120	6,360	10,600	23,850	37,100	53,000
Spt Cpe	2,920	8,760	14,600	32,850	51,100	73,000
1932 Royale, Model 8-35, 8-cyl., 125 hp, 135" wb						
Sed	2,000	6,000	10,000	22,500	35,000	50,000
Vic	2,720	8,160	13,600	30,600	47,600	68,000
Cpe	3,600	10,800	18,000	40,500	63,000	90,000
Conv Cpe	5,600	16,800	28,000	63,000	98,000	140,000
1932 Flying Cloud, Model S						
Std Cpe	1,360	4,080	6,800	15,300	23,800	34,000
Std Conv Cpe	1,760	5,280	8,800	19,800	30,800	44,000
Std Sed	1,360	4,080	6,800	15,300	23,800	34,000
Spt Cpe	1,400	4,200	7,000	15,750	24,500	35,000
Spt Conv Cpe	1,840	5,520	9,200	20,700	32,200	46,000
Spt Sed	1,280	3,840	6,400	14,400	22,400	32,000
DeL Cpe	1,240	3,720	6,200	13,950	21,700	31,000
DeL Conv Cpe	1,840	5,520	9,200	20,700	32,200	46,000
DeL Sed	1,400	4,200	7,000	15,750	24,500	35,000

NOTE: Model 8-31 had been introduced April 1931; Model 8-21 May 1931.

	6	5	4	3	2	1
1933 Flying Cloud, 6-cyl., 85 hp, 117-1/2" wb						
5P Sed	1,240	3,720	6,200	13,950	21,700	31,000
4P Cpe	1,280	3,840	6,400	14,400	22,400	32,000
Vic	1,760	5,280	8,800	19,800	30,800	44,000
1933 Royale, 8-cyl., 125 hp, 131" wb						
5P Sed	1,940	5,820	9,700	21,830	33,950	48,500
5P Vic	2,520	7,560	12,600	28,350	44,100	63,000
4P Cpe	2,720	8,160	13,600	30,600	47,600	68,000
Conv Cpe	5,600	16,800	28,000	63,000	98,000	140,000
1934 Flying Cloud, 6-cyl., 95 hp, 118" wb						
Cpe	1,200	3,600	6,000	13,500	21,000	30,000
5P Sed	1,240	3,720	6,200	13,950	21,700	31,000
Elite Sed	1,280	3,840	6,400	14,400	22,400	32,000
Elite Cpe	1,320	3,960	6,600	14,850	23,100	33,000
1934 Royale, 8-cyl., 95 hp, 131" wb						
5P Sed	1,980	5,940	9,900	22,280	34,650	49,500
Vic	2,600	7,800	13,000	29,250	45,500	65,000
Elite Sed	2,100	6,300	10,500	23,630	36,750	52,500
Elite Vic	2,600	7,800	13,000	29,250	45,500	65,000
Elite Cpe	3,600	10,800	18,000	40,500	63,000	90,000
1934 Royale, 8-cyl., 95 hp, 135" wb						
Cus Sed	2,000	6,000	10,000	22,500	35,000	50,000
Cus Vic	2,880	8,640	14,400	32,400	50,400	72,000
Cus Cpe	3,600	10,800	18,000	40,500	63,000	90,000
1935 Flying Cloud, 6-cyl., 85 hp, 115" wb						
Cpe	1,240	3,720	6,200	13,950	21,700	31,000
Sed	1,200	3,600	6,000	13,500	21,000	30,000
1935 Flying Cloud, 6-cyl., 85 hp, 118" wb						
Sed	1,200	3,600	6,000	13,500	21,000	30,000
Conv Cpe	1,800	5,400	9,000	20,250	31,500	45,000
2P Cpe	1,240	3,720	6,200	13,950	21,700	31,000
4P Cpe	1,280	3,840	6,400	14,400	22,400	32,000
1936 Flying Cloud, 6-cyl., 85 hp, 115" wb						
Coach	1,160	3,480	5,800	13,050	20,300	29,000
Sed	1,200	3,600	6,000	13,500	21,000	30,000
DeL Brgm	1,280	3,840	6,400	14,400	22,400	32,000
DeL Sed	1,240	3,720	6,200	13,950	21,700	31,000

STUDEBAKER

	6	5	4	3	2	1
1903 Model A, 8 hp						
Tonn Tr	value not estimable					
1904 Model A						
Tonn Tr	2,000	6,000	10,000	22,500	35,000	50,000
1904 Model B						
Dely Wagon	1,850	5,540	9,240	20,790	32,340	46,200
1904 Model C						
Tonn Tr	1,940	5,810	9,680	21,780	33,880	48,400
1905 Model 9502, 2-cyl.						
Rear Ent Tr	1,980	5,940	9,900	22,280	34,650	49,500
Side Ent Tr	2,110	6,340	10,560	23,760	36,960	52,800
1905 Model 9503, 4-cyl.						
Side Ent Tr	2,200	6,600	11,000	24,750	38,500	55,000
1906 Model E, 20 N.A.C.C.H.P.						
Side Ent Tr	2,200	6,600	11,000	24,750	38,500	55,000
Twn Car	1,890	5,680	9,460	21,290	33,110	47,300
1906 Model F, 28 N.A.C.C.H.P.						
Side Ent Tr	2,020	6,070	10,120	22,770	35,420	50,600
1906 Model G, 30 N.A.C.C.H.P.						
Side Ent Tr	2,200	6,600	11,000	24,750	38,500	55,000
1907 Model L, 4-cyl., 28 hp, 104" wb						
5P Rear Ent Tr	2,160	6,470	10,780	24,260	37,730	53,900
1907 Model G, 4-cyl., 30 hp, 104" wb						
5P Rear Ent Tr	2,200	6,600	11,000	24,750	38,500	55,000
1907 Model H, 4-cyl., 30 hp, 104" wb						
5P Rear Ent Tr	2,200	6,600	11,000	24,750	38,500	55,000
1908 Model H, 4-cyl., 30 hp, 104" wb						
5P Rear Ent Tr	2,200	6,600	11,000	24,750	38,500	55,000
1908 Model A, 4-cyl., 30 hp, 104" wb						
5P Tr	2,200	6,600	11,000	24,750	38,500	55,000
5P Twn Car	1,890	5,680	9,460	21,290	33,110	47,300
2P Rbt	2,000	6,000	10,000	22,500	35,000	50,000
5P Lan'let	2,000	6,000	10,000	22,500	35,000	50,000
1908 Model B, 4-cyl., 40 hp, 114" wb						
5P Tr	2,080	6,240	10,400	23,400	36,400	52,000
2P Rbt	2,000	6,000	10,000	22,500	35,000	50,000
7P Limo	1,840	5,510	9,180	20,660	32,130	45,900
5P Lan'let	1,870	5,620	9,360	21,060	32,760	46,800
4P Trabt	2,120	6,360	10,600	23,850	37,100	53,000
3P Speed Car	2,040	6,120	10,200	22,950	35,700	51,000
1909 Model A, 4-cyl., 30 hp, 104" wb						
5P Tr	2,080	6,240	10,400	23,400	36,400	52,000
5P Twn Car	1,890	5,680	9,460	21,290	33,110	47,300
Rbt	2,000	6,000	10,000	22,500	35,000	50,000
5P Lan'let	1,870	5,620	9,360	21,060	32,760	46,800
1909 Model B, 4-cyl., 40 hp, 114" wb						
5P Tr	2,080	6,240	10,400	23,400	36,400	52,000
7P Limo	1,840	5,510	9,180	20,660	32,130	45,900
5P Lan'let	1,870	5,620	9,360	21,060	32,760	46,800

	6	5	4	3	2	1
1909 Model C, 4-cyl., 30 hp, 104" wb						
5P Tr	2,080	6,240	10,400	23,400	36,400	52,000
1909 Model D, 4-cyl., 40 hp, 117.5" wb						
5P Tr	2,120	6,360	10,600	23,850	37,100	53,000
1910 Model H, 4-cyl., 30 hp, 104" wb						
5P Tr	2,080	6,240	10,400	23,400	36,400	52,000
1910 Model M, 4-cyl., 28 hp, 104" wb						
5P Tr	2,000	6,000	10,000	22,500	35,000	50,000
1910 Model G-7, 4-cyl., 40 hp, 117.5" wb						
4/5P Tr	2,080	6,240	10,400	23,400	36,400	52,000
7P Tr	2,120	6,360	10,600	23,850	37,100	53,000
Limo (123" wb)	1,840	5,510	9,180	20,660	32,130	45,900
1911 Model G-8, 4-cyl., 40 hp, 117.5" wb						
4d 7P Limo	1,840	5,510	9,180	20,660	32,130	45,900
4d 5P Lan'let	1,870	5,620	9,360	21,060	32,760	46,800
4d 4/6/7P Tr	2,160	6,480	10,800	24,300	37,800	54,000
2d 2P Rds	2,000	6,000	10,000	22,500	35,000	50,000
1911 Model G-10, 4-cyl., 30 hp, 116" wb						
4d 5P Tr	2,160	6,480	10,800	24,300	37,800	54,000
NOTE: Studebaker-Garford association was discontinued after 1911 model year.						
1913 Model SA-25, 4-cyl., 101" wb						
2d Rds	1,720	5,150	8,580	19,310	30,030	42,900
4d Tr	1,760	5,280	8,800	19,800	30,800	44,000
1913 Model AA-35, 4-cyl., 115.5" wb						
4d Tr	1,760	5,280	8,800	19,800	30,800	44,000
2d Cpe	1,400	4,200	7,000	15,750	24,500	35,000
4d Sed	1,360	4,080	6,800	15,300	23,800	34,000
1913 Model E, 6-cyl., 121" wb						
4d Tr	2,000	6,000	10,000	22,500	35,000	50,000
4d Limo	1,800	5,400	9,000	20,250	31,500	45,000
1914 Series 14, Model 1 SC, 4-cyl., 108.3" wb						
4d Tr	1,760	5,280	8,800	19,800	30,800	44,000
2d Lan Rds	1,720	5,150	8,580	19,310	30,030	42,900
1914 Series 14, Model EB, 6-cyl., 121.3" wb						
4d Tr	2,000	6,000	10,000	22,500	35,000	50,000
4d Lan Rds	2,000	6,000	10,000	22,500	35,000	50,000
2d Sed	1,600	4,800	8,000	18,000	28,000	40,000
1915 Series 15, Model SD, 4-cyl., 108.3" wb						
2d Rds	1,630	4,880	8,140	18,320	28,490	40,700
4d Tr	1,720	5,150	8,580	19,310	30,030	42,900
1915 Series 15, Model EC, 6-cyl., 121.3" wb						
4d 5P Tr	1,840	5,520	9,200	20,700	32,200	46,000
4d 7P Tr	1,920	5,760	9,600	21,600	33,600	48,000
1916 Model SF, 4-cyl., 112" wb						
2d Rds	1,390	4,160	6,930	15,590	24,260	34,650
2d Lan Rds	1,430	4,280	7,140	16,070	24,990	35,700
4d 7P Tr	1,550	4,660	7,770	17,480	27,200	38,850
4d A/W Sed	1,220	3,650	6,090	13,700	21,320	30,450
1916 Series 16 & 17, Model ED, 6-cyl., 121.8" wb						
2d Rds	1,600	4,790	7,980	17,960	27,930	39,900
2d Lan Rds	1,640	4,910	8,190	18,430	28,670	40,950
4d 7P Tr	1,680	5,040	8,400	18,900	29,400	42,000
2d Cpe	1,130	3,400	5,670	12,760	19,850	28,350
4d Sed	1,050	3,150	5,250	11,810	18,380	26,250
4d Limo	1,390	4,160	6,930	15,590	24,260	34,650
4d A/W Sed	1,390	4,160	6,930	15,590	24,260	34,650
NOTE: All Weather sedan was available only in Series 17.						
1917 Series 18, Model SF, 4-cyl., 112" wb						
2d Rds	1,390	4,160	6,930	15,590	24,260	34,650
2d Lan Rds	1,430	4,280	7,140	16,070	24,990	35,700
4d 7P Tr	1,550	4,660	7,770	17,480	27,200	38,850
4d A/W Sed	1,220	3,650	6,090	13,700	21,320	30,450
1917 Series 18, Model ED, 6-cyl., 121.8" wb						
2d Rds	1,600	4,790	7,980	17,960	27,930	39,900
2d Lan Rds	1,640	4,910	8,190	18,430	28,670	40,950
4d 7P Tr	1,680	5,040	8,400	18,900	29,400	42,000
2d Cpe	1,130	3,400	5,670	12,760	19,850	28,350
4d Sed	1,050	3,150	5,250	11,810	18,380	26,250
4d Limo	1,390	4,160	6,930	15,590	24,260	34,650
4d A/W Sed	1,390	4,160	6,930	15,590	24,260	34,650
1918-19 Series 19, Model SH, 4-cyl., 112" wb						
2d Rds	1,390	4,160	6,930	15,590	24,260	34,650
4d Tr	1,430	4,300	7,170	16,130	25,100	35,850
4d Sed	1,220	3,650	6,090	13,700	21,320	30,450
1918-19 Series 19, Model EH, 6-cyl., 119" wb						
4d Tr	1,460	4,370	7,280	16,370	25,460	36,375
2d Clb Rds	1,460	4,370	7,280	16,370	25,460	36,375
2d Rds	1,460	4,380	7,300	16,430	25,550	36,500
4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
1918-19 Series 19, Model EG, 6-cyl., 126" wb						
4d 7P Tr	1,600	4,800	8,000	18,000	28,000	40,000
1920-21 Model EJ, 6-cyl., 112" wb						
4d Tr	1,550	4,660	7,770	17,480	27,200	38,850
2d Lan Rds *	1,560	4,680	7,800	17,550	27,300	39,000
2d Rds	1,560	4,680	7,800	17,550	27,300	39,000
2d Cpe Rds **	1,200	3,600	6,000	13,500	21,000	30,000
4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
1920-21 Model EH, 6-cyl., 119" wb						
4d Tr	1,460	4,370	7,280	16,370	25,460	36,375
2d Rds	1,460	4,380	7,300	16,430	25,550	36,500
4d Rds	1,460	4,370	7,280	16,370	25,460	36,375
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
1920-21 Model EG, Big Six						
4d 7P Tr	1,520	4,560	7,600	17,100	26,600	38,000
2d Cpe **	1,120	3,360	5,600	12,600	19,600	28,000
4d 7P Sed	1,160	3,480	5,800	13,050	20,300	29,000
* 1920 Model only. * * 1921 Model only.						
1922 Model EJ, Light Six, 6-cyl., 112" wb						
2d Rds	1,560	4,680	7,800	17,550	27,300	39,000
4d Tr	1,550	4,660	7,770	17,480	27,200	38,850
2d Cpe Rds	1,200	3,600	6,000	13,500	21,000	30,000
4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
1922 Model EL, Special Six, 6-cyl., 119" wb						
2d Rds	1,460	4,380	7,300	16,430	25,550	36,500
4d Tr	1,520	4,560	7,600	17,100	26,600	38,000
4d Rds	1,460	4,370	7,280	16,370	25,460	36,375
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
1922 Model EK, Big Six, 6-cyl., 126" wb						
4d Tr	1,520	4,560	7,600	17,100	26,600	38,000
7P Tr	1,520	4,560	7,600	17,100	26,600	38,000
2d Cpe	1,120	3,360	5,600	12,600	19,600	28,000
4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
4d Spds	1,600	4,800	8,000	18,000	28,000	40,000
1923 Model EM, Light Six						
2d Rds	1,560	4,680	7,800	17,550	27,300	39,000
4d Tr	1,550	4,660	7,770	17,480	27,200	38,850
2d Cpe	1,200	3,600	6,000	13,500	21,000	30,000
4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
1923 Model EL, Special Six						
4d Tr	1,520	4,560	7,600	17,100	26,600	38,000
2d 4P Cpe	1,160	3,480	5,800	13,050	20,300	29,000
2d Rds	1,460	4,380	7,300	16,430	25,550	36,500
2d 5P Cpe	1,200	3,600	6,000	13,500	21,000	30,000
4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
1923 Model EK, Big Six						
4d Tr	1,520	4,560	7,600	17,100	26,600	38,000
2d Spds	1,600	4,800	8,000	18,000	28,000	40,000
2d 5P Cpe	1,120	3,360	5,600	12,600	19,600	28,000
2d 4P Cpe	1,120	3,360	5,600	12,600	19,600	28,000
4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
1924 Model EM, Light Six, 6-cyl., 112" wb						
4d Tr	1,550	4,660	7,770	17,480	27,200	38,850
2d Rds	1,600	4,800	8,000	18,000	28,000	40,000
2d Cpe Rds	1,200	3,600	6,000	13,500	21,000	30,000
4d Cus Tr	1,580	4,740	7,900	17,780	27,650	39,500
4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
2d Cpe	1,160	3,480	5,800	13,050	20,300	29,000
1924 Model EL, Special Six, 6-cyl., 119" wb						
4d Tr	1,480	4,440	7,400	16,650	25,900	37,000
2d Rds	1,460	4,380	7,300	16,430	25,550	36,500
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
1924 Model EK, Big Six, 6-cyl., 126" wb						
4d 7P Tr	1,520	4,560	7,600	17,100	26,600	38,000
2d Spds	1,600	4,800	8,000	18,000	28,000	40,000
2d Cpe	1,120	3,360	5,600	12,600	19,600	28,000
4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
1925-26 Model ER, Standard Six, 6-cyl., 113" wb						
4d Dplx Phae	1,550	4,650	7,750	17,440	27,130	38,750
2d Dplx Rds	1,360	4,080	6,800	15,300	23,800	34,000
2d Coach	900	2,700	4,500	10,130	15,750	22,500
2d Cty Clb Cpe	1,120	3,350	5,580	12,550	19,520	27,880
2d Spt Rds	1,310	3,920	6,530	14,690	22,860	32,650
4d Spt Phae	1,320	3,960	6,590	14,830	23,070	32,960
4d Sed	950	2,860	4,760	10,710	16,660	23,800
2d Cpe Rds	1,330	4,000	6,670	15,000	23,330	33,325
4d w/Sed	980	2,940	4,900	11,030	17,150	24,500
4d Sed	950	2,860	4,760	10,710	16,660	23,800
2d Cpe	1,060	3,180	5,310	11,940	18,570	26,525
4d Ber	1,030	3,100	5,170	11,630	18,100	25,850
1925-26 Model EQ, Special Six, 6-cyl., 120" - 127" wb						
4d Dplx Phae	1,580	4,740	7,900	17,780	27,650	39,500
2d Dplx Rds	1,400	4,200	7,000	15,750	24,500	35,000
2d Vic	1,100	3,300	5,500	12,380	19,250	27,500
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Ber	1,000	3,000	5,000	11,250	17,500	25,000
2d Brgm	1,060	3,180	5,300	11,930	18,550	26,500
2d Spt Rds	1,360	4,080	6,800	15,300	23,800	34,000
2d Coach	920	2,760	4,600	10,350	16,100	23,000
1925-26 Model EP, Big Six, 6-cyl., 120" wb						
4d Dplx Phae	1,580	4,740	7,900	17,780	27,650	39,500
2d Cpe	1,100	3,300	5,500	12,380	19,250	27,500
2d Brgm	1,060	3,180	5,300	11,930	18,550	26,500
4d 7P Sed	1,020	3,060	5,100	11,480	17,850	25,500
2d Ber	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Spt Phae	1,360	4,080	6,800	15,300	23,800	34,000
2d Clb Cpe	1,120	3,360	5,600	12,600	19,600	28,000
NOTE: Add 10% for 4-wheel brake option.						
1927 Dictator, Model EU, Standard, 6-cyl., 113" wb						
2d Spt Rds	1,310	3,920	6,530	14,690	22,860	32,650
4d Tr	1,260	3,780	6,300	14,180	22,050	31,500
4d Dplx Tr	1,360	4,080	6,800	15,300	23,800	34,000
4d 7P Tr	1,280	3,840	6,400	14,400	22,400	32,000
2d Bus Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Spt Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Vic	880	2,640	4,400	9,900	15,400	22,000
4d (P) Sed	950	2,860	4,760	10,710	16,660	23,800
4d (M) Sed	950	2,860	4,760	10,710	16,660	23,800
1927 Special, Model EQ						
4d Dplx Phae	1,580	4,740	7,900	17,780	27,650	39,500
2d Coach	920	2,760	4,600	10,350	16,100	23,000
2d Brgm	1,060	3,180	5,300	11,930	18,550	26,500
2d Spt Rds	1,360	4,080	6,800	15,300	23,800	34,000
1927 Commander, Model EW						
2d Spt Rds	1,310	3,920	6,530	14,690	22,860	32,650
2d Bus Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Spt Cpe	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	960	2,880	4,800	10,800	16,800	24,000
2d Cus Vic	880	2,640	4,400	9,900	15,400	22,000
2d Dplx Rds	1,440	4,320	7,200	16,200	25,200	36,000
4d Spt Phae	1,460	4,380	7,300	16,430	25,550	36,500
2d Cus Brgm	960	2,880	4,800	10,800	16,800	24,000
1927 President, Model ES						
4d Cus Sed	900	2,700	4,500	10,130	15,750	22,500
4d Limo	1,140	3,420	5,700	12,830	19,950	28,500
4d Dplx Phae	1,460	4,380	7,300	16,430	25,550	36,500
1928 Dictator, Model GE						
2d Roy Rds	1,820	5,460	9,100	20,480	31,850	45,500
4d Tr	1,740	5,220	8,700	19,580	30,450	43,500
4d Dplx Tr	1,780	5,340	8,900	20,030	31,150	44,500
4d 7P Roy Tr	1,820	5,460	9,100	20,480	31,850	45,500
2d Bus Cpe	840	2,520	4,200	9,450	14,700	21,000
2d Roy Cpe	860	2,580	4,300	9,680	15,050	21,500
2d Roy Vic	880	2,640	4,400	9,900	15,400	22,000
2d Clb Sed	900	2,700	4,500	10,130	15,750	22,500
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Roy Sed	1,000	3,000	5,000	11,250	17,500	25,000
1928 Commander, Model GB						
2d Reg Rds	1,860	5,580	9,300	20,930	32,550	46,500
2d Cpe	860	2,580	4,300	9,680	15,050	21,500
2d Reg Cpe	960	2,880	4,800	10,800	16,800	24,000
2d Reg Cabr	1,460	4,380	7,300	16,430	25,550	36,500
2d Vic	880	2,640	4,400	9,900	15,400	22,000
2d Reg Vic	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	960	2,880	4,800	10,800	16,800	24,000
2d Clb Sed	960	2,880	4,800	10,800	16,800	24,000
4d Reg Sed	980	2,940	4,900	11,030	17,150	24,500
1928 President Six, Model ES						
4d Cus Sed	900	2,700	4,500	10,130	15,750	22,500
4d Limo	1,140	3,420	5,700	12,830	19,950	28,500
4d Cus Tr	1,520	4,560	7,600	17,100	26,600	38,000
1928 President Eight, Model FA						
4d 7P Tr	1,660	4,980	8,300	18,680	29,050	41,500
2d Sta Cabr	1,700	5,100	8,500	19,130	29,750	42,500
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Sta Sed	960	2,880	4,800	10,800	16,800	24,000
4d 7P Sed	940	2,820	4,700	10,580	16,450	23,500
4d 7P Sta Sed	950	2,850	4,750	10,690	16,630	23,750
4d Limo	960	2,880	4,800	10,800	16,800	24,000
4d Sta Ber	1,320	3,960	6,600	14,850	23,100	33,000
1928-1/2 Dictator, Model GE						
2d Tr	1,740	5,220	8,700	19,580	30,450	43,500
2d 7P Tr	1,740	5,220	8,700	19,580	30,450	43,500
2d Bus Cpe	840	2,520	4,200	9,450	14,700	21,000
2d Roy Cabr	1,740	5,220	8,700	19,580	30,450	43,500
2d Roy Vic	880	2,640	4,400	9,900	15,400	22,000
2d Clb Sed	900	2,700	4,500	10,130	15,750	22,500
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Roy Sed	1,000	3,000	5,000	11,250	17,500	25,000
1928-1/2 Commander, Model GH						
2d Reg Vic	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Reg Sed	980	2,940	4,900	11,030	17,150	24,500
1928-1/2 President, Model FB						
2d Sta Rds	1,620	4,860	8,100	18,230	28,350	40,500
2d Sta Cabr	1,680	5,040	8,400	18,900	29,400	42,000
2d Sta Vic	880	2,640	4,400	9,900	15,400	22,000
4d Sed	900	2,700	4,500	10,130	15,750	22,500
4d Sta Sed	920	2,760	4,600	10,350	16,100	23,000
1928-1/2 President, Model FA						
4d Tr	1,680	5,040	8,400	18,900	29,400	42,000
4d Sta Tr	1,720	5,160	8,600	19,350	30,100	43,000
2d Sta Cabr	1,760	5,280	8,800	19,800	30,800	44,000
4d Sta Sed	920	2,760	4,600	10,350	16,100	23,000
4d Sed	880	2,640	4,400	9,900	15,400	22,000
4d 7P Sta Sed	1,350	4,050	6,750	15,190	23,630	33,750
4d Limo	960	2,880	4,800	10,800	16,800	24,000
1929 Dictator GE, 6-cyl., 113" wb						
4d 5P Tr	1,720	5,160	8,600	19,350	30,100	43,000
4d 7P Tr	1,740	5,220	8,700	19,580	30,450	43,500
2d Bus Cpe	840	2,520	4,200	9,450	14,700	21,000
2d Cabr	1,740	5,220	8,700	19,580	30,450	43,500
2d Vic Ryl	880	2,640	4,400	9,900	15,400	22,000
4d Sed	960	2,880	4,800	10,800	16,800	24,000
1929 Commander Six, Model GJ						
2d Rds	1,840	5,520	9,200	20,700	32,200	46,000
2d Reg Rds	1,880	5,640	9,400	21,150	32,900	47,000
4d Tr	1,640	4,920	8,200	18,450	28,700	41,000
4d Reg Tr	1,720	5,160	8,600	19,350	30,100	43,000
4d 7P Tr	1,640	4,920	8,200	18,450	28,700	41,000
4d 7P Reg Tr	1,720	5,160	8,600	19,350	30,100	43,000
2d Cpe	840	2,520	4,200	9,450	14,700	21,000
2d Spt Cpe	900	2,700	4,500	10,130	15,750	22,500
2d Cabr	1,760	5,280	8,800	19,800	30,800	44,000
2d Vic	880	2,640	4,400	9,900	15,400	22,000
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Reg Sed	960	2,880	4,800	10,800	16,800	24,000
4d Reg Brgm	900	2,700	4,500	10,130	15,750	22,500
1929 Commander Eight, Model FD						
2d Reg Rds	1,960	5,880	9,800	22,050	34,300	49,000
4d Tr	1,760	5,280	8,800	19,800	30,800	44,000
4d Reg Tr	1,840	5,520	9,200	20,700	32,200	46,000
4d 7P Tr	1,760	5,280	8,800	19,800	30,800	44,000
4d 7P Reg Tr	1,840	5,520	9,200	20,700	32,200	46,000
2d Bus Cpe	900	2,700	4,500	10,130	15,750	22,500
2d Spt Cpe	940	2,820	4,700	10,580	16,450	23,500
2d Reg Conv	1,820	5,460	9,100	20,480	31,850	45,500
2d Vic	980	2,940	4,900	11,030	17,150	24,500
2d Reg Brgm	940	2,820	4,700	10,580	16,450	23,500
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Reg Sed	1,000	3,000	5,000	11,250	17,500	25,000
1929 President Eight, Model FH, 125" wb						
2d Rds	2,000	6,000	10,000	22,500	35,000	50,000
2d Cabr	1,840	5,520	9,200	20,700	32,200	46,000
2d Sta Vic	940	2,820	4,700	10,580	16,450	23,500
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Sta Sed	940	2,820	4,700	10,580	16,450	23,500
1929 President Eight, Model FE, 135" wb						
4d 7P Tr	1,840	5,520	9,200	20,700	32,200	46,000
4d 7P Sta Tr	1,880	5,640	9,400	21,150	32,900	47,000
2d Brgm	1,060	3,180	5,300	11,930	18,550	26,500
4d 7P Sed	1,060	3,180	5,300	11,930	18,550	26,500
4d 7P Sta Sed	1,100	3,300	5,500	12,380	19,250	27,500
4d 7P Limo	1,140	3,420	5,700	12,830	19,950	28,500
1930 Studebaker Model 53, 6-cyl., 114" wb						
4d Tr	1,610	4,820	8,040	18,080	28,120	40,175
4d Reg Tr	1,650	4,940	8,240	18,540	28,840	41,200
2d Bus Cpe	820	2,470	4,120	9,270	14,420	20,600
2d Reg Cpe	850	2,540	4,230	9,510	14,790	21,125
2d Clb Sed	780	2,350	3,920	8,810	13,700	19,575
4d Sed	740	2,230	3,710	8,350	12,990	18,550
4d Reg Sed	760	2,290	3,810	8,570	13,340	19,050
4d Lan Sed	710	2,130	3,550	7,980	12,410	17,725
1930 Dictator, 6 & 8-cyl., 115" wb						
4d Tr	1,650	4,940	8,240	18,540	28,840	41,200
4d Reg Tr	1,690	5,070	8,450	19,000	29,560	42,225
2d Cpe	820	2,470	4,120	9,270	14,420	20,600
2d Spt Cpe	890	2,660	4,430	9,970	15,510	22,150
2d Brgm	780	2,350	3,920	8,810	13,700	19,575
2d Clb Sed	780	2,350	3,920	8,810	13,700	19,575
4d Sed	780	2,350	3,920	8,810	13,700	19,575
4d Reg Sed	800	2,410	4,020	9,030	14,050	20,075
NOTE: Add $500 for Dictator 8-cyl.						
1930 Commander 6 & 8-cyl., 120" wb Commander FD						
2d Reg Rds	1,980	5,930	9,890	22,250	34,620	49,450
4d Tr	1,720	5,160	8,600	19,350	30,100	43,000

	6	5	4	3	2	1
4d Reg Tr	1,760	5,280	8,800	19,800	30,800	44,000
4d 7P Tr	1,690	5,070	8,450	19,000	29,560	42,225
4d 7P Reg Tr	1,730	5,190	8,650	19,460	30,280	43,250
2d Cpe	910	2,720	4,530	10,190	15,860	22,650
2d Spt Cpe	950	2,840	4,740	10,670	16,590	23,700
2d Conv Cabr	2,020	6,060	10,100	22,710	35,330	50,475
2d Vic	990	2,970	4,950	11,130	17,310	24,725
2d Brgm	820	2,470	4,120	9,270	14,420	20,600
4d Sed	820	2,470	4,120	9,270	14,420	20,600
4d Reg Sed	870	2,600	4,330	9,730	15,140	21,625
NOTE: Add $500 for Commander 8-cyl.						
1930 President FH Model						
2d Rds	2,040	6,120	10,200	22,940	35,680	50,975
2d Conv Cabr	2,080	6,240	10,410	23,410	36,420	52,025
2d Sta Vic	970	2,900	4,840	10,890	16,940	24,200
4d Sed	890	2,660	4,430	9,970	15,510	22,150
4d Sta Sed	930	2,780	4,640	10,430	16,220	23,175
1930 President FE Model						
4d Tr	2,000	5,990	9,990	22,480	34,970	49,950
4d Sta Tr	2,040	6,120	10,200	22,940	35,680	50,975
2d Sta Vic	1,360	4,080	6,800	15,300	23,800	34,000
2d Brgm	930	2,780	4,640	10,430	16,220	23,175
4d Sed	970	2,900	4,840	10,890	16,940	24,200
4d Sta Sed	1,150	3,460	5,770	12,980	20,200	28,850
4d Limo	1,240	3,710	6,180	13,910	21,630	30,900
4d Sta Limo	1,260	3,770	6,290	14,140	22,000	31,425
1931 Studebaker Six, Model 53, 114" wb						
2d Rds	1,690	5,070	8,450	19,000	29,560	42,225
2d Tr	1,520	4,570	7,620	17,150	26,670	38,100
2d Reg Tr	1,570	4,700	7,830	17,620	27,410	39,150
2d Bus Cpe	700	2,100	3,500	7,880	12,250	17,500
2d Spt Cpe	740	2,230	3,710	8,350	12,990	18,550
2d Clb Sed	700	2,100	3,500	7,880	12,250	17,500
4d Sed	680	2,040	3,400	7,650	11,900	17,000
1931 Model 61 Dictator, 8-cyl., 115" wb						
4d Reg Sed	720	2,150	3,590	8,070	12,550	17,925
4d Lan Sed	720	2,160	3,610	8,110	12,620	18,025
1931 Series 54						
2d Rds	2,060	6,180	10,300	23,180	36,050	51,500
4d Tr	1,770	5,320	8,860	19,940	31,010	44,300
4d Req Tr	1,810	5,440	9,070	20,400	31,730	45,325
2d Bus Cpe	760	2,290	3,810	8,570	13,340	19,050
2d Spt Cpe	950	2,840	4,740	10,670	16,590	23,700
4d Sed	870	2,600	4,330	9,730	15,140	21,625
4d Reg Sed	890	2,660	4,430	9,970	15,510	22,150
1931 Dictator Eight, Model FC						
4d Tr	1,730	5,190	8,650	19,460	30,280	43,250
4d Reg Tr	1,770	5,320	8,860	19,940	31,010	44,300
2d Cpe	780	2,350	3,920	8,810	13,700	19,575
2d Spt Cpe	780	2,350	3,920	8,810	13,700	19,575
2d Reg Brgm	790	2,370	3,960	8,900	13,840	19,775
2d Clb Sed	1,850	5,560	9,270	20,860	32,450	46,350
4d Sed	1,900	5,690	9,480	21,320	33,160	47,375
4d Reg Sed	820	2,470	4,120	9,270	14,420	20,600
1931 Model 61						
2d Cpe	740	2,230	3,710	8,350	12,990	18,550
2d Spt Cpe	840	2,520	4,200	9,450	14,700	21,000
4d Sed	740	2,220	3,700	8,330	12,950	18,500
4d Reg Sed	760	2,280	3,800	8,550	13,300	19,000
1931 Commander Eight, Model 70						
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Vic	800	2,400	4,000	9,000	14,000	20,000
2d Reg Brgm	740	2,220	3,700	8,330	12,950	18,500
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Reg Sed	840	2,520	4,200	9,450	14,700	21,000
1931 President Eight, Model 80						
2d Sta Rds	1,980	5,940	9,900	22,280	34,650	49,500
2d Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d Sta Cpe	1,120	3,360	5,600	12,600	19,600	28,000
4d Sed	880	2,640	4,400	9,900	15,400	22,000
4d Sta Sed	920	2,760	4,600	10,350	16,100	23,000
1931 President Eight, Model 90						
4d Tr	2,040	6,120	10,200	22,950	35,700	51,000
4d Sta Tr	2,120	6,360	10,600	23,850	37,100	53,000
2d Sta Vic	1,140	3,420	5,700	12,830	19,950	28,500
2d Sta Brgm	1,140	3,420	5,700	12,830	19,950	28,500
4d Sed	1,060	3,180	5,300	11,930	18,550	26,500
4d Sta Sed	1,100	3,300	5,500	12,380	19,250	27,500
4d Sta Limo	1,180	3,540	5,900	13,280	20,650	29,500
1932 Model 55, 6-cyl., 117" wb						
2d Conv Rds	1,640	4,920	8,200	18,450	28,700	41,000
2d Reg Conv Rds	1,800	5,400	9,000	20,250	31,500	45,000
2d Cpe	860	2,580	4,300	9,680	15,050	21,500
2d Reg Cpe	870	2,600	4,340	9,770	15,190	21,700
2d Spt Cpe	860	2,580	4,300	9,680	15,050	21,500
2d Reg Spt Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d St R Brgm	1,040	3,120	5,200	11,700	18,200	26,000
2d Reg St R Brgm						
	1,080	3,240	5,400	12,150	18,900	27,000
4d Conv Sed	1,880	5,640	9,400	21,150	32,900	47,000
4d Reg Conv Sed						
	1,920	5,760	9,600	21,600	33,600	48,000
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Reg Sed	770	2,300	3,840	8,640	13,440	19,200
1932 Model 62 Dictator, 8-cyl., 117" wb						
2d Conv Rds	1,850	5,560	9,270	20,860	32,450	46,350
2d Reg Conv Rds						
	1,900	5,690	9,480	21,320	33,160	47,375
2d Cpe	820	2,470	4,120	9,270	14,420	20,600
2d Reg Cpe	740	2,230	3,710	8,350	12,990	18,550
2d Spt Cpe	800	2,410	4,020	9,030	14,050	20,075
2d Reg Spt Cpe	850	2,540	4,230	9,510	14,790	21,125
2d St R Brgm	930	2,780	4,640	10,430	16,220	23,175
2d Reg St R Brgm						
	1,030	3,090	5,150	11,590	18,030	25,750
4d Conv Sed	1,980	5,930	9,890	22,250	34,620	49,450
4d Reg Conv Sed						
	2,020	6,060	10,100	22,710	35,330	50,475
4d Sed	850	2,540	4,230	9,510	14,790	21,125
4d Reg Sed	890	2,660	4,430	9,970	15,510	22,150
1932 Model 65 Rockne, 6-cyl., 110" wb						
2d 2P Cpe	1,030	3,090	5,150	11,590	18,030	25,750
4d 5P Sed	1,070	3,210	5,360	12,050	18,740	26,775
2d Sed	970	2,900	4,840	10,890	16,940	24,200
4d 5P Conv Sed	1,850	5,560	9,270	20,860	32,450	46,350
2d Rds	1,940	5,810	9,680	21,780	33,880	48,400
1932 Model 71 Commander, 8-cyl.						
2d Rds Conv	2,000	5,990	9,990	22,480	34,970	49,950
2d Reg Rds Conv						
	2,020	6,060	10,100	22,710	35,330	50,475
2d Spt Cpe	1,030	3,090	5,150	11,590	18,030	25,750
2d Reg Spt Cpe						
	1,200	3,590	5,980	13,440	20,910	29,875
2d St R Brgm	760	2,290	3,810	8,570	13,340	19,050
2d Reg St R Brgm						
	850	2,540	4,230	9,510	14,790	21,125
4d Conv Sed	1,850	5,560	9,270	20,860	32,450	46,350
4d Reg Conv Sed						
	1,940	5,810	9,680	21,780	33,880	48,400
4d Sed	820	2,470	4,120	9,270	14,420	20,600
4d Reg Sed	870	2,600	4,330	9,730	15,140	21,625
1932 Model 75 Rockne, 6-cyl., 114" wb						
2d 2P Cpe	1,030	3,090	5,150	11,590	18,030	25,750
2d 4P Cpe	1,070	3,210	5,360	12,050	18,740	26,775
4d 5P Sed	1,070	3,210	5,360	12,050	18,740	26,775
2d 2P DeL Cpe	1,130	3,400	5,670	12,750	19,830	28,325
2d 4P DeL Cpe	1,110	3,340	5,560	12,510	19,460	27,800
4d 5P DeL Sed	990	2,970	4,950	11,130	17,310	24,725
2d Rds	1,940	5,810	9,680	21,780	33,880	48,400
4d Conv Sed	1,850	5,560	9,270	20,860	32,450	46,350
1932 Model 91 President, 8-cyl.						
2d Rds Conv	2,680	8,030	13,390	30,130	46,870	66,950
2d Sta Rds Conv						
	2,640	7,910	13,190	29,670	46,150	65,925
2d Cpe	1,030	3,090	5,150	11,590	18,030	25,750
2d Sta Cpe	1,070	3,210	5,360	12,050	18,740	26,775
2d Spt Cpe	1,110	3,340	5,560	12,510	19,460	27,800
2d Sta Spt Cpe	1,130	3,400	5,670	12,760	19,850	28,350
2d St R Brgm	1,030	3,090	5,150	11,590	18,030	25,750
2d Sta St R Brgm						
	1,050	3,150	5,260	11,820	18,390	26,275
4d Conv Sed	2,550	7,660	12,770	28,730	44,700	63,850
4d Sta Conv Sed						
	2,600	7,790	12,980	29,210	45,430	64,900
4d Sed	1,050	3,150	5,260	11,820	18,390	26,275
4d Sta Sed	1,120	3,360	5,600	12,600	19,600	28,000
4d Limo	1,150	3,460	5,770	12,980	20,200	28,850
4d Sta Limo	1,200	3,590	5,980	13,440	20,910	29,875
4d 7P Sed	1,010	3,030	5,050	11,350	17,660	25,225
4d 7P Sta Sed	1,050	3,150	5,260	11,820	18,390	26,275
1933 Model 10 Rockne, 6-cyl., 110" wb						
2d 4P Conv	1,850	5,560	9,270	20,860	32,450	46,350
2d 4P DeL Conv Rds						
	1,900	5,690	9,480	21,320	33,160	47,375
2d 2P Cpe	1,030	3,090	5,150	11,590	18,030	25,750
2d 5P Coach	970	2,900	4,840	10,890	16,940	24,200
2d 4P Cpe	1,090	3,280	5,460	12,290	19,110	27,300
2d 2P DeL Cpe	1,110	3,340	5,560	12,510	19,460	27,800
2d 5P Sed	950	2,840	4,740	10,670	16,590	23,700
2d 5P DeL Coach						
	970	2,900	4,840	10,890	16,940	24,200
2d 4P DeL Cpe	1,070	3,210	5,360	12,050	18,740	26,775
4d 5P DeL Sed	950	2,840	4,740	10,670	16,590	23,700
4d 5P Conv Sed						
	1,850	5,560	9,270	20,860	32,450	46,350
4d 5P DeL Conv Sed						
	1,940	5,810	9,680	21,780	33,880	48,400
1933 Model 56 Studebaker, 6-cyl., 117" wb						
2d Conv	1,690	5,070	8,460	19,020	29,590	42,275
2d Reg Conv	1,850	5,560	9,270	20,860	32,450	46,350
2d Cpe	890	2,660	4,430	9,970	15,510	22,150
2d Reg Cpe	890	2,680	4,470	10,060	15,650	22,350
2d Spt Cpe	930	2,780	4,640	10,430	16,220	23,175
2d Reg Spt Cpe						
	1,030	3,090	5,150	11,590	18,030	25,750
2d St R Brgm	1,150	3,460	5,770	12,980	20,200	28,850
2d Reg St R Brgm						
	1,110	3,340	5,560	12,510	19,460	27,800
4d Conv Sed	1,940	5,810	9,680	21,780	33,880	48,400
4d Reg Conv Sed						
	1,980	5,930	9,890	22,250	34,620	49,450
4d Sed	780	2,350	3,920	8,810	13,700	19,575
4d Reg Sed	790	2,370	3,960	8,900	13,840	19,775
1933 Model 73 Commander, 8-cyl.						
2d Rds Conv	1,980	5,930	9,890	22,250	34,620	49,450
2d Reg Rds Conv						
	2,020	6,060	10,100	22,710	35,330	50,475
2d Cpe	970	2,900	4,840	10,890	16,940	24,200
2d Reg Cpe	1,010	3,030	5,050	11,350	17,660	25,225
2d Spt Cpe	1,030	3,090	5,150	11,590	18,030	25,750
2d Reg Spt Cpe						
	1,200	3,590	5,980	13,440	20,910	29,875
2d St R Brgm	780	2,350	3,920	8,810	13,700	19,575
2d Reg St R Brgm						
	1,030	3,090	5,150	11,590	18,030	25,750
4d Conv Sed	1,850	5,560	9,270	20,860	32,450	46,350
4d Reg Conv Sed						
	1,940	5,810	9,680	21,780	33,880	48,400
4d Sed	820	2,470	4,120	9,270	14,420	20,600
4d Reg Sed	870	2,600	4,330	9,730	15,140	21,625
1933 Model 82 President, 8-cyl.						
2d Sta Rds Conv						
	2,640	7,910	13,190	29,670	46,150	65,925
2d Cpe	1,030	3,090	5,150	11,590	18,030	25,750
2d Sta Cpe	1,070	3,210	5,360	12,050	18,740	26,775
2d St R Brgm	1,030	3,090	5,150	11,590	18,030	25,750
2d Sta St R Brgm						
	1,050	3,150	5,260	11,820	18,390	26,275
4d Sta Conv Sed						
	2,600	7,790	12,980	29,210	45,430	64,900
4d Sed	1,050	3,150	5,260	11,820	18,390	26,275
4d Sta Sed	1,090	3,280	5,460	12,290	19,110	27,300
1933 Model 92 President Speedway, 8-cyl.						
2d Sta Rds Conv						
	2,680	8,030	13,390	30,130	46,870	66,950
2d Sta Cpe	1,090	3,280	5,460	12,290	19,110	27,300
2d Sta St R Brgm						
	1,030	3,090	5,150	11,590	18,030	25,750
4d Sta Conv Sed						
	2,620	7,850	13,080	29,430	45,780	65,400
4d Sed	1,050	3,150	5,260	11,820	18,390	26,275
4d Sta Sed	1,090	3,280	5,460	12,290	19,110	27,300
4d 7P Sed	1,010	3,030	5,050	11,350	17,660	25,225
4d 7P Sta Sed	1,050	3,150	5,260	11,820	18,390	26,275
4d 7P Sta Limo	1,070	3,210	5,360	12,050	18,740	26,775
1934 Model Special A, Dictator						
2d Cpe	820	2,470	4,120	9,270	14,420	20,600
2d Reg Cpe	910	2,720	4,530	10,190	15,860	22,650
2d 4P Cpe	820	2,470	4,120	9,270	14,420	20,600
2d 4P Reg Cpe	870	2,600	4,330	9,730	15,140	21,625
2d St R Sed	1,030	3,090	5,150	11,590	18,030	25,750
2d Reg St R Sed	1,050	3,150	5,260	11,820	18,390	26,275
2d Sed	820	2,470	4,120	9,270	14,420	20,600
2d Reg Sed	850	2,540	4,230	9,510	14,790	21,125
4d Cus Reg St R	890	2,660	4,430	9,970	15,510	22,150
4d Cus Sed	890	2,660	4,430	9,970	15,510	22,150
1934 Model A, Dictator						
2d Rds	3,300	9,890	16,480	37,080	57,680	82,400
2d Rds Regal	1,900	5,690	9,480	21,320	33,160	47,375
2d Reg Cpe	850	2,540	4,230	9,510	14,790	21,125
2d St R Sed	930	2,780	4,640	10,430	16,220	23,175
2d Cus St R Sed	950	2,840	4,740	10,670	16,590	23,700
4d Sed	850	2,540	4,230	9,510	14,790	21,125
4d Reg Sed	930	2,780	4,640	10,430	16,220	23,175
1934 Model B, Commander						
2d Rds Conv	1,980	5,930	9,890	22,250	34,620	49,450
2d Reg Rds Conv						
	2,020	6,060	10,100	22,710	35,330	50,475
2d Cpe	970	2,900	4,840	10,890	16,940	24,200
2d Reg Cpe	1,010	3,030	5,050	11,350	17,660	25,225
2d 4P Cpe	990	2,970	4,960	11,150	17,340	24,775
2d 4P Reg Cpe	1,030	3,090	5,150	11,590	18,030	25,750
2d St R Sed	780	2,350	3,920	8,810	13,700	19,575
2d Cus St R Sed	820	2,470	4,120	9,270	14,420	20,600
4d Sed	870	2,600	4,340	9,750	15,170	21,675
4d Reg Sed	890	2,660	4,430	9,970	15,510	22,150
4d Cus Sed	890	2,660	4,430	9,970	15,510	22,150
4d L Cruise	950	2,840	4,740	10,670	16,590	23,700
1934 Model C, President						
2d Rds Conv	2,640	7,910	13,190	29,670	46,150	65,925
2d Reg Rds Conv						
	2,680	8,030	13,390	30,130	46,870	66,950
2d Cpe	1,030	3,090	5,150	11,590	18,030	25,750
2d Reg Cpe	1,050	3,150	5,250	11,820	18,390	26,273
2d 4P Cpe	1,070	3,210	5,360	12,050	18,740	26,775
2d 4P Reg Cpe	1,090	3,280	5,460	12,290	19,110	27,300
2d Sed	890	2,660	4,430	9,970	15,510	22,150
2d Reg Sed	950	2,840	4,740	10,670	16,590	23,700
4d Cus Sed	1,030	3,090	5,150	11,590	18,030	25,750
4d Cus Berl	850	2,540	4,230	9,510	14,790	21,125
4d L Cruise	1,030	3,090	5,150	11,590	18,030	25,750
1935 Model 1A, Dictator Six						
2d Rds	1,730	5,190	8,650	19,460	30,280	43,250
2d Reg Rds	1,770	5,320	8,860	19,940	31,010	44,300
2d Cpe	760	2,290	3,810	8,570	13,340	19,050
2d Reg Cpe	800	2,410	4,020	9,030	14,050	20,075
2d R/S Cpe	820	2,470	4,120	9,270	14,420	20,600
2d Reg R/S Cpe	870	2,600	4,330	9,730	15,140	21,625
2d St Reg	930	2,780	4,640	10,430	16,220	23,175
2d Reg St Reg	950	2,840	4,740	10,670	16,590	23,700
2d Cus St Reg	820	2,470	4,120	9,270	14,420	20,600
4d Sed	870	2,600	4,330	9,730	15,140	21,625
2d Reg Sed	780	2,350	3,920	8,810	13,700	19,575
2d Cus Sed	820	2,470	4,120	9,270	14,420	20,600
4d L Cr	1,070	3,210	5,360	12,050	18,740	26,775
4d Reg L Cr	1,090	3,280	5,460	12,290	19,110	27,300
1935 Model 1B, Commander Eight						
2d Rds	1,980	5,930	9,890	22,250	34,620	49,450
2d Reg Rds	2,020	6,060	10,100	22,710	35,330	50,475
2d Cpe	970	2,900	4,840	10,890	16,940	24,200
2d Reg Cpe	1,010	3,030	5,050	11,350	17,660	25,225
2d R/S Cpe	1,030	3,090	5,150	11,590	18,030	25,750
2d Reg R/S Cpe	1,050	3,150	5,260	11,820	18,390	26,275
2d Reg St R	780	2,350	3,920	8,810	13,700	19,575
2d Cus St R	820	2,470	4,120	9,270	14,420	20,600
2d Reg Sed	780	2,350	3,920	8,810	13,700	19,575
2d Cus Sed	800	2,410	4,020	9,030	14,050	20,075
4d L Cr	950	2,840	4,740	10,670	16,590	23,700
4d Reg L Cr	990	2,970	4,960	11,150	17,340	24,775
1935 Model 1C, President Eight						
2d Rds	2,640	7,910	13,190	29,670	46,150	65,925
2d Reg Rds	2,680	8,030	13,390	30,130	46,870	66,950
2d Cpe	760	2,290	3,810	8,570	13,340	19,050
2d Reg Cpe	800	2,410	4,020	9,030	14,050	20,075
2d R/S Cpe	820	2,470	4,120	9,270	14,420	20,600
2d Reg R/S Cpe	870	2,600	4,330	9,730	15,140	21,625
2d Reg Sed	910	2,720	4,530	10,190	15,860	22,650
2d Cus Sed	930	2,780	4,640	10,430	16,220	23,175
4d L Cr	1,070	3,210	5,360	12,050	18,740	26,775
4d Reg L Cr	1,090	3,280	5,460	12,290	19,110	27,300
4d Cus Berl	1,030	3,090	5,150	11,590	18,030	25,750
4d Reg Berl	1,050	3,150	5,260	11,820	18,390	26,275
NOTE: Add 10% for 2A Dictator models.						
1936 Model 3A/4A, Dictator Six						
2d Bus Cpe	780	2,350	3,920	8,810	13,700	19,575
2d Cus Cpe	820	2,470	4,120	9,270	14,420	20,600
2d 5P Cus Cpe	780	2,350	3,920	8,810	13,700	19,575
2d Cus St R	820	2,470	4,120	9,270	14,420	20,600
4d Cr St R	850	2,540	4,230	9,510	14,790	21,125
2d Cus Sed	820	2,470	4,120	9,270	14,420	20,600
4d Cr Sed	1,030	3,090	5,150	11,590	18,030	25,750
1936 Model 2C, President Eight						
2d Cus Cpe	970	2,900	4,840	10,890	16,940	24,200
2d 5P Cus Cpe	1,010	3,030	5,050	11,350	17,660	25,225
2d Cus St R	1,030	3,090	5,150	11,590	18,030	25,750
4d Cr St R	1,050	3,150	5,260	11,820	18,390	26,275
4d Cus Sed	970	2,900	4,840	10,890	16,940	24,200
4d Cr Sed	1,010	3,030	5,050	11,350	17,660	25,225
NOTE: Add 10% for Model 4A Dictator Six.						
1937 Model 5A/6A, Dictator Six						
2d Cpe Express	1,650	4,940	8,240	18,540	28,840	41,200
2d Bus Cpe	760	2,290	3,810	8,570	13,340	19,050
2d Cus Cpe	800	2,410	4,020	9,030	14,050	20,075
2d 5P Cus Cpe	820	2,470	4,120	9,270	14,420	20,600
2d Cus St R	820	2,470	4,120	9,270	14,420	20,600
4d St R Cr	1,070	3,210	5,360	12,050	18,740	26,775

	6	5	4	3	2	1
4d Cus Sed	800	2,410	4,020	9,030	14,050	20,075
4d Cr Sed	1,030	3,090	5,150	11,590	18,030	25,750
1937 Model 3C, President Eight						
2d Cus Cpe	800	2,410	4,020	9,030	14,050	20,075
2d 5P Cus Cpe	1,010	3,030	5,050	11,350	17,660	25,225
2d Cus St R	1,010	3,030	5,050	11,350	17,660	25,225
4d St R Cr	1,050	3,150	5,260	11,820	18,390	26,275
4d Cus Sed	970	2,900	4,840	10,890	16,940	24,200
4d Cr Sed	1,010	3,030	5,050	11,350	17,660	25,225
NOTE: Add 10% for Dictator 6A models.						
1938 Model 7A, Commander Six						
2d Cpe Exp	1,650	4,940	8,240	18,540	28,840	41,200
2d Bus Cpe	760	2,290	3,810	8,570	13,340	19,050
2d Cus Cpe	1,000	3,010	5,020	11,280	17,550	25,075
2d Clb Sed	790	2,360	3,940	8,850	13,770	19,675
4d Cr Sed	1,200	3,590	5,980	13,440	20,910	29,875
4d Conv Sed	1,570	4,700	7,830	17,620	27,410	39,150
1938 Model 8A, State Commander Six						
2d Cus Cpe	820	2,470	4,120	9,270	14,420	20,600
2d Clb Sed	790	2,360	3,940	8,850	13,770	19,675
4d Cr Sed	1,050	3,150	5,260	11,820	18,390	26,275
4d Conv Sed	1,650	4,940	8,240	18,540	28,840	41,200
1938 Model 4C, President Eight						
2d Cpe	910	2,720	4,530	10,190	15,860	22,650
2d Clb Sed	1,030	3,090	5,150	11,590	18,030	25,750
4d Cr Sed	1,050	3,150	5,260	11,820	18,390	26,275
1938 Model 4C, State President Eight						
2d Cpe	950	2,840	4,740	10,670	16,590	23,700
2d Clb Sed	1,050	3,150	5,260	11,820	18,390	26,275
4d Cr Sed	1,070	3,210	5,360	12,050	18,740	26,775
4d Conv Sed	1,730	5,190	8,650	19,460	30,280	43,250
1939 Model G, Custom Champion Six						
2d Cpe	720	2,160	3,610	8,110	12,620	18,025
2d Clb Sed	680	2,040	3,400	7,650	11,900	17,000
4d Cr Sed	690	2,070	3,450	7,760	12,080	17,250
1939 Model G, Deluxe Champion Six						
2d Cpe	800	2,410	4,020	9,030	14,050	20,075
2d Clb Sed	800	2,390	3,980	8,940	13,910	19,875
4d Cr Sed	800	2,410	4,020	9,030	14,050	20,075
1939 Model 9A, Commander Six						
2d Cpe Express	1,650	4,940	8,240	18,540	28,840	41,200
2d Bus Cpe	760	2,290	3,810	8,570	13,340	19,050
2d Cus Cpe	800	2,410	4,020	9,030	14,050	20,075
2d Clb Sed	780	2,350	3,920	8,810	13,700	19,575
4d Cr Sed	990	2,970	4,950	11,130	17,310	24,725
4d Conv Sed	1,570	4,700	7,830	17,620	27,410	39,150
1939 Model 5C, State President Eight						
2d Cus Cpe	970	2,900	4,840	10,890	16,940	24,200
2d Clb Sed	970	2,900	4,840	10,890	16,940	24,200
4d Cr Sed	990	2,970	4,960	11,150	17,340	24,775
4d Conv Sed	1,650	4,940	8,240	18,540	28,840	41,200
1940 Champion Custom						
2d Cpe	720	2,160	3,610	8,110	12,620	18,025
2d OS Cpe	750	2,250	3,750	8,440	13,130	18,750
2d Clb Sed	680	2,040	3,400	7,650	11,900	17,000
4d Cr Sed	770	2,320	3,860	8,690	13,510	19,300
1940 Champion Custom Deluxe						
2d Cpe	740	2,230	3,710	8,350	12,990	18,550
2d OS Cpe	820	2,470	4,120	9,270	14,420	20,600
2d Clb Sed	760	2,290	3,810	8,570	13,340	19,050
4d Cr Sed	790	2,370	3,960	8,900	13,840	19,775
1940 Champion Deluxe						
2d Cpe	820	2,470	4,120	9,270	14,420	20,600
2d OS Cpe	850	2,540	4,230	9,510	14,790	21,125
2d Clb Sed	770	2,310	3,850	8,660	13,480	19,250
4d Cr Sed	820	2,470	4,120	9,270	14,420	20,600
1940 Champion Deluxe-Tone						
2d Cpe	830	2,500	4,160	9,360	14,560	20,800
2d OS Cpe	850	2,560	4,270	9,600	14,930	21,325
2d Clb Sed	860	2,570	4,290	9,640	15,000	21,425
4d Cr Sed	830	2,500	4,170	9,380	14,600	20,850
1940 Commander						
2d Cus Cpe	800	2,410	4,020	9,030	14,050	20,075
2d Clb Sed	780	2,350	3,920	8,810	13,700	19,575
4d Cr Sed	950	2,840	4,740	10,670	16,590	23,700
1940 Commander Deluxe-Tone						
2d Cus Cpe	820	2,470	4,120	9,270	14,420	20,600
2d Clb Sed	800	2,410	4,020	9,030	14,050	20,075
4d Cr Sed	990	2,970	4,960	11,150	17,340	24,775
1940 State President						
2d Cpe	1,000	3,000	5,000	11,240	17,480	24,975
2d Clb Sed	980	2,930	4,890	11,000	17,120	24,450
4d Cr Sed	990	2,970	4,960	11,150	17,340	24,775
1940 President Deluxe-Tone						
2d Cpe	1,080	3,240	5,410	12,160	18,920	27,025
2d Clb Sed	990	2,970	4,960	11,150	17,340	24,775
4d Cr Sed	1,030	3,090	5,150	11,590	18,030	25,750
1941 Champion Custom						
2d Cpe	720	2,160	3,610	8,110	12,620	18,025
2d D D Cpe	780	2,350	3,920	8,810	13,700	19,575
2d OS Cpe	800	2,410	4,020	9,030	14,050	20,075
2d Clb Sed	710	2,130	3,550	7,980	12,410	17,725
4d Cr Sed	710	2,140	3,570	8,020	12,480	17,825
1941 Champion Custom Deluxe						
2d Cpe	740	2,230	3,710	8,350	12,990	18,550
2d D D Cpe	790	2,380	3,970	8,920	13,880	19,825
2d OS Cpe	800	2,410	4,020	9,030	14,050	20,075
2d Clb Sed	710	2,130	3,550	7,980	12,410	17,725
4d Cr Sed	710	2,140	3,570	8,020	12,480	17,825
1941 Champion Deluxe-Tone						
2d Cpe	810	2,440	4,070	9,160	14,250	20,350
2d D D Cpe	800	2,410	4,020	9,030	14,050	20,075
2d OS Cpe	790	2,380	3,970	8,920	13,880	19,825
2d Clb Sed	720	2,160	3,610	8,110	12,620	18,025
4d Cr Sed	740	2,230	3,710	8,350	12,990	18,550
1941 Commander Custom						
4d Sed Cpe	800	2,410	4,020	9,030	14,050	20,075
2d Cr Cpe	850	2,540	4,230	9,510	14,790	21,125
4d L Cruise	780	2,350	3,920	8,810	13,700	19,575
1941 Commander Deluxe-Tone						
4d Cr Sed	870	2,600	4,340	9,750	15,170	21,675
4d L Cruise	830	2,500	4,170	9,380	14,600	20,850
1941 Commander Skyway						
4d Sed Cpe	850	2,540	4,230	9,510	14,790	21,125
4d Cr Sed	870	2,600	4,330	9,730	15,140	21,625
4d L Cruise	930	2,780	4,640	10,430	16,220	23,175
1941 President Custom						
4d Cr Sed	970	2,900	4,840	10,890	16,940	24,200
4d L Cruise	1,010	3,030	5,050	11,350	17,660	25,225
1941 President Deluxe-Tone						
4d Cr Sed	1,030	3,080	5,140	11,570	17,990	25,700
4d L Cruise	1,070	3,210	5,350	12,030	18,710	26,725
1941 President Skyway						
2d Sed Cpe	1,070	3,210	5,360	12,050	18,740	26,775
4d Cr Sed	1,050	3,150	5,260	11,820	18,390	26,275
4d L Cruise	1,070	3,210	5,360	12,050	18,740	26,775
1942 Champion Custom Series						
2d Cpe	720	2,160	3,610	8,110	12,620	18,025
2d D D Cpe	780	2,350	3,920	8,810	13,700	19,575
2d Clb Sed	710	2,130	3,550	7,980	12,410	17,725
4d Cr Sed	710	2,140	3,570	8,020	12,480	17,825
1942 Champion Deluxstyle Series						
2d Cpe	790	2,380	3,970	8,920	13,880	19,825
2d D D Cpe	800	2,410	4,020	9,030	14,050	20,075
2d Clb Sed	720	2,160	3,610	8,110	12,620	18,025
4d Cr Sed	740	2,230	3,710	8,350	12,990	18,550
1942 Commander Custom Series						
2d Sed Cpe	800	2,410	4,020	9,030	14,050	20,075
4d Cr Sed	850	2,540	4,230	9,510	14,790	21,125
4d L Cr	780	2,350	3,920	8,810	13,700	19,575
1942 Commander Deluxstyle Series						
2d Sed Cpe	820	2,470	4,120	9,270	14,420	20,600
4d Cr Sed	870	2,600	4,340	9,750	15,170	21,675
4d L Cr	830	2,500	4,170	9,380	14,600	20,850
1942 Commander Skyway Series						
2d Sed Cpe	820	2,470	4,120	9,270	14,420	20,600
4d Cr Sed	870	2,600	4,330	9,730	15,140	21,625
4d L Cr	930	2,780	4,640	10,430	16,220	23,175
1942 President Custom Series						
2d Sed Cpe	930	2,780	4,640	10,430	16,220	23,175
4d Cr Sed	970	2,900	4,840	10,890	16,940	24,200
4d L Cr	1,010	3,030	5,050	11,360	17,680	25,250
1942 President Deluxstyle Series						
2d Sed Cpe	970	2,900	4,840	10,890	16,940	24,200
4d Cr Sed	1,030	3,080	5,140	11,570	17,990	25,700
4d L Cr	1,070	3,210	5,350	12,030	18,710	26,725
1942 President Skyway Series						
2d Sed Cpe	1,010	3,030	5,050	11,360	17,680	25,250
4d Cr Sed	1,050	3,150	5,260	11,820	18,390	26,275
4d L Cr	1,090	3,280	5,460	12,290	19,110	27,300
1946 Skyway Champion, 6-cyl., 109.5" wb						
2d 3P Cpe	680	2,040	3,400	7,650	11,900	17,000
2d 5P Cpe	700	2,100	3,500	7,880	12,250	17,500
2d Sed	608	1,824	3,040	6,840	10,640	15,200
4d Sed	616	1,848	3,080	6,930	10,780	15,400
1947-49 Champion, 6-cyl., 112" wb						
2d 3P Cpe	640	1,920	3,200	7,200	11,200	16,000
2d 5P Cpe Starlight	840	2,520	4,200	9,450	14,700	21,000
2d Sed	600	1,800	3,000	6,750	10,500	15,000
4d Sed	592	1,776	2,960	6,660	10,360	14,800
2d Conv	1,520	4,560	7,600	17,100	26,600	38,000
1947-49 Commander, 6-cyl., 119" wb						
2d 3P Cpe	680	2,040	3,400	7,650	11,900	17,000
2d 5P Cpe Starlight	880	2,640	4,400	9,900	15,400	22,000
2d Sed	620	1,860	3,100	6,980	10,850	15,500
4d Sed	612	1,836	3,060	6,890	10,710	15,300
2d Conv	1,560	4,680	7,800	17,550	27,300	39,000
1947-49 Land Cruiser, 6-cyl., 123" wb						
4d Ld Crs Sed	800	2,400	4,000	9,000	14,000	20,000
1950 Champion, 6-cyl., 113" wb						
2d 3P Cpe	790	2,380	3,960	8,910	13,860	19,800
2d 5P Cpe Starlight	950	2,850	4,750	10,690	16,630	23,750
2d Sed	800	2,390	3,980	8,960	13,930	19,900
4d Sed	790	2,380	3,960	8,910	13,860	19,800
2d Conv	1,480	4,450	7,410	16,670	25,940	37,050
1950 Commander, 6-cyl., 120" - 124" wb						
2d 3P Cpe	760	2,280	3,800	8,550	13,300	19,000
2d 5P Cpe Starlight	990	2,960	4,940	11,120	17,290	24,700
2d Sed	800	2,400	4,010	9,010	14,020	20,025
4d Sed	810	2,440	4,070	9,160	14,250	20,350
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
1950 Land Cruiser, 6-cyl., 124" wb						
4d Ld Crs Sed	950	2,850	4,750	10,690	16,630	23,750
1951 Champion Custom, 6-cyl., 115" wb						
4d Sed	790	2,380	3,960	8,910	13,860	19,800
2d Sed	840	2,510	4,180	9,410	14,630	20,900
2d 5P Cpe Starlight	970	2,910	4,850	10,900	16,960	24,225
2d 3P Cpe	810	2,440	4,070	9,160	14,250	20,350
1951 Champion DeLuxe, 6-cyl., 115" wb						
4d Sed	810	2,440	4,070	9,160	14,250	20,350
2d Sed	860	2,570	4,290	9,650	15,020	21,450
2d 5P Cpe Starlight	1,010	3,020	5,040	11,330	17,620	25,175
2d 3P Cpe	840	2,510	4,180	9,410	14,630	20,900
1951 Champion Regal, 6-cyl., 115" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Sed	760	2,280	3,800	8,550	13,300	19,000
2d 5P Cpe Starlight	,050	3,140	5,240	11,780	18,320	26,175
2d 3P Cpe	840	2,510	4,180	9,410	14,630	20,900
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
1951 Commander Regal, V-8, 115" wb						
4d Sed	780	2,330	3,890	8,750	13,620	19,450
2d Sed	840	2,510	4,180	9,410	14,630	20,900
2d 5P Cpe Starlight	1,060	3,190	5,320	11,970	18,620	26,600
1951 Commander State, V-8, 115" wb						
4d Sed	820	2,450	4,090	9,200	14,320	20,450
2d Sed	860	2,570	4,280	9,620	14,960	21,375
2d 5P Cpe Starlight	1,100	3,310	5,510	12,400	19,290	27,550
2d Conv	1,600	4,790	7,980	17,960	27,930	39,900
1951 Land Cruiser, V-8, 119" wb						
4d Sed	950	2,850	4,750	10,690	16,630	23,750
1952 Champion Custom, 6-cyl., 115" wb						
4d Sed	810	2,440	4,070	9,160	14,250	20,350
2d Sed	740	2,220	3,710	8,340	12,970	18,525
2d 5P Cpe Starlight	990	2,960	4,940	11,120	17,290	24,700
1952 Champion DeLuxe, 6-cyl., 115" wb						
4d Sed	720	2,170	3,610	8,120	12,640	18,050
2d Sed	870	2,610	4,350	9,780	15,210	21,725
2d 5P Cpe Starlight	1,030	3,080	5,130	11,540	17,960	25,650
1952 Champion Regal, 6-cyl., 115" wb						
Sed	740	2,220	3,710	8,340	12,970	18,525
2d Sed	820	2,460	4,100	9,230	14,350	20,500
2d 5P Cpe Starlight	1,080	3,250	5,420	12,180	18,950	27,075
2d Star HT	1,100	3,310	5,510	12,400	19,290	27,550
2d Conv	1,560	4,670	7,790	17,530	27,270	38,950
1952 Commander Regal, V-8, 115" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Sed	870	2,620	4,370	9,830	15,300	21,850
2d 5P Cpe Starlight	1,100	3,310	5,510	12,400	19,290	27,550
1952 Commander State, V-8, 115" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Sed	870	2,620	4,370	9,830	15,300	21,850
2d Cpe Starlight	1,140	3,420	5,700	12,830	19,950	28,500
2d Star HT	1,240	3,720	6,200	13,950	21,700	31,000
2d Conv	1,630	4,900	8,170	18,380	28,600	40,850
1952 Land Cruiser, V-8, 119" wb						
4d Sed	950	2,850	4,750	10,690	16,630	23,750
1953-54 Champion Custom, 6-cyl., 116.5" wb						
4d Sed	790	2,380	3,960	8,910	13,860	19,800
2d Sed	720	2,170	3,610	8,120	12,640	18,050
1953-54 Champion DeLuxe, 6-cyl., 116.5" - 120.5" wb						
4d Sed	810	2,440	4,070	9,160	14,250	20,350
2d Sed	740	2,220	3,710	8,340	12,970	18,525
2d Cpe	840	2,510	4,180	9,410	14,630	20,900
2d Sta Wag	870	2,620	4,370	9,830	15,300	21,850
1953-54 Champion Regal, 6-cyl., 116.5" - 120.5" wb						
4d Sed	720	2,170	3,610	8,120	12,640	18,050
2d Sed	760	2,280	3,800	8,550	13,300	19,000
2d 5P Cpe	870	2,620	4,370	9,830	15,300	21,850
2d HT	1,050	3,140	5,230	11,760	18,290	26,125
2d Sta Wag (1954 only)	890	2,680	4,470	10,050	15,630	22,325
1953-54 Commander DeLuxe, V-8, 116.5" - 120.5" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Sed	870	2,610	4,350	9,780	15,210	21,725
2d Cpe	890	2,680	4,470	10,050	15,630	22,325
Sta Wag (1954 only)	910	2,740	4,560	10,260	15,960	22,800
1953-54 Commander Regal, V-8, 116.5" - 120.5" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Cpe	910	2,740	4,560	10,260	15,960	22,800
2d HT	1,100	3,310	5,510	12,400	19,290	27,550
2d Sta Wag (1954 only)	930	2,790	4,660	10,470	16,290	23,275
1953-54 Land Cruiser, V-8, 120.5" wb						
4d Sed	950	2,850	4,750	10,690	16,630	23,750
4d Reg Sed (1954 only)	990	2,960	4,940	11,120	17,290	24,700
1955 Champion Custom, 6-cyl., 116.5" wb						
4d Sed	700	2,110	3,520	7,920	12,320	17,600
2d Sed	750	2,240	3,740	8,420	13,090	18,700
1955 Champion DeLuxe, 6-cyl., 116.5" - 120.5" wb						
4d Sed	730	2,180	3,630	8,170	12,710	18,150
2d Sed	860	2,570	4,290	9,650	15,020	21,450
2d Cpe	950	2,840	4,740	10,670	16,590	23,700
1955 Champion Regal, 6-cyl., 116.5" - 120.5" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Cpe	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,060	3,190	5,320	11,970	18,620	26,600
2d Sta Wag	910	2,740	4,560	10,260	15,960	22,800
1955 Commander Custom, V-8, 116.5" wb						
4d Sed	860	2,570	4,290	9,650	15,020	21,450
2d Sed	820	2,460	4,100	9,230	14,350	20,500
1955 Commander DeLuxe, V-8, 116.5" - 120.5" wb						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
2d Sed	790	2,380	3,960	8,910	13,860	19,800
2d Cpe	910	2,740	4,560	10,260	15,960	22,800
Sta Wag	930	2,790	4,660	10,470	16,290	23,275
1955 Commander Regal, V-8, 116.5" - 120.5" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Cpe	910	2,740	4,560	10,260	15,960	22,800
2d HT	1,160	3,480	5,800	13,040	20,280	28,975
2d Sta Wag	950	2,850	4,750	10,690	16,630	23,750
1955 President DeLuxe, V-8, 120.5" wb						
4d Sed	870	2,620	4,370	9,830	15,300	21,850
1955 President State, V-8, 120.5" wb						
4d Sed	870	2,620	4,370	9,830	15,300	21,850
2d Cpe	950	2,850	4,750	10,690	16,630	23,750
2d HT	1,250	3,760	6,270	14,110	21,950	31,350
2d Spds HT	2,280	6,840	11,400	25,650	39,900	57,000
NOTE: Deduct $200 for Champion models in all series.						
1956 Champion, 6-cyl., 116.5" wb						
4d Sed	620	1,850	3,080	6,930	10,780	15,400
2d Sed	660	1,980	3,300	7,430	11,550	16,500
1956 Flight Hawk, 6-cyl., 120.5" wb						
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
1956 Champion Pelham, 6-cyl., 116.5" wb						
Sta Wag	860	2,570	4,280	9,620	14,960	21,375
1956 Commander, V-8, 116.5" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Sed	730	2,190	3,650	8,210	12,780	18,250
1956 Power Hawk, V-8, 120.5" wb						
2d Cpe	950	2,850	4,750	10,690	16,630	23,750
1956 Commander Parkview, V-8, 116.5" wb						
2d Sta Wag	870	2,620	4,370	9,830	15,300	21,850

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1956 President, V-8, 116.5" wb						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Classic	820	2,460	4,100	9,230	14,350	20,500
2d Sed	840	2,510	4,180	9,410	14,630	20,900
1956 Sky Hawk, V-8, 120.5" wb						
2d HT	1,030	3,080	5,130	11,540	17,960	25,650
1956 President Pinehurst, V-8, 116.5" wb						
4d Sta Wag	950	2,850	4,750	10,690	16,630	23,750
1956 Golden Hawk, V-8, 120.5" wb						
2d HT	1,900	5,700	9,500	21,380	33,250	47,500
1957 Champion Scotsman, 6-cyl., 116.5" wb						
4d Sed	590	1,780	2,970	6,680	10,400	14,850
2d Sed	620	1,850	3,080	6,930	10,780	15,400
2d Sta Wag	840	2,510	4,180	9,410	14,630	20,900
1957 Champion Custom, 6-cyl., 116.5" wb						
4d Sed	620	1,850	3,080	6,930	10,780	15,400
2d Clb Sed	640	1,930	3,210	7,220	11,240	16,050
1957 Champion DeLuxe, 6-cyl., 116.5" wb						
4d Sed	640	1,930	3,210	7,220	11,240	16,050
2d Clb Sed	660	1,980	3,300	7,430	11,550	16,500
1957 Silver Hawk, 6-cyl., 120.5" wb						
2d Cpe	1,330	3,990	6,650	14,960	23,280	33,250
1957 Champion Pelham, 6-cyl., 116.5" wb						
Sta Wag	840	2,510	4,180	9,410	14,630	20,900
1957 Commander Custom, V-8, 116.5" wb						
4d Sed	620	1,850	3,080	6,930	10,780	15,400
2d Clb Sed	660	1,980	3,300	7,430	11,550	16,500
1957 Commander DeLuxe, V-8, 116.5" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
2d Clb Sed	680	2,050	3,410	7,670	11,940	17,050
1957 Commander Station Wagons, V-8, 116.5" wb						
4d Park	870	2,620	4,370	9,830	15,300	21,850
4d Prov	870	2,620	4,370	9,830	15,300	21,850
1957 President, V-8, 116.5" wb						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Classic	820	2,460	4,100	9,230	14,350	20,500
2d Clb Sed	840	2,510	4,180	9,410	14,630	20,900
1957 Silver Hawk, V-8, 120.5" wb						
2d Cpe	1,320	3,960	6,600	14,850	23,100	33,000
1957 President Broadmoor, V-8, 116.5" wb						
4d Sta Wag	910	2,740	4,560	10,260	15,960	22,800
1957 Golden Hawk, V-8, 120.5" wb						
2d Spt HT	2,090	6,270	10,450	23,510	36,580	52,250
1958 Champion Scotsman, 6-cyl., 116.5" wb						
4d Sed	470	1,410	2,360	5,300	8,240	11,775
2d Sed	480	1,430	2,380	5,340	8,310	11,875
4d Sta Wag	530	1,580	2,640	5,940	9,240	13,200
1958 Champion, 6-cyl., 116.5" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Sed	470	1,410	2,360	5,300	8,240	11,775
1958 Silver Hawk, 6-cyl., 120.5" wb						
2d Cpe	1,250	3,760	6,270	14,110	21,950	31,350
1958 Commander, V-8, 116.5" wb						
4d Sed	620	1,850	3,080	6,930	10,780	15,400
2d HT	680	2,050	3,410	7,670	11,940	17,050
4d Sta Wag	760	2,280	3,800	8,550	13,300	19,000
1958 President, V-8, 120.5" & 116.5" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d HT	840	2,510	4,180	9,410	14,630	20,900
1958 Silver Hawk, V-8, 120.5" wb						
2d Cpe	1,270	3,820	6,370	14,330	22,300	31,850
1958 Golden Hawk, V-8, 120.5" wb						
2d Spt HT	2,130	6,380	10,640	23,940	37,240	53,200
1959-60 Lark DeLuxe, V-8, 108.5" wb						
4d Sed	570	1,720	2,860	6,440	10,010	14,300
2d Sed	590	1,780	2,970	6,680	10,400	14,850
4d Sta Wag (1960 only)						
790	2,380	3,960	8,910	13,860	19,800	
2d Sta Wag	790	2,380	3,960	8,910	13,860	19,800
1959-60 Lark Regal, V-8, 108.5" wb						
4d Sed	600	1,800	3,010	6,760	10,520	15,025
2d HT	830	2,480	4,140	9,320	14,490	20,700
2d Conv (1960 only)						
1,040	3,120	5,200	11,700	18,200	26,000	
4d Sta Wag	810	2,440	4,070	9,160	14,250	20,350
NOTE: Deduct 5% for 6-cyl. models.						
1959-60 Hawk, V-8, 120.5" wb						
2d Spt Cpe	1,710	5,130	8,550	19,240	29,930	42,750
1961 Lark DeLuxe, V-8, 108.5" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	540	1,620	2,700	6,080	9,450	13,500
1961 Lark Regal, V-8, 108.5" wb						
4d Sed	550	1,640	2,730	6,140	9,560	13,650
2d HT	760	2,280	3,800	8,550	13,300	19,000
2d Conv	1,080	3,240	5,400	12,150	18,900	27,000
1961 Lark Cruiser, V-8, 113" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
1961 Station Wagons, V-8, 113" wb						
4d DeL	600	1,800	3,000	6,750	10,500	15,000
2d	560	1,680	2,800	6,300	9,800	14,000
4d Reg	530	1,600	2,670	6,000	9,340	13,340
1961 Hawk, 8-cyl., 120.5" wb						
2d Spt Cpe	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: First year for 4-speed Hawks, add 5% . Deduct 5% for 6-cyl; 5% for 1959 Hawk with 6-cyl.						
1962 Lark DeLuxe, V-8, 109" - 113" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	560	1,680	2,800	6,300	9,800	14,000
4d Sta Wag	740	2,220	3,700	8,330	12,950	18,500
1962 Lark Regal, V-8, 109" - 113" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d HT	760	2,280	3,800	8,550	13,300	19,000
2d Conv	1,040	3,120	5,200	11,700	18,200	26,000
4d Sta Wag	740	2,220	3,700	8,330	12,950	18,500
1962 Lark Daytona, V-8, 109" wb						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,480	4,440	7,400	16,650	25,900	37,000
1962 Lark Cruiser, V-8, 113" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
1962 Gran Turismo Hawk, V-8, 120.5" wb						
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Add 5% for 4-Speed. Deduct 5% for 6-cyl.						
1963 Lark Standard, V-8, 109" - 113" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sed	540	1,620	2,700	6,080	9,450	13,500
4d Wagonaire Sta Wag	680	2,040	3,400	7,650	11,900	17,000
1963 Lark Regal, V-8, 109" - 113" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	580	1,740	2,900	6,530	10,150	14,500
4d Wagonaire Sta Wag	720	2,160	3,600	8,100	12,600	18,000
1963 Lark Custom, V-8, 109" - 113" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	600	1,800	3,000	6,750	10,500	15,000
1963 Lark Daytona, V-8, 109" - 113" wb						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,480	4,440	7,400	16,650	25,900	37,000
4d Wagonaire Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1963 Cruiser, V-8, 113" wb						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
1963 Gran Turismo Hawk, V-8, 120.5" wb						
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Add 25% for R1 engine option; 60% for R2 engine option; Due to rarity, R3 engine option inestimable. 5 % for 6-cyl.						
1964 Challenger, V-8, 109" - 113" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Wagonaire Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1964 Commander, V-8, 109" - 113" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sed	540	1,620	2,700	6,080	9,450	13,500
4d Wagonaire Sta Wag	820	2,460	4,100	9,230	14,350	20,500
1964 Daytona, V-8, 109" - 113" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,480	4,440	7,400	16,650	25,900	37,000
4d Wagonaire Sta Wag	820	2,460	4,100	9,230	14,350	20,500
1964 Cruiser, V-8, 113" wb						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
1964 Gran Turismo Hawk, V-8, 120.5" wb						
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Add 25% for R1 engine option; 60% for R2 engine option; Due to rarity, R3 engine option inestimable.. Deduct 5% for 6-cyl.						
1965 Commander, V-8, 109" - 113" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sed	540	1,620	2,700	6,080	9,450	13,500
4d Wagonaire Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1965 Daytona, V-8, 109" - 113" wb						
4d Spt Sed	560	1,680	2,800	6,300	9,800	14,000
4d Wagonaire Sta Wag	840	2,520	4,200	9,450	14,700	21,000
2d Spt Sed	720	2,160	3,600	8,100	12,600	18,000
1965 Cruiser, V-8, 113" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
NOTE: Deduct 10% for 6-cyl. models.						
1966 Commander, V-8, 109" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sed	560	1,680	2,800	6,300	9,800	14,000
1966 Daytona, V-8, 109" - 113" wb						
2d Spt Sed	580	1,740	2,900	6,530	10,150	14,500
1966 Cruiser, V-8, 113" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
1966 Wagonaire, V-8, 113" wb						
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000

AVANTI

	6	5	4	3	2	1
1963 Avanti, V-8, 109" wb						
2d Spt Cpe	2,000	6,000	10,000	22,500	35,000	50,000
1964 Avanti, V-8, 109" wb						
2d Spt Cpe	2,400	7,200	12,000	27,000	42,000	60,000
NOTE: Add 40% for R2 engine option; 50% for R4 engine option; 60% for R3 engine option.						

AVANTI II

	6	5	4	3	2	1
Avanti II, V-8, 109" wb						
1965 2d Spt Cpe	1,850	5,560	9,270	20,860	32,450	46,350
NOTE: Five (5) prototypes made.						
1966 2d Spt Cpe	1,850	5,560	9,270	20,860	32,450	46,350
1967 2d Spt Cpe	1,850	5,560	9,270	20,860	32,450	46,350
1968 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1969 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1970 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1971 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1972 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1973 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1974 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1975 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1976 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
NOTE: Add 5% for leather upholstery; 5% for sunroof; 6% for wire wheels.						
1977 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1978 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1979 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1980 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1981 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1982 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1983 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1984 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1985 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
NOTE: No Avanti II models manufactured in 1986.						
1987 2d Spt Cpe	1,150	3,460	5,770	12,980	20,200	28,850
1987 2d Conv	2,310	6,920	11,530	25,930	40,340	57,625
1988 2d Spt Cpe	1,150	3,460	5,770	12,980	20,200	28,850
1988 2d Conv	2,310	6,920	11,530	25,930	40,340	57,625
1989 2d Spt Cpe	1,150	3,460	5,770	12,980	20,200	28,850
1989 2d Conv	2,310	6,920	11,530	25,930	40,340	57,625
1990 4d Sed	1,150	3,460	5,770	12,980	20,200	28,850
1991 2d Conv	2,310	6,920	11,530	25,930	40,340	57,625

STUTZ

	6	5	4	3	2	1
1912 Series A, 4-cyl., 50 hp, 120" wb						
2P Rds	6,050	18,140	30,240	68,040	105,840	151,200
4P Toy Tonn	6,300	18,900	31,500	70,880	110,250	157,500
5P Tr	6,300	18,900	31,500	70,880	110,250	157,500
2P Bearcat	13,440	40,320	67,200	151,200	235,200	336,000
4P Cpe	5,040	15,120	25,200	56,700	88,200	126,000
1912 Series A, 6-cyl., 60 hp, 124" wb Touring - 6P (130" wb)						
6P Tr	6,170	18,520	30,870	69,460	108,050	154,350
4P Toy Tonn	6,930	20,790	34,650	77,960	121,280	173,250
2P Bearcat	15,330	45,990	76,650	172,460	268,280	383,250
1913 Series B, 4-cyl., 50 hp, 120" wb						
2P Rds	6,050	18,140	30,240	68,040	105,840	151,200
4P Toy Tonn	6,300	18,900	31,500	70,880	110,250	157,500
4P Tr (124" wb)	6,720	20,160	33,600	75,600	117,600	168,000
2P Bearcat	13,440	40,320	67,200	151,200	235,200	336,000
6P Tr (124" wb)	6,720	20,160	33,600	75,600	117,600	168,000
1913 Series B, 6-cyl., 60 hp, 124" wb						
2P Bearcat	15,330	45,990	76,650	172,460	268,280	383,250
4P Toy Tonn	7,770	23,310	38,850	87,410	135,980	194,250
6P Tr (130" wb)	8,190	24,570	40,950	92,140	143,330	204,750
1914 Model 4E, 4-cyl., 50 hp, 120" wb						
2P Rds	6,050	18,140	30,240	68,040	105,840	151,200
Bearcat	12,600	37,800	63,000	141,750	220,500	315,000
5P Tr	6,720	20,160	33,600	75,600	117,600	168,000
1914 Model 6E, 6-cyl., 55 hp, 130" wb						
2P Rds	6,510	19,530	32,550	73,240	113,930	162,750
6P Tr	7,770	23,310	38,850	87,410	135,980	194,250
1915 Model H.C.S., 4-cyl., 23 hp, 108" wb						
2P Rds	3,360	10,080	16,800	37,800	58,800	84,000
1915 Model 4F, 4-cyl., 36.1 hp, 120" wb						
2P Rds	5,880	17,640	29,400	66,150	102,900	147,000
Bearcat	12,600	37,800	63,000	141,750	220,500	315,000
Cpe	4,620	13,860	23,100	51,980	80,850	115,500
Bulldog	5,880	17,640	29,400	66,150	102,900	147,000
5P Tr	6,090	18,270	30,450	68,510	106,580	152,250
5P Sed	4,200	12,600	21,000	47,250	73,500	105,000
1915 Model 6F, 6-cyl., 38.4 hp, 130" wb						
2P Rds	5,880	17,640	29,400	66,150	102,900	147,000
Bearcat	13,860	41,580	69,300	155,930	242,550	346,500
Cpe	5,040	15,120	25,200	56,700	88,200	126,000
5P Tr	6,090	18,270	30,450	68,510	106,580	152,250
6P Tr	6,300	18,900	31,500	70,880	110,250	157,500
5P Sed	4,620	13,860	23,100	51,980	80,850	115,500
1916 Model C, 4-cyl., 36.1 hp, 120" wb						
2P Rds	5,040	15,120	25,200	56,700	88,200	126,000
Bearcat	12,600	37,800	63,000	141,750	220,500	315,000
Bulldog	5,880	17,640	29,400	66,150	102,900	147,000
Sed	4,200	12,600	21,000	47,250	73,500	105,000
1916 Bulldog Special, 4-cyl., 36.1 hp, 130" wb						
4P Tr	5,880	17,640	29,400	66,150	102,900	147,000
5P Tr	6,010	18,020	30,030	67,570	105,110	150,150
1917 Series R, 4-cyl., 80 hp, 130" wb						
2P Rds	5,670	17,010	28,350	63,790	99,230	141,750
4P Bulldog Spl	5,880	17,640	29,400	66,150	102,900	147,000
6P Bulldog Spl	6,300	18,900	31,500	70,880	110,250	157,500
Bearcat (120" wb)	12,600	37,800	63,000	141,750	220,500	315,000

	6	5	4	3	2	1
1918 Series S, 4-cyl., 80 hp, 130" wb						
2P Rds	5,670	17,010	28,350	63,790	99,230	141,750
4P Bulldog Spl	5,880	17,640	29,400	66,150	102,900	147,000
6P Bulldog Spl	6,300	18,900	31,500	70,880	110,250	157,500
Bearcat (120" wb)						
	12,600	37,800	63,000	141,750	220,500	315,000
1919 Series G, 4-cyl., 80 hp, 130" wb						
6P Tr	6,300	18,900	31,500	70,880	110,250	157,500
2P Rds	5,670	17,010	28,350	63,790	99,230	141,750
4P C.C. Tr	5,710	17,140	28,560	64,260	99,960	142,800
Bearcat (120" wb)						
	12,600	37,800	63,000	141,750	220,500	315,000
1920 Series H, 4-cyl., 80 hp, 130" wb						
2P Bearcat (120" wb)						
	12,600	37,800	63,000	141,750	220,500	315,000
2P Rds	5,670	17,010	28,350	63,790	99,230	141,750
4P/5P Tr	5,880	17,640	29,400	66,150	102,900	147,000
6P/7P Tr	6,300	18,900	31,500	70,880	110,250	157,500
1921 Series K, 4-cyl., 80 hp, 130" wb						
2P Bearcat (120" wb)						
	12,600	37,800	63,000	141,750	220,500	315,000
2P Rds	5,670	17,010	28,350	63,790	99,230	141,750
4P Tr	5,880	17,640	29,400	66,150	102,900	147,000
6P Tr	6,300	18,900	31,500	70,880	110,250	157,500
4P Cpe	4,620	13,860	23,100	51,980	80,850	115,500
1922 Series K, 4-cyl., 80 hp, 130" wb						
3P Cpe	4,620	13,860	23,100	51,980	80,850	115,500
2P Rds	5,880	17,640	29,400	66,150	102,900	147,000
Bearcat (120" wb)						
	8,600	25,800	43,000	96,750	150,500	215,000
6P Tr	6,300	18,900	31,500	70,880	110,250	157,500
4P Spt	6,930	20,790	34,650	77,960	121,280	173,250
1923 Special Six, 70 hp, 120" wb						
5P Sed	4,620	13,860	23,100	51,980	80,850	115,500
5P Tr	5,880	17,640	29,400	66,150	102,900	147,000
Rds	5,460	16,380	27,300	61,430	95,550	136,500
1923 Speedway Four, 88 hp, 130" wb						
6P Tr	6,930	20,790	34,650	77,960	121,280	173,250
Sportster	7,980	23,940	39,900	89,780	139,650	199,500
4P Cpe	4,620	13,860	23,100	51,980	80,850	115,500
Sportsedan	4,830	14,490	24,150	54,340	84,530	120,750
Rds	6,220	18,650	31,080	69,930	108,780	155,400
Bearcat	13,440	40,320	67,200	151,200	235,200	336,000
Calif Tr	7,140	21,420	35,700	80,330	124,950	178,500
Calif Sptstr	8,400	25,200	42,000	94,500	147,000	210,000
1924 Special Six, 70 hp, 120" wb						
5P Phae	6,300	18,900	31,500	70,880	110,250	157,500
Tourabout	5,880	17,640	29,400	66,150	102,900	147,000
2P Rds	5,670	17,010	28,350	63,790	99,230	141,750
Palanquin	4,620	13,860	23,100	51,980	80,850	115,500
5P Sed	4,200	12,600	21,000	47,250	73,500	105,000
1924 Speedway Four, 4-cyl., 88 hp, 130" wb						
2P Rds	6,220	18,650	31,080	69,930	108,780	155,400
2P Bearcat	13,440	40,320	67,200	151,200	235,200	336,000
6P Tr	5,880	17,640	29,400	66,150	102,900	147,000
4P Cpe	4,620	13,860	23,100	51,980	80,850	115,500
1925 Models 693-694, 6-cyl., 70 hp, 120" wb						
5P Phae	6,300	18,900	31,500	70,880	110,250	157,500
5P Tourabout	5,880	17,640	29,400	66,150	102,900	147,000
2P Rds	5,670	17,010	28,350	63,790	99,230	141,750
4P Cpe	4,410	13,230	22,050	49,610	77,180	110,250
5P Sed	4,200	12,600	21,000	47,250	73,500	105,000
1925 Model 695, 6-cyl., 80 hp, 130" wb						
7P Tourster	6,050	18,140	30,240	68,040	105,840	151,200
5P Sportster	7,980	23,940	39,900	89,780	139,650	199,500
7P Sub	4,830	14,490	24,150	54,340	84,530	120,750
Sportbrohm	5,040	15,120	25,200	56,700	88,200	126,000
7P Berline	4,620	13,860	23,100	51,980	80,850	115,500
1926 Vertical Eight, AA, 92 hp, 131" wb						
4P Spds	13,860	41,580	69,300	155,930	242,550	346,500
5P Spds	14,070	42,210	70,350	158,290	246,230	351,750
4P Vic Cpe	5,040	15,120	25,200	56,700	88,200	126,000
5P Brgm	5,040	15,120	25,200	56,700	88,200	126,000
5P Sed	4,200	12,600	21,000	47,250	73,500	105,000
Rds	6,930	20,790	34,650	77,960	121,280	173,250
1927 Vertical Eight, AA, 92 hp, 131" wb						
4P Spds	13,860	41,580	69,300	155,930	242,550	346,500
5P Spds	17,850	53,550	89,250	200,810	312,380	446,250
2P Cpe	5,040	15,120	25,200	56,700	88,200	126,000
4P Cpe	5,250	15,750	26,250	59,060	91,880	131,250
5P Brgm	5,040	15,120	25,200	56,700	88,200	126,000
5P Sed	5,250	15,750	26,250	59,060	91,880	131,250
7P Berline	4,410	13,230	22,050	49,610	77,180	110,250
7P Sed	4,620	13,860	23,100	51,980	80,850	115,500
1928 Series BB, 8-cyl., 115 hp, 131 & 135" wb						
2P Spds	14,280	42,840	71,400	160,650	249,900	357,000
4P Spds	13,860	41,580	69,300	155,930	242,550	346,500
5P Spds	14,070	42,210	70,350	158,290	246,230	351,750
7P Spds	14,150	42,460	70,770	159,230	247,700	353,850
2P Black Hawk Spds						
	13,440	40,320	67,200	151,200	235,200	336,000
4P Black Hawk Spds						
	13,360	40,070	66,780	150,260	233,730	333,900
4P Vic Cpe	5,460	16,380	27,300	61,430	95,550	136,500
2P Cpe	5,250	15,750	26,250	59,060	91,880	131,250
5P Sed	4,410	13,230	22,050	49,610	77,180	110,250
5P Brgm	4,620	13,860	23,100	51,980	80,850	115,500
2P Cabr Cpe	8,820	26,460	44,100	99,230	154,350	220,500
7P Sed	5,120	15,370	25,620	57,650	89,670	128,100
7P Sed Limo	4,620	13,860	23,100	51,980	80,850	115,500
4P Deauville	5,250	15,750	26,250	59,060	91,880	131,250
5P Chantilly Sed						
	5,330	16,000	26,670	60,010	93,350	133,350
4P Monaco Cpe						
	5,460	16,380	27,300	61,430	95,550	136,500
5P Riv Sed	5,540	16,630	27,720	62,370	97,020	138,600
7P Biarritz Sed	5,670	17,010	28,350	63,790	99,230	141,750
5P Chamonix Sed						
	5,710	17,140	28,560	64,260	99,960	142,800
7P Fontainbleau						
	5,750	17,260	28,770	64,730	100,700	143,850
5P Aix Les Bains						
	5,710	17,140	28,560	64,260	99,960	142,800
7P Versailles	5,750	17,260	28,770	64,730	100,700	143,850
5P Prince of Wales						
	5,710	17,140	28,560	64,260	99,960	142,800
8P Prince of Wales						
	5,880	17,640	29,400	66,150	102,900	147,000
Transformable Twn Car						
	6,300	18,900	31,500	70,880	110,250	157,500
1929 Model M, 8-cyl., 115 hp, 134-1/2" wb						
4P Spds	14,110	42,340	70,560	158,760	246,960	352,800
7P Spds	14,410	43,220	72,030	162,070	252,110	360,150
2P Speed Car	14,530	43,600	72,660	163,490	254,310	363,300
5P Cpe	5,500	16,510	27,510	61,900	96,290	137,550
4P Cpe	5,710	17,140	28,560	64,260	99,960	142,800
2P Cabr	9,070	27,220	45,360	102,060	158,760	226,800
5P Sed	5,290	15,880	26,460	59,540	92,610	132,300
7P Sed	5,380	16,130	26,880	60,480	94,080	134,400
5P Chantilly Sed						
	5,710	17,140	28,560	64,260	99,960	142,800
5P Monaco Cpe						
	5,500	16,510	27,510	61,900	96,290	137,550
5P Deauville	5,080	15,250	25,410	57,170	88,940	127,050
7P Limo	9,490	28,480	47,460	106,790	166,110	237,300
2P Cabr	5,920	17,770	29,610	66,620	103,640	148,050
5P Biarritz	6,010	18,020	30,030	67,570	105,110	150,150
7P Fontainbleau						
	5,960	17,890	29,820	67,100	104,370	149,100
7P Aix Les Baines						
	4,960	14,870	24,780	55,760	86,730	123,900
5P Limo	4,450	13,360	22,260	50,090	77,910	111,300
6P Brgm	5,080	15,250	25,410	57,170	88,940	127,050
Brgm Limo	4,700	14,110	23,520	52,920	82,320	117,600
6P Sed	5,040	15,120	25,200	56,700	88,200	126,000
6P Sed Limo	5,080	15,250	25,410	57,170	88,940	127,050
7P Sed Limo	6,550	19,660	32,760	73,710	114,660	163,800
5P Transformable Cabr						
	6,760	20,290	33,810	76,070	118,340	169,050
7P Trans Twn Car						
	6,640	19,910	33,180	74,660	116,130	165,900
5P Trans Twn Car						
	6,320	18,960	31,600	71,100	110,600	158,000
1929 Model M, 8-cyl., 115 hp, 145" wb						
4P Spds	14,990	44,980	74,970	168,680	262,400	374,850
7P Spds	15,410	46,240	77,070	173,410	269,750	385,350
5P Sed	5,960	17,890	29,820	67,100	104,370	149,100
7P Sed	6,170	18,520	30,870	69,460	108,050	154,350
7P Limo	6,590	19,780	32,970	74,180	115,400	164,850
Cabr	7,220	21,670	36,120	81,270	126,420	180,600
Chaumont	7,010	21,040	35,070	78,910	122,750	175,350
Monte Carlo, by Weymann						
	16,250	48,760	81,270	182,860	284,450	406,350
5P Limo	5,960	17,890	29,820	67,100	104,370	149,100
Brgm	6,590	19,780	32,970	74,180	115,400	164,850
Brgm Limo	6,800	20,410	34,020	76,550	119,070	170,100
6P Sed	5,040	15,120	25,200	56,700	88,200	126,000
6P Sed Limo	6,800	20,410	34,020	76,550	119,070	170,100
7P Sed Limo	6,850	20,540	34,230	77,020	119,810	171,150
Transformable Cabr						
	7,010	21,040	35,070	78,910	122,750	175,350
Transformable Twn Car						
	6,930	20,790	34,650	77,960	121,280	173,250
Transformable Tr Cabr						
	7,010	21,040	35,070	78,910	122,750	175,350
1930 Model MA, 8-cyl., 115 hp, 134-1/2" wb						
2P Spds	13,650	40,950	68,250	153,560	238,880	341,250
4P Spds	13,990	41,960	69,930	157,340	244,760	349,650
2P Cpe	5,080	15,250	25,410	57,170	88,940	127,050
5P Cpe	4,870	14,620	24,360	54,810	85,260	121,800
Sed	5,080	15,250	25,410	57,170	88,940	127,050
Cabr	8,650	25,960	43,260	97,340	151,410	216,300
Longchamps	5,170	15,500	25,830	58,120	90,410	129,150
Versailles	5,290	15,880	26,460	59,540	92,610	132,300
Torpedo	8,190	24,570	40,950	92,140	143,330	204,750
Weymann Monte Carlo						
	16,210	48,640	81,060	182,390	283,710	405,300
1930 Model MB, 8-cyl., 115 hp, 145" wb						
4P Spds	14,570	43,720	72,870	163,960	255,050	364,350
7P Spds	14,990	44,980	74,970	168,680	262,400	374,850
5P Sed	5,540	16,630	27,720	62,370	97,020	138,600
7P Sed	5,750	17,260	28,770	64,730	100,700	143,850
7P Limo	6,170	18,520	30,870	69,460	108,050	154,350
Cabr	6,800	20,410	34,020	76,550	119,070	170,100
Chaumont	6,590	19,780	32,970	74,180	115,400	164,850
Monte Carlo	21,880	65,640	109,400	246,150	382,900	547,000
5P Limo	5,750	17,260	28,770	64,730	100,700	143,850
Brgm	6,170	18,520	30,870	69,460	108,050	154,350
Brgm Limo	6,380	19,150	31,920	71,820	111,720	159,600
6P Sed	6,260	18,770	31,290	70,400	109,520	156,450
6P Sed Limo	6,380	19,150	31,920	71,820	111,720	159,600
7P Sed Limo	6,430	19,280	32,130	72,290	112,460	160,650
Transformable Cabr						
	6,590	19,780	32,970	74,180	115,400	164,850
Transformable Twn Car						
	6,510	19,530	32,550	73,240	113,930	162,750
Transformable Tr Cabr						
	6,590	19,780	32,970	74,180	115,400	164,850
1931 Model LA, 6-cyl., 85 hp, 127-1/2" wb						
4P Spds	7,980	23,940	39,900	89,780	139,650	199,500
5P Cpe	4,410	13,230	22,050	49,610	77,180	110,250
Sed	3,780	11,340	18,900	42,530	66,150	94,500
4P Cpe	4,200	12,600	21,000	47,250	73,500	105,000
Cabr Cpe	4,540	13,610	22,680	51,030	79,380	113,400
1931 Model MA, 8-cyl., 115 hp, 134-1/2" wb						
2P Spds	13,690	41,080	68,460	154,040	239,610	342,300
Torp	14,070	42,210	70,350	158,290	246,230	351,750
4P Spds	13,990	41,960	69,930	157,340	244,760	349,650
5P Cpe	4,870	14,620	24,360	54,810	85,260	121,800
4P Cpe	4,660	13,990	23,310	52,450	81,590	116,550
Cabr Cpe	8,230	24,700	41,160	92,610	144,060	205,800
Sed	5,080	15,250	25,410	57,170	88,940	127,050
Longchamps	5,170	15,500	25,830	58,120	90,410	129,150
Versailles	5,290	15,880	26,460	59,540	92,610	132,300
1931 Model MB, 8-cyl., 115 hp, 145" wb						
7P Spds	14,990	44,980	74,970	168,680	262,400	374,850
5P Sed	5,540	16,630	27,720	62,370	97,020	138,600
7P Sed	5,750	17,260	28,770	64,730	100,700	143,850
Limo	6,170	18,520	30,870	69,460	108,050	154,350
Cabr Cpe	6,170	18,520	30,870	69,460	108,050	154,350
Conv Sed	6,590	19,780	32,970	74,180	115,400	164,850
Chaumont	82,740	248,230	413,720	930,870	1,448,020	2,068,600
Monte Carlo	15,830	47,500	79,170	178,130	277,100	395,850
Brgm	6,170	18,520	30,870	69,460	108,050	154,350
7P Sed	6,430	19,280	32,130	72,290	112,460	160,650
Brgm Limo	6,380	19,150	31,920	71,820	111,720	159,600
6/7P Sed Limo	6,470	19,400	32,340	72,770	113,190	161,700
Transformable Cabr						
	6,590	19,780	32,970	74,180	115,400	164,850
Transformable Twn Car						
	6,510	19,530	32,550	73,240	113,930	162,750
Transformable Twn Cabr						
	6,590	19,780	32,970	74,180	115,400	164,850
1932 Model LAA, 6-cyl., 85 hp, 127-1/2" wb						
Sed	3,860	11,590	19,320	43,470	67,620	96,600
5P Cpe	4,070	12,220	20,370	45,830	71,300	101,850
4P Cpe	3,990	11,970	19,950	44,890	69,830	99,750
Clb Sed	3,950	11,840	19,740	44,420	69,090	98,700
NOTE: Add 40% for DV-32.						
1932 Model SV-16, 8-cyl., 115 hp, 134-1/2" wb						
4P Spds, by LeBaron						
	31,880	33,475	167,370	376,580	585,795	836,850
Torp	14,990	44,980	74,970	168,680	262,400	374,850
5P Cpe	7,010	21,040	35,070	78,910	122,750	175,350
5P Sed	6,170	18,520	30,870	69,460	108,050	154,350
4P Cpe	6,800	20,410	34,020	76,550	119,070	170,100
Clb Sed	6,590	19,780	32,970	74,180	115,400	164,850
Cabr Cpe	6,930	20,790	34,650	77,960	121,280	173,250
Longchamps	6,890	20,660	34,440	77,490	120,540	172,200
Versailles	7,010	21,040	35,070	78,910	122,750	175,350
6P Sed	6,380	19,150	31,920	71,820	111,720	159,600
Cont Cpe	7,060	21,170	35,280	79,380	123,480	176,400
NOTE: Add 40% for DV-32.						
1932 Model SV-16, 8-cyl., 115 hp, 145" wb						
7P Spds	15,830	47,500	79,170	178,130	277,100	395,850
7P Sed	7,010	21,040	35,070	78,910	122,750	175,350
5P Sed	6,590	19,780	32,970	74,180	115,400	164,850
Limo	6,380	19,150	31,920	71,820	111,720	159,600
Conv Sed	7,220	21,670	36,120	81,270	126,420	180,600
6P Sed	9,110	27,340	45,570	102,530	159,500	227,850
Chaumont	6,590	19,780	32,970	74,180	115,400	164,850
Brgm	9,530	28,600	47,670	107,260	166,850	238,350
Monte Carlo	6,590	19,780	32,970	74,180	115,400	164,850
Brgm Limo	16,250	48,760	81,270	182,860	284,450	406,350
7P Sed Limo	9,950	29,860	49,770	111,980	174,200	248,850
6P Sed Limo	7,220	21,670	36,120	81,270	126,420	180,600
Transformable Cabr						
	6,800	20,410	34,020	76,550	119,070	170,100
Prince of Wales	7,430	22,300	37,170	83,630	130,100	185,850
Conv Vic	7,430	22,300	37,170	83,630	130,100	185,850

	6	5	4	3	2	1
Spt Sed	7,640	22,930	38,220	86,000	133,770	191,100
Tuxedo Cabr	7,640	22,930	38,220	86,000	133,770	191,100
Patrician Cpe	7,850	23,560	39,270	88,360	137,450	196,350
Transformable Twn Car	8,270	24,820	41,370	93,080	144,800	206,850

NOTE: Add 40% for DV-32.

NOTE: All other models same as SV-16, with prices $1,000 more than SV-16. Add 40% for DV-32.

1932 Model DV-32, 8-cyl., 156 hp, 134-1/2" wb

Bearcat	26,880	80,640	134,400	302,400	470,400	672,000

NOTE: Add 40% for DV-32.

1932 Model DV-32, 8-cyl., 156 hp, 145" wb

Dual - Cowl Phae, LeB	37,380	112,400	186,900	420,525	654,150	934,500

NOTE: All models same as SV-16, with prices $2,000 more than SV-16.

1933 Model LAA, 6-cyl., 85 hp, 127-1/2" wb

5P Sed	3,820	11,470	19,110	43,000	66,890	95,550
5P Cpe	3,990	11,970	19,950	44,890	69,830	99,750
4P Cpe	3,950	11,840	19,740	44,420	69,090	98,700
5P Clb Sed	3,910	11,720	19,530	43,940	68,360	97,650
4P Cabr Cpe	3,860	11,590	19,320	43,470	67,620	96,600

1933 Model SV-16, 8-cyl., 115 hp, 134-1/2" wb

2P Spds	13,730	41,200	68,670	154,510	240,350	343,350
2P Torp	14,990	44,980	74,970	168,680	262,400	374,850
4P Spds	14,570	43,720	72,870	163,960	255,050	364,350
5P Cpe	7,010	21,040	35,070	78,910	122,750	175,350
5P Sed	6,190	18,580	30,970	69,680	108,400	154,850
4P Cpe	6,800	20,410	34,020	76,550	119,070	170,100
5P Clb Sed	6,590	19,780	32,970	74,180	115,400	164,850
4P Cabr Cpe	6,930	20,790	34,650	77,960	121,280	173,250
5P Versailles	7,010	21,040	35,060	78,890	122,710	175,300

1933 Model SV-16, 8-cyl., 115 hp, 145" wb

4P Spds	15,830	47,500	79,170	178,130	277,100	395,850
5P Sed	6,590	19,780	32,970	74,180	115,400	164,850
7P Sed	5,750	17,260	28,770	64,730	100,700	143,850
7P Limo	7,430	22,300	37,170	83,630	130,100	185,850
4P Cabr Cpe	7,640	22,930	38,220	86,000	133,770	191,100
5P Conv Sed	7,850	23,560	39,270	88,360	137,450	196,350
6P Sed	7,010	21,040	35,070	78,910	122,750	175,350
5P Chaumont	6,590	19,780	32,970	74,180	115,400	164,850
6P Brgm	10,790	32,380	53,970	121,430	188,900	269,850
6P Sed	10,790	32,380	53,970	121,430	188,900	269,850
5P Monte Carlo	8,270	24,820	41,370	93,080	144,800	206,850
6P Brgm Limo	6,590	19,780	32,970	74,180	115,400	164,850
6P Sed Limo	10,280	30,840	51,400	115,650	179,900	257,000
7P Twn Car	7,880	23,640	39,400	88,650	137,900	197,000
5P Monte Carlo	6,280	18,840	31,400	70,650	109,900	157,000

1933 Series DV-32, 8-cyl., 156" wb

NOTE: Same models as the SV-16 on the two chassis, with prices $1,000 more. Bearcat and Super Bearcat continued from 1932.

1934 Model SV-16, 8-cyl., 115 hp, 134-1/2" wb

Spds	14,570	43,720	72,870	163,960	255,050	364,350
Torp	14,990	44,980	74,970	168,680	262,400	374,850
4P Cpe	7,010	21,040	35,070	78,910	122,750	175,350
Conv Cpe	6,930	20,790	34,650	77,960	121,280	173,250
Club Sed	6,590	19,780	32,970	74,180	115,400	164,850
5P Sed	6,190	18,580	30,970	69,680	108,400	154,850
5P Cpe	6,930	20,790	34,650	77,960	121,280	173,250
Versailles	7,010	21,040	35,070	78,910	122,750	175,350

1934 Model SV-16, 8-cyl., 115 hp, 145" wb

Conv Cpe	7,640	22,930	38,220	86,000	133,770	191,100
7P Sed	5,750	17,260	28,770	64,730	100,700	143,850
Limo	7,430	22,300	37,170	83,630	130,100	185,850
Chaumont	6,590	19,780	32,970	74,180	115,400	164,850
Monte Carlo	6,590	19,780	32,970	74,180	115,400	164,850

1934 Model DV-32, 8-cyl., 156 hp, 134-1/2" wb

Spds	13,730	41,200	68,670	154,510	240,350	343,350
Torp	14,990	44,980	74,970	168,680	262,400	374,850
4P Cpe	6,800	20,410	34,020	76,550	119,070	170,100
Conv Cpe	6,930	20,790	34,650	77,960	121,280	173,250
Clb Sed	6,590	19,780	32,970	74,180	115,400	164,850
5P Sed	6,170	18,520	30,870	69,460	108,050	154,350
5P Cpe	7,010	21,040	35,070	78,910	122,750	175,350
Versailles	7,010	21,040	35,070	78,910	122,750	175,350

1934 Model DV-32, 8-cyl., 156 hp, 145" wb

Conv Cpe	7,850	23,560	39,270	88,360	137,450	196,350
7P Sed	5,750	17,260	28,770	64,730	100,700	143,850
Limo	7,430	22,300	37,170	83,630	130,100	185,850
Chaumont	6,590	19,780	32,970	74,180	115,400	164,850
Monte Carlo	6,590	19,780	32,970	74,180	115,400	164,850

1935 Model SV-16, 8-cyl., 134 & 145" wb

2P Spds	12,470	37,420	62,370	140,330	218,300	311,850
2P Cpe	5,960	17,890	29,820	67,100	104,370	149,100
5P Sed	6,170	18,520	30,870	69,460	108,050	154,350
7P Sed	5,330	16,000	26,670	60,010	93,350	133,350

1935 Model DV-32, 8-cyl., 134 & 145" wb

2P Spds	12,470	37,420	62,370	140,330	218,300	311,850
2/4P Cpe	5,960	17,890	29,820	67,100	104,370	149,100
5P Sed	6,170	18,520	30,870	69,460	108,050	154,350
7P Limo	5,420	16,250	27,090	60,950	94,820	135,450

WHIPPET

	6	5	4	3	2	1

1926 Model 96, 4-cyl.

2d 2P Cpe	800	2,400	4,000	9,000	14,000	20,000
4d 5P Tr	1,000	3,000	5,000	11,250	17,500	25,000
4d 5P Sed	820	2,460	4,100	9,230	14,350	20,500

1927 Model 96, 4-cyl., 30 hp, 104-1/4" wb

4d 5P Tr	1,000	3,000	5,000	11,250	17,500	25,000
2d 5P Coach	760	2,280	3,800	8,550	13,300	19,000
2d 5P Rds	1,080	3,240	5,400	12,150	18,900	27,000
2d 2P Cpe	800	2,400	4,000	9,000	14,000	20,000
4d 5P Sed	820	2,460	4,100	9,230	14,350	20,500
2d Cabr	1,120	3,360	5,600	12,600	19,600	28,000
4d 5P Lan Sed	840	2,520	4,200	9,450	14,700	21,000

1927 Model 93A, 6-cyl., 40 hp, 109-1/4" wb

4d 5P Tr	1,000	3,000	5,000	11,250	17,500	25,000
2d 2/4P Rds	1,080	3,240	5,400	12,150	18,900	27,000
2d 2P Cpe	800	2,400	4,000	9,000	14,000	20,000
2d 5P Cpe	760	2,280	3,800	8,550	13,300	19,000
4d 5P Sed	800	2,400	4,000	9,000	14,000	20,000
2d Cabr	1,120	3,360	5,600	12,600	19,600	28,000
4d 5P Lan Sed	840	2,520	4,200	9,450	14,700	21,000

1928 Model 96, 4-cyl., 32 hp, 100-1/4" wb

2d 2/4P Spt Rds	1,100	3,300	5,500	12,380	19,250	27,500
4d 5P Tr	1,000	3,000	5,000	11,250	17,500	25,000
2d 5P Coach	740	2,220	3,700	8,330	12,950	18,500
2d 2P Cpe	800	2,400	4,000	9,000	14,000	20,000
2d 2/4P Cabr	1,120	3,360	5,600	12,600	19,600	28,000
4d 5P Sed	800	2,400	4,000	9,000	14,000	20,000

1928 Model 98, 6-cyl.

2d 2/4P Rds	1,080	3,240	5,400	12,150	18,900	27,000
4d 5P Tr	1,000	3,000	5,000	11,250	17,500	25,000
2d 2P Cpe	800	2,400	4,000	9,000	14,000	20,000
2d 5P Coach	740	2,220	3,700	8,330	12,950	18,500
4d 5P Sed	800	2,400	4,000	9,000	14,000	20,000

1929 Model 96A, 4-cyl., 103-1/2" wb

2d 2P Rds	1,000	3,000	5,000	11,250	17,500	25,000
2d 2/4P Rds	1,080	3,240	5,400	12,150	18,900	27,000
2d 2/4P Rds College	1,080	3,240	5,400	12,150	18,900	27,000
4d 5P Tr	1,000	3,000	5,000	11,250	17,500	25,000
2d 2P Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Cabr	1,120	3,360	5,600	12,600	19,600	28,000
2d 2/4P Cpe	840	2,520	4,200	9,450	14,700	21,000
2d 5P Coach	740	2,220	3,700	8,330	12,950	18,500
4d 5P Sed	800	2,400	4,000	9,000	14,000	20,000
4d DeL Sed	820	2,460	4,100	9,230	14,350	20,500

1929 Model 98A, 6-cyl.

2d 2/4P Spt Rds	1,080	3,240	5,400	12,150	18,900	27,000
4d 5P Tr	1,000	3,000	5,000	11,250	17,500	25,000
2d 2P Cpe	800	2,400	4,000	9,000	14,000	20,000
2d 2/4P Cpe	840	2,520	4,200	9,450	14,700	21,000
2d 5P Coach	740	2,220	3,700	8,330	12,950	18,500
4d 5P Sed	800	2,400	4,000	9,000	14,000	20,000
4d 5P DeL Sed	820	2,460	4,100	9,230	14,350	20,500

1930 Model 96A, 4-cyl.

2d 2P Rds	1,080	3,240	5,400	12,150	18,900	27,000
2d 2/4P Rds College	1,080	3,240	5,400	12,150	18,900	27,000
4d 5P Tr	1,000	3,000	5,000	11,250	17,500	25,000
2d 2P Cpe	800	2,400	4,000	9,000	14,000	20,000
2d 2/4P Cpe	840	2,520	4,200	9,450	14,700	21,000
2d 5P Coach	740	2,220	3,700	8,330	12,950	18,500
4d 5P Sed	800	2,400	4,000	9,000	14,000	20,000
4d 5P DeL Sed	820	2,460	4,100	9,230	14,350	20,500

1930 Model 98A, 6-cyl.

4d 5P Tr	1,000	3,000	5,000	11,250	17,500	25,000
2d 2/4P Spt Rds	1,200	3,600	6,000	13,500	21,000	30,000
2d 2P Cpe	800	2,400	4,000	9,000	14,000	20,000
2d 2/4P Cpe	880	2,640	4,400	9,900	15,400	22,000
2d 5P Coach	740	2,220	3,700	8,330	12,950	18,500
4d 5P Sed	820	2,460	4,100	9,230	14,350	20,500
4d 5P DeL Sed	840	2,520	4,200	9,450	14,700	21,000

1930 Model 96A, 4-cyl.

2d 2P Cpe	760	2,280	3,800	8,550	13,300	19,000
2d 2/4P Cpe	880	2,640	4,400	9,900	15,400	22,000
4d 5P Sed	820	2,460	4,100	9,230	14,350	20,500

1930 Model 98A, 6-cyl.

2d 5P Coach	740	2,220	3,700	8,330	12,950	18,500
4d 5P Sed	820	2,460	4,100	9,230	14,350	20,500
4d 5P DeL Sed	840	2,520	4,200	9,450	14,700	21,000

WILLYS

1902-03 Model 13, 1-cyl.

2P Rbt	2,480	7,440	12,400	27,900	43,400	62,000

1904 Model 13, 1-cyl.

2P Rbt	2,360	7,080	11,800	26,550	41,300	59,000

1905 Model 15, 2-cyl.

2P Rbt	2,480	7,440	12,400	27,900	43,400	62,000

1905 Model 17, 2-cyl.

2P Rbt	2,480	7,440	12,400	27,900	43,400	62,000

	6	5	4	3	2	1

1905 Model 18, 4-cyl.

5P Tr	2,640	7,920	13,200	29,700	46,200	66,000

1906 Model 16, 2-cyl.

2P Rbt	2,080	6,240	10,400	23,400	36,400	52,000

1906 Model 18, 4-cyl.

4P Tr	2,640	7,920	13,200	29,700	46,200	66,000

1907 Model 22, 4-cyl.

2P Rbt	2,080	6,240	10,400	23,400	36,400	52,000

1908 Model 24, 4-cyl.

2P Rds	2,320	6,960	11,600	26,100	40,600	58,000

1909 Model 30, 4-cyl.

3P Rds	2,400	7,200	12,000	27,000	42,000	60,000
4P Rds	2,440	7,320	12,200	27,450	42,700	61,000
2P Cpe	1,760	5,280	8,800	19,800	30,800	44,000

1909 Model 31, 4-cyl.

4P Toy Tonn	2,440	7,320	12,200	27,450	42,700	61,000
5P Tourist	2,160	6,480	10,800	24,300	37,800	54,000
5P Taxi	2,280	6,840	11,400	25,650	39,900	57,000

1909 Model 32, 4-cyl.

3P Rds	2,480	7,440	12,400	27,900	43,400	62,000
4P Rds	2,520	7,560	12,600	28,350	44,100	63,000
4P Toy Tonn	2,440	7,320	12,200	27,450	42,700	61,000
5P Tr	2,160	6,480	10,800	24,300	37,800	54,000

1909 Willys, 6-cyl.

3P Rds	2,760	8,280	13,800	31,050	48,300	69,000
4P Rds	2,680	8,040	13,400	30,150	46,900	67,000
Toy Tonn	2,720	8,160	13,600	30,600	47,600	68,000
5P Tr	2,640	7,920	13,200	29,700	46,200	66,000

1910 Model 38, 4-cyl., 102" wb, 25 hp

2P Rds	2,480	7,440	12,400	27,900	43,400	62,000
3P Rds	2,520	7,560	12,600	28,350	44,100	63,000
4P Rds	2,480	7,440	12,400	27,900	43,400	62,000
Toy Tonn	2,440	7,320	12,200	27,450	42,700	61,000

1910 Model 40, 4-cyl., 112" wb, 40 hp

3P Rds	2,520	7,560	12,600	28,350	44,100	63,000
4P Rds	2,520	7,560	12,600	28,350	44,100	63,000

1910 Model 41, 4-cyl.

5P Tr	2,560	7,680	12,800	28,800	44,800	64,000
4P C.C. Tr	2,560	7,680	12,800	28,800	44,800	64,000

1910 Model 42, 4-cyl.

5P Tr	2,560	7,680	12,800	28,800	44,800	64,000
4P C.C. Tr	2,560	7,680	12,800	28,800	44,800	64,000

1911 Model 38, 4-cyl.

4P Tr	1,960	5,880	9,800	22,050	34,300	49,000
2P Cpe	1,760	5,280	8,800	19,800	30,800	44,000

1911 Model 45, 4-cyl.

2P Rds	2,000	6,000	10,000	22,500	35,000	50,000

1911 Model 46, 4-cyl.

2P Torp	2,000	6,000	10,000	22,500	35,000	50,000

1911 Model 47, 4-cyl.

Tr	2,040	6,120	10,200	22,950	35,700	51,000

1911 Model 49, 4-cyl.

5P Tr	2,000	6,000	10,000	22,500	35,000	50,000
4P Tr	2,040	6,120	10,200	22,950	35,700	51,000

1911 Model 50, 4-cyl.

2P Torp	2,160	6,480	10,800	24,300	37,800	54,000

1911 Model 51, 4-cyl.

4d 5P Tr	2,120	6,360	10,600	23,850	37,100	53,000
5P Tr	2,120	6,360	10,600	23,850	37,100	53,000

1911 Model 52, 4-cyl.

4d 5P Tr	2,160	6,480	10,800	24,300	37,800	54,000
5P Tr	2,160	6,480	10,800	24,300	37,800	54,000

1911 Model 53, 4-cyl.

2P Rds	2,200	6,600	11,000	24,750	38,500	55,000

1911 Model 54, 4-cyl.

5P Tr	2,200	6,600	11,000	24,750	38,500	55,000

1911 Model 55, 4-cyl.

4d 5P Tr	2,200	6,600	11,000	24,750	38,500	55,000
5P Tr	2,200	6,600	11,000	24,750	38,500	55,000

1911 Model 56, 4-cyl.

5P Tr	2,240	6,720	11,200	25,200	39,200	56,000

1912 Model 58R, 4-cyl., 25 hp

Torp Rds	2,000	6,000	10,000	22,500	35,000	50,000

1912 Model 59R-T, 4-cyl., 30 hp

Rds	2,040	6,120	10,200	22,950	35,700	51,000
Tr	2,080	6,240	10,400	23,400	36,400	52,000

1912 Model 59C, 4-cyl., 30 hp

Cpe	1,760	5,280	8,800	19,800	30,800	44,000

1912 Model 60, 4-cyl., 35 hp

Tr	2,120	6,360	10,600	23,850	37,100	53,000

1912 Model 61, 4-cyl., 45 hp

Rds	2,320	6,960	11,600	26,100	40,600	58,000
4d Tr	2,360	7,080	11,800	26,550	41,300	59,000
Tr	2,360	7,080	11,800	26,550	41,300	59,000
Cpe	1,880	5,640	9,400	21,150	32,900	47,000

1913 Model 69, 4-cyl., 30 hp

Cpe	1,720	5,160	8,600	19,350	30,100	43,000
Tr	2,080	6,240	10,400	23,400	36,400	52,000
Rds	2,040	6,120	10,200	22,950	35,700	51,000
4d Tr	2,120	6,360	10,600	23,850	37,100	53,000

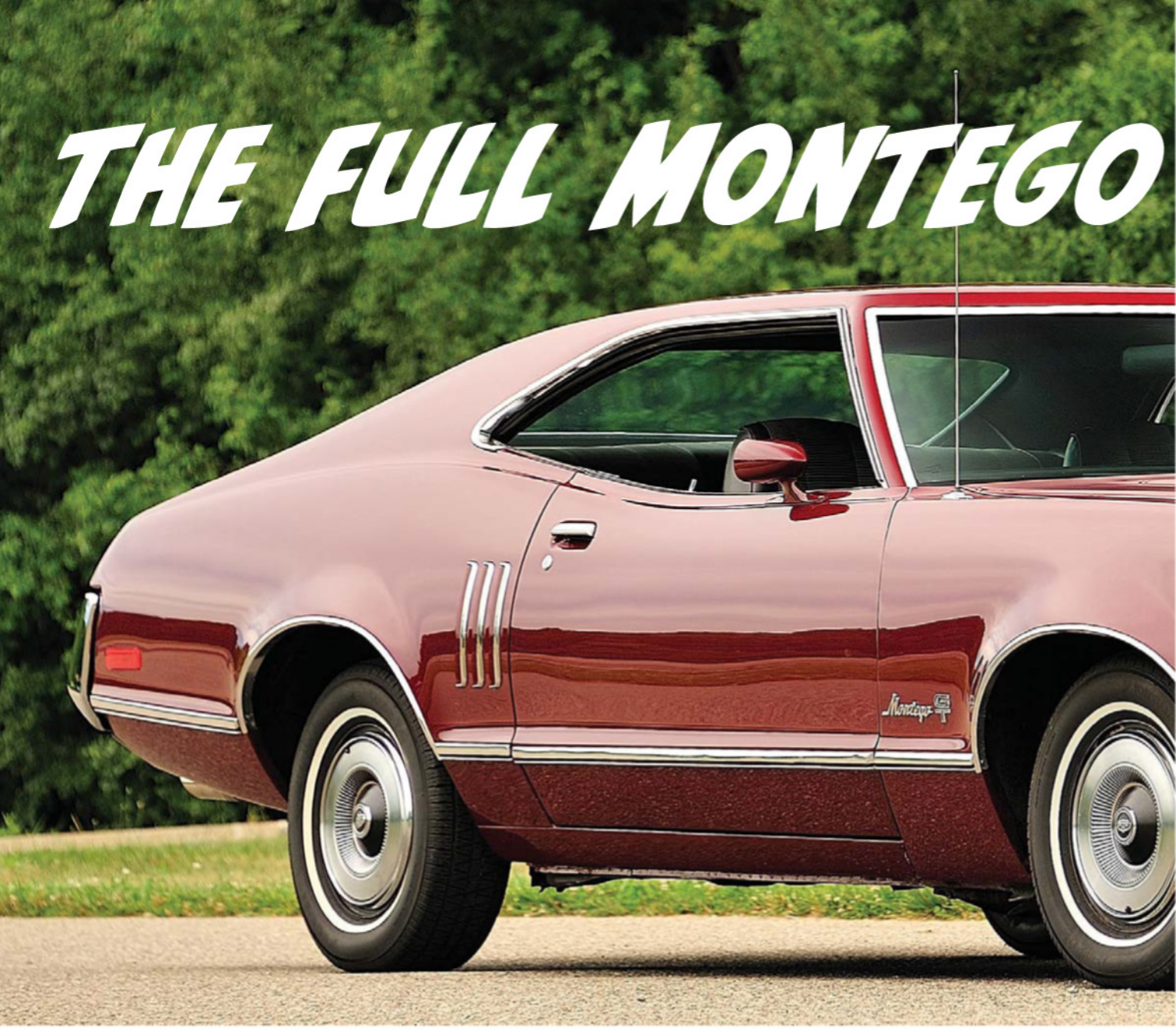
1913 Model 71, 4-cyl., 45 hp

Rds	2,320	6,960	11,600	26,100	40,600	58,000
Tr	2,360	7,080	11,800	26,550	41,300	59,000

	6	5	4	3	2	1
5P Tr	2,400	7,200	12,000	27,000	42,000	60,000
1914 Model 79, 4-cyl., 35 hp						
Rds	2,040	6,120	10,200	22,950	35,700	51,000
Tr	2,080	6,240	10,400	23,400	36,400	52,000
Cpe	1,760	5,280	8,800	19,800	30,800	44,000
1914 Model 46, 4-cyl., 35 hp						
Tr	2,120	6,360	10,600	23,850	37,100	53,000
1915 Model 81, 4-cyl., 30 hp						
Rds	2,000	6,000	10,000	22,500	35,000	50,000
Tr	2,040	6,120	10,200	22,950	35,700	51,000
1915 Willys-Knight K-19, 4-cyl., 45 hp						
Rds	2,200	6,600	11,000	24,750	38,500	55,000
Tr	2,240	6,720	11,200	25,200	39,200	56,000
1915 Willys-Knight K-17, 4-cyl., 45 hp						
Rds	2,160	6,480	10,800	24,300	37,800	54,000
Tr	2,200	6,600	11,000	24,750	38,500	55,000
1915 Model 80, 4-cyl., 35 hp						
Rds	1,960	5,880	9,800	22,050	34,300	49,000
Tr	1,920	5,760	9,600	21,600	33,600	48,000
Cpe	1,760	5,280	8,800	19,800	30,800	44,000
1915 Model 82, 6-cyl., 45-50 hp						
7P Tr	2,480	7,440	12,400	27,900	43,400	62,000
1916 Model 75, 4-cyl., 20-25 hp						
Rds	1,380	4,140	6,900	15,530	24,150	34,500
Tr	1,420	4,260	7,100	15,980	24,850	35,500
1916 Model 83, 4-cyl., 35 hp						
Rds	1,420	4,260	7,100	15,980	24,850	35,500
Tr	1,460	4,380	7,300	16,430	25,550	36,500
1916 Model 83-B, 4-cyl., 35 hp						
Rds	1,500	4,500	7,500	16,880	26,250	37,500
Tr	1,540	4,620	7,700	17,330	26,950	38,500
1916 Willys-Knight, 4-cyl., 40 hp (also Model 84)						
Rds	1,750	5,240	8,740	19,670	30,590	43,700
Tr	1,860	5,580	9,300	20,930	32,550	46,500
Cpe	1,500	4,500	7,500	16,880	26,250	37,500
Limo	1,580	4,740	7,900	17,780	27,650	39,500
1916 Willys-Knight, 6-cyl., 45 hp (also Model 86)						
7P Tr	2,480	7,440	12,400	27,900	43,400	62,000
1917-18 Light Four 90, 4-cyl., 32 hp						
2P Rds	1,540	4,620	7,700	17,330	26,950	38,500
5P Tr	1,580	4,740	7,900	17,780	27,650	39,500
4P Ctry Clb	1,500	4,500	7,500	16,880	26,250	37,500
5P Sed*	1,340	4,020	6,700	15,080	23,450	33,500
NOTE: (*1917 only).						
1917-18 Big Four 85, 4-cyl., 35 hp						
3P Rds	1,620	4,860	8,100	18,230	28,350	40,500
5P Tr	1,660	4,980	8,300	18,680	29,050	41,500
3P Tr Cpe	1,580	4,740	7,900	17,780	27,650	39,500
5P Tr Sed	1,420	4,260	7,100	15,980	24,850	35,500
1917-18 Light Six 85, 6-cyl., 35-40 hp						
3P Rds	1,700	5,100	8,500	19,130	29,750	42,500
5P Tr	1,700	5,100	8,500	19,130	29,750	42,500
3P Tr Cpe	1,560	4,680	7,800	17,550	27,300	39,000
5P Tr Sed	1,480	4,440	7,400	16,650	25,900	37,000
1917-18 Willys 89, 6-cyl., 45 hp						
7P Tr	1,800	5,400	9,000	20,250	31,500	45,000
4P Clb Rds	1,900	5,700	9,500	21,380	33,250	47,500
6P Sed	1,560	4,680	7,800	17,550	27,300	39,000
1917-18 Willys-Knight 88-4, 4-cyl., 40 hp						
7P Tr	1,780	5,340	8,900	20,030	31,150	44,500
4P Cpe	1,300	3,900	6,500	14,630	22,750	32,500
7P Tr Sed	1,140	3,420	5,700	12,830	19,950	28,500
7P Limo	1,340	4,020	6,700	15,080	23,450	33,500
1917-18 Willys-Knight 88-8, 8-cyl., 65 hp						
7P Tr	1,980	5,940	9,900	22,280	34,650	49,500
7P Sed	1,680	5,040	8,400	18,900	29,400	42,000
7P Limo	1,840	5,520	9,200	20,700	32,200	46,000
7P Twn Car	2,040	6,120	10,200	22,950	35,700	51,000
1919 Light Four 90, 4-cyl., 32 hp						
Rds	1,520	4,560	7,600	17,100	26,600	38,000
5P Tr	1,580	4,740	7,900	17,780	27,650	39,500
Clb Rds	1,480	4,440	7,400	16,650	25,900	37,000
5P Sed	1,340	4,020	6,700	15,080	23,450	33,500
1919 Willys 89, 6-cyl., 45 hp						
7P Tr	1,800	5,400	9,000	20,250	31,500	45,000
4P Clb Rds	1,900	5,700	9,500	21,380	33,250	47,500
6P Sed	1,560	4,680	7,800	17,550	27,300	39,000
1919 Willys-Knight 88-4, 4-cyl., 40 hp						
7P Tr	1,620	4,860	8,100	18,230	28,350	40,500
4P Cpe	1,200	3,600	6,000	13,500	21,000	30,000
7P Sed	1,120	3,360	5,600	12,600	19,600	28,000
7P Limo	1,260	3,780	6,300	14,180	22,050	31,500
1919 Willys-Knight 88-8, 8-cyl., 65 hp						
7P Tr	1,940	5,820	9,700	21,830	33,950	48,500
4P Cpe	1,400	4,200	7,000	15,750	24,500	35,000
7P Tr Sed	1,380	4,140	6,900	15,530	24,150	34,500
7P Limo	1,500	4,500	7,500	16,880	26,250	37,500
1920 Model 4, 4-cyl., 100" wb, 27 hp						
2P Rds	1,540	4,620	7,700	17,330	26,950	38,500
5P Tr	1,580	4,740	7,900	17,780	27,650	39,500
Clb Rds	1,480	4,440	7,400	16,650	25,900	37,000
5P Sed	1,340	4,020	6,700	15,080	23,450	33,500
1920 Model 89-6, Willys Six, 6-cyl.						
Clb Rds	1,900	5,700	9,500	21,380	33,250	47,500
7P Tr	1,800	5,400	9,000	20,250	31,500	45,000
6P Sed	1,560	4,680	7,800	17,550	27,300	39,000
1920 Model 20 Willys-Knight, 4-cyl., 118" wb, 48 hp						
3P Rds	1,700	5,100	8,500	19,130	29,750	42,500
5P Tr	1,740	5,220	8,700	19,580	30,450	43,500
4P Cpe	1,360	4,080	6,800	15,300	23,800	34,000
5P Sed	1,340	4,020	6,700	15,080	23,450	33,500
1921 Model 4, 4-cyl., 100" wb, 27 hp						
5P Tr	1,580	4,740	7,900	17,780	27,650	39,500
2P Rds	1,540	4,620	7,700	17,330	26,950	38,500
5P Sed	1,340	4,020	6,700	15,080	23,450	33,500
2P Cpe	1,370	4,120	6,860	15,440	24,010	34,300
1921 Model 20 Willys-Knight, 4-cyl., 118" wb						
3P Rds	1,660	4,980	8,300	18,680	29,050	41,500
5P Tr	1,700	5,100	8,500	19,130	29,750	42,500
4P Cpe	1,440	4,320	7,200	16,200	25,200	36,000
5P Sed	1,420	4,260	7,100	15,980	24,850	35,500
1922 Model 4, 4-cyl., 100" wb, 27 hp						
2P Rds	1,540	4,620	7,700	17,330	26,950	38,500
5P Tr	1,580	4,740	7,900	17,780	27,650	39,500
5P Sed	1,340	4,020	6,700	15,080	23,450	33,500
2P Cpe	1,370	4,120	6,860	15,440	24,010	34,300
1922 Model 20 Willys-Knight, 4-cyl., 118" wb, 40 hp						
3P Rds	1,660	4,980	8,300	18,680	29,050	41,500
5P Tr	1,900	5,700	9,500	21,380	33,250	47,500
4P Cpe	1,440	4,320	7,200	16,200	25,200	36,000
5P Sed	1,420	4,260	7,100	15,980	24,850	35,500
1922 Model 27 Willys-Knight, 4-cyl., 118" wb						
7P Tr	1,820	5,460	9,100	20,480	31,850	45,500
7P Sed	1,400	4,200	7,000	15,750	24,500	35,000
1923-24 Model 91, 4-cyl., 100" wb, 27 hp						
2P Rds	1,080	3,240	5,400	12,150	18,900	27,000
5P Tr	1,080	3,240	5,400	12,150	18,900	27,000
3P Cpe	940	2,820	4,700	10,580	16,450	23,500
5P Sed	920	2,760	4,600	10,350	16,100	23,000
1923-24 Model 92, 4-cyl., 106" wb, 30 hp						
Redbird	1,760	5,280	8,800	19,800	30,800	44,000
Blackbird*	1,760	5,280	8,800	19,800	30,800	44,000
Bluebird*	1,760	5,280	8,800	19,800	30,800	44,000
NOTE: (*1924 only).						
1923-24 Model 64 Willys-Knight, 4-cyl., 118" wb, 40 hp						
3P Rds	1,340	4,020	6,700	15,080	23,450	33,500
5P Tr	1,380	4,140	6,900	15,530	24,150	34,500
Ctry Clb	1,100	3,300	5,500	12,380	19,250	27,500
4P Cpe	1,000	3,000	5,000	11,250	17,500	25,000
5P Sed	980	2,940	4,900	11,030	17,150	24,500
1923-24 Model 67 Willys-Knight, 4-cyl., 124" wb, 40 hp						
7P Tr	1,480	4,440	7,400	16,650	25,900	37,000
7P Sed	1,020	3,060	5,100	11,480	17,850	25,500
*Model offered 1924 only.						
1925 Model 91, 4-cyl., 100" wb, 27 hp						
5P Tr	1,080	3,240	5,400	12,150	18,900	27,000
2P Cpe	940	2,820	4,700	10,580	16,450	23,500
5P Tr Sed	920	2,760	4,600	10,350	16,100	23,000
5P Cpe Sed	880	2,640	4,400	9,900	15,400	22,000
5P DeL Sed	900	2,700	4,500	10,130	15,750	22,500
1925 Model 92, 4-cyl., 106" wb, 30 hp						
Bluebird	1,760	5,280	8,800	19,800	30,800	44,000
1925 Model 93, 6-cyl., 113" wb, 38 hp						
5P Sed	1,160	3,480	5,800	13,050	20,300	29,000
DeL Sed	1,240	3,720	6,200	13,950	21,700	31,000
1925 Model 65 Willys-Knight, 4-cyl., 124" wb, 40 hp						
5P Tr	1,480	4,440	7,400	16,650	25,900	37,000
2P Cpe	960	2,880	4,800	10,800	16,800	24,000
Cpe Sed	1,040	3,120	5,200	11,700	18,200	26,000
Sed	1,000	3,000	5,000	11,250	17,500	25,000
Brgm	1,020	3,060	5,100	11,480	17,850	25,500
1925 Model 66 Willys-Knight, 6-cyl., 126" wb, 60 hp						
Rds	1,740	5,220	8,700	19,580	30,450	43,500
5P Tr	1,780	5,340	8,900	20,030	31,150	44,500
Cpe Sed	1,420	4,260	7,100	15,980	24,850	35,500
Brgm	1,440	4,320	7,200	16,200	25,200	36,000
Cpe	1,440	4,320	7,200	16,200	25,200	36,000
Sed	1,400	4,200	7,000	15,750	24,500	35,000
1926 Model 91, 4-cyl., 100" wb, 27 hp						
5P Tr	1,080	3,240	5,400	12,150	18,900	27,000
2P Cpe	940	2,820	4,700	10,580	16,450	23,500
5P Sed	920	2,760	4,600	10,350	16,100	23,000
2d Sed	840	2,530	4,220	9,500	14,770	21,100
4P Cpe	840	2,520	4,200	9,450	14,700	21,000
1926 Model 92, 4-cyl., 100" wb, 30 hp						
5P Tr	1,600	4,800	8,000	18,000	28,000	40,000
1926 Model 93, 6-cyl., 113" wb, 38 hp						
5P Tr	1,340	4,020	6,700	15,080	23,450	33,500
5P Sed	1,160	3,480	5,800	13,050	20,300	29,000
DeL Sed	1,240	3,720	6,200	13,950	21,700	31,000
2P Cpe	1,100	3,300	5,500	12,380	19,250	27,500
1926 Model 66 Willys-Knight, 6-cyl., 126" wb, 60 hp						
Rds	2,020	6,060	10,100	22,730	35,350	50,500
7P Tr	1,860	5,580	9,300	20,930	32,550	46,500
5P Tr	1,820	5,460	9,100	20,480	31,850	45,500
4P Cpe	1,480	4,440	7,400	16,650	25,900	37,000
Sed	1,460	4,380	7,300	16,430	25,550	36,500
1926 Model 70 Willys-Knight, 6-cyl., 113" wb, 53 hp						
5P Tr	1,800	5,400	9,000	20,250	31,500	45,000
Sed	1,220	3,660	6,100	13,730	21,350	30,500
2d Sed	1,200	3,600	6,000	13,500	21,000	30,000
Cpe	1,260	3,780	6,300	14,180	22,050	31,500
Rds	2,000	6,000	10,000	22,500	35,000	50,000
1927 Model 70A Willys-Knight, 6-cyl., 113" wb, 52 hp						
Rds	1,820	5,460	9,100	20,480	31,850	45,500
Tr	1,660	4,980	8,300	18,680	29,050	41,500
Cpe	1,260	3,780	6,300	14,180	22,050	31,500
Cabr	1,580	4,740	7,900	17,780	27,650	39,500
Sed	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	1,180	3,540	5,900	13,280	20,650	29,500
1927 Model 66A Willys-Knight, 6-cyl., 126" wb, 65 hp						
Rds	2,080	6,240	10,400	23,400	36,400	52,000
Tr	2,080	6,240	10,400	23,400	36,400	52,000
Foursome	2,080	6,240	10,400	23,400	36,400	52,000
Cabr	1,960	5,880	9,800	22,050	34,300	49,000
5P Sed	1,500	4,500	7,500	16,880	26,250	37,500
7P Sed	1,540	4,620	7,700	17,330	26,950	38,500
Limo	1,600	4,800	8,000	18,000	28,000	40,000
1928 Model 56 Willys-Knight, 6-cyl., 109.5" wb, 45 hp						
Rds	1,640	4,920	8,200	18,450	28,700	41,000
Tr	1,480	4,440	7,400	16,650	25,900	37,000
Cpe	1,140	3,420	5,700	12,830	19,950	28,500
2d Sed	1,040	3,120	5,200	11,700	18,200	26,000
Sed	1,040	3,130	5,220	11,750	18,270	26,100
1928 Model 70A Willys-Knight, 6-cyl., 113.5" wb, 53 hp						
Rds	1,860	5,580	9,300	20,930	32,550	46,500
Tr	1,700	5,100	8,500	19,130	29,750	42,500
Cpe	1,300	3,900	6,500	14,630	22,750	32,500
5P Cpe	1,360	4,080	6,800	15,300	23,800	34,000
Cabr	1,420	4,260	7,100	15,980	24,850	35,500
2d Sed	1,240	3,720	6,200	13,950	21,700	31,000
Sed	1,940	5,820	9,700	21,830	33,950	48,500
1928 Model 66A Willys-Knight, 6-cyl., 126" wb, 70 hp						
Rds	2,000	6,000	10,000	22,500	35,000	50,000
Tr	1,840	5,520	9,200	20,700	32,200	46,000
Cabr	1,880	5,640	9,400	21,150	32,900	47,000
Fml Sed	1,460	4,380	7,300	16,430	25,550	36,500
Sed	1,280	3,840	6,400	14,400	22,400	32,000
1928 Model 66A Willys-Knight, 6-cyl., 135" wb, 70 hp						
7P Tr	1,880	5,640	9,400	21,150	32,900	47,000
Cpe	1,480	4,440	7,400	16,650	25,900	37,000
7P Sed	1,420	4,260	7,100	15,980	24,850	35,500
Limo	1,440	4,320	7,200	16,200	25,200	36,000
1929 Series 56, 6-cyl., 109.5" wb, 45 hp						
(All Willys-Knight)						
Rds	1,860	5,580	9,300	20,930	32,550	46,500
Tr	1,460	4,380	7,300	16,430	25,550	36,500
Cpe	1,180	3,540	5,900	13,280	20,650	29,500
2d Sed	1,120	3,360	5,600	12,600	19,600	28,000
Sed	1,140	3,420	5,700	12,830	19,950	28,500
1929 Series 70A, 6-cyl., 113.2" wb, 53 hp						
Rds	2,000	6,000	10,000	22,500	35,000	50,000
Tr	1,840	5,520	9,200	20,700	32,200	46,000
Cpe	1,400	4,200	7,000	15,750	24,500	35,000
Cabr	1,880	5,640	9,400	21,150	32,900	47,000
2d Sed	1,240	3,720	6,200	13,950	21,700	31,000
Sed	1,300	3,900	6,500	14,630	22,750	32,500
1929 Series 66A, 6-cyl., 126" wb, 70 hp						
Rds	2,100	6,300	10,500	23,630	36,750	52,500
Tr	1,940	5,820	9,700	21,830	33,950	48,500
Cabr	1,980	5,940	9,900	22,280	34,650	49,500
Fml Sed	1,460	4,380	7,300	16,430	25,550	36,500
DeL Fml Sed	1,480	4,440	7,400	16,650	25,900	37,000
Sed	1,380	4,140	6,900	15,530	24,150	34,500
1929 Series 66A, 6-cyl., 135" wb, 70 hp						
7P Tr	2,060	6,180	10,300	23,180	36,050	51,500
5P Cpe	1,580	4,740	7,900	17,780	27,650	39,500
7P Sed	1,460	4,380	7,300	16,430	25,550	36,500
Limo	1,500	4,500	7,500	16,880	26,250	37,500
1929 Series 70B, 6-cyl., 112.5" - 115" wb, 53 hp						
Rds	1,960	5,880	9,800	22,050	34,300	49,000
Tr	1,800	5,400	9,000	20,250	31,500	45,000
2P Cpe	1,360	4,080	6,800	15,300	23,800	34,000
4P Cpe	1,320	3,960	6,600	14,850	23,100	33,000
2d Sed	1,220	3,660	6,100	13,730	21,350	30,500
Sed	1,220	3,670	6,120	13,770	21,420	30,600
DeL Sed	1,240	3,720	6,200	13,950	21,700	31,000
1930 Series 98B, 6-cyl., 110" wb, 65 hp						
Willys Models						
Rds	2,000	6,000	10,000	22,500	35,000	50,000
4P Rds	2,100	6,300	10,500	23,630	36,750	52,500
5P Tr	1,990	5,980	9,960	22,410	34,860	49,800
2P Cpe	1,010	3,030	5,050	11,360	17,680	25,250
4P Cpe	1,020	3,060	5,100	11,480	17,850	25,500
2d Sed	960	2,880	4,800	10,800	16,800	24,000
Sed	920	2,760	4,600	10,350	16,100	23,000
DeL Sed	1,000	3,000	5,000	11,250	17,500	25,000

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1930 Series 66B, 6-cyl., 120" wb, 87 hp						
Willys-Knight Models						
Rds	2,160	6,480	10,800	24,300	37,800	54,000
Tr	2,240	6,720	11,200	25,200	39,200	56,000
2P Cpe	1,120	3,360	5,600	12,600	19,600	28,000
5P Cpe	1,200	3,600	6,000	13,500	21,000	30,000
Sed	1,040	3,120	5,200	11,700	18,200	26,000
1930						
Series 70B, "See 1929 Series 70B"						
Series 6-87, "See 1929 Series 56"						
1931						
Willys 98B, "See 1930 98B Series"						
1931 Willys 87, 6-cyl., 110" wb, 65 hp						
Rds	1,940	5,820	9,700	21,830	33,950	48,500
1931 Willys 97, 6-cyl., 110" wb, 65 hp						
Tr	1,960	5,880	9,800	22,050	34,300	49,000
Cpe	980	2,940	4,900	11,030	17,150	24,500
2d Sed	920	2,760	4,600	10,350	16,100	23,000
Clb Sed	960	2,880	4,800	10,800	16,800	24,000
Sed	1,000	3,000	5,000	11,250	17,500	25,000
1931 Willys 87D, 6-cyl., 113" wb, 65 hp						
Vic Cpe	1,100	3,300	5,500	12,380	19,250	27,500
1931 Willys 98D, 6-cyl., 113" wb, 65 hp						
Sed	960	2,880	4,800	10,800	16,800	24,000
NOTE: Add 10% for DeLuxe Willys models.						
1931						
Willys-Knight 66B, "See 1930 W-K 66B"						
Willys-Knight 87, "See 1930 Series 6-87"						
1931 Willys-Knight 66D, 6-cyl., 121" wb, 87 hp						
Vic Cpe	2,040	6,120	10,200	22,950	35,700	51,000
Sed	1,920	5,760	9,600	21,600	33,600	48,000
Cus Sed	1,920	5,760	9,600	21,600	33,600	48,000
NOTE: Add 10% for DeLuxe Willys-Knight models.						
1931 Willys 8-80, 8-cyl., 120" wb, 80 hp						
Cpe	1,440	4,320	7,200	16,200	25,200	36,000
DeL Cpe	1,480	4,440	7,400	16,650	25,900	37,000
Sed	1,400	4,200	7,000	15,750	24,500	35,000
DeL Sed	1,440	4,320	7,200	16,200	25,200	36,000
1931 Willys 8-80D, 8-cyl., 120" wb, 80 hp						
Vic Cpe	1,500	4,500	7,500	16,880	26,250	37,500
DeL Vic Cpe	1,500	4,500	7,500	16,880	26,250	37,500
Sed	1,440	4,320	7,200	16,200	25,200	36,000
DeL Sed	1,460	4,380	7,300	16,430	25,550	36,500
Cus Sed	1,480	4,440	7,400	16,650	25,900	37,000
1932						
Willys 97, "See 1931 Willys 97 Series"						
Willys 98D, "See 1931 Willys 98D Series"						
1932 Willys 90 (Silver Streak), 6-cyl., 113" wb, 65 hp						
2P Rds	1,820	5,460	9,100	20,480	31,850	45,500
4P Rds	1,860	5,580	9,300	20,930	32,550	46,500
Spt Rds	1,900	5,700	9,500	21,380	33,250	47,500
5P Tr	1,700	5,100	8,500	19,130	29,750	42,500
2P Cpe	1,300	3,900	6,500	14,630	22,750	32,500
4P Cpe	1,340	4,020	6,700	15,080	23,450	33,500
Vic Cus	1,260	3,780	6,300	14,180	22,050	31,500
5P Sed	1,080	3,240	5,400	12,150	18,900	27,000
2d Sed	1,160	3,480	5,800	13,050	20,300	29,000
Spl Sed	1,260	3,780	6,300	14,180	22,050	31,500
Cus Sed	1,200	3,600	6,000	13,500	21,000	30,000
1932						
Willys 8-88D, "See 1931 Willys 8-80D"						
1932 Willys 8-88 (Silver Streak), 8-cyl., 121" wb, 80 hp						
Rds	1,860	5,580	9,300	20,930	32,550	46,500
Spt Rds	1,900	5,700	9,500	21,380	33,250	47,500
2P Cpe	1,340	4,020	6,700	15,080	23,450	33,500
4P Cpe	1,380	4,140	6,900	15,530	24,150	34,500
Vic Cus	1,300	3,900	6,500	14,630	22,750	32,500
Sed	1,140	3,420	5,700	12,830	19,950	28,500
Spl Sed	1,260	3,780	6,300	14,180	22,050	31,500
Cus Sed	1,200	3,600	6,000	13,500	21,000	30,000
1932 Willys-Knight 95 DeLuxe, 6-cyl., 113" wb, 60 hp						
2P Cpe	1,320	3,960	6,600	14,850	23,100	33,000
4P Cpe	1,300	3,900	6,500	14,630	22,750	32,500
Vic	1,300	3,900	6,500	14,630	22,750	32,500
2d Sed	1,240	3,720	6,200	13,950	21,700	31,000
Sed	1,240	3,720	6,200	13,950	21,700	31,000
1932 Willys-Knight 66D, 6-cyl., 121" wb, 87 hp						
1st Series (start Oct. 1931)						
Vic	2,040	6,120	10,200	22,950	35,700	51,000
DeL Vic	2,080	6,240	10,400	23,400	36,400	52,000
Sed	1,920	5,760	9,600	21,600	33,600	48,000
DeL Sed	1,940	5,820	9,700	21,830	33,950	48,500
Cus Sed	1,960	5,880	9,800	22,050	34,300	49,000
2nd Series (start Jan. 1932)						
Vic Cus	2,080	6,240	10,400	23,400	36,400	52,000
Cus Sed	1,920	5,760	9,600	21,600	33,600	48,000
1933 Willys 77, 4-cyl., 100" wb, 48 hp						
Cpe	1,400	4,200	7,000	15,750	24,500	35,000
Cus Cpe	1,440	4,320	7,200	16,200	25,200	36,000
4P Cpe	1,420	4,260	7,100	15,980	24,850	35,500
4P Cus Cpe	1,460	4,380	7,300	16,430	25,550	36,500
Sed	1,320	3,960	6,600	14,850	23,100	33,000
Cus Sed	1,340	4,020	6,700	15,080	23,450	33,500
1933 Willys 6-90A (Silver Streak), 6-cyl., 113" wb, 65 hp						
Rds	1,940	5,820	9,700	21,830	33,950	48,500
4P Rds	1,960	5,880	9,800	22,050	34,300	49,000
Spt Rds	2,000	6,000	10,000	22,500	35,000	50,000
Cpe	980	2,940	4,900	11,030	17,150	24,500
Cus Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	920	2,760	4,600	10,350	16,100	23,000
Sed	1,000	3,000	5,000	11,250	17,500	25,000
Cus Sed	1,040	3,120	5,200	11,700	18,200	26,000
1933 Willys 8-88A (Streamline), 8-cyl., 121" wb, 80 hp						
2P Cpe	1,420	4,260	7,100	15,980	24,850	35,500
Cus Cpe	1,460	4,380	7,300	16,430	25,550	36,500
Sed	1,300	3,900	6,500	14,630	22,750	32,500
Cus Sed	1,340	4,020	6,700	15,080	23,450	33,500
1933 Willys-Knight 66E, 6-cyl., 121" wb, 87 hp						
Cus Sed	1,960	5,880	9,800	22,050	34,300	49,000
1934 Willys 77, 4-cyl., 100" wb, 48 hp						
Cpe	1,400	4,200	7,000	15,750	24,500	35,000
Cus Cpe	1,440	4,320	7,200	16,200	25,200	36,000
4P Cpe	1,420	4,260	7,100	15,980	24,850	35,500
4P Cus Cpe	1,460	4,380	7,300	16,430	25,550	36,500
Sed	1,320	3,960	6,600	14,850	23,100	33,000
Cus Sed	1,340	4,020	6,700	15,080	23,450	33,500
Pan Dely	1,520	4,560	7,600	17,100	26,600	38,000
1935 Willys 77, 4-cyl., 100" wb, 48 hp						
Cpe	1,400	4,200	7,000	15,750	24,500	35,000
Sed	1,320	3,960	6,600	14,850	23,100	33,000
1936 Willys 77, 4-cyl., 100" wb, 48 hp						
Cpe	1,400	4,200	7,000	15,750	24,500	35,000
Sed	1,320	3,960	6,600	14,850	23,100	33,000
DeL Sed	1,340	4,020	6,700	15,080	23,450	33,500
1937 Willys 37, 4-cyl., 100" wb, 48 hp						
Cpe	1,400	4,200	7,000	15,750	24,500	35,000
DeL Cpe	1,460	4,380	7,300	16,430	25,550	36,500
Sed	1,480	4,440	7,400	16,650	25,900	37,000
DeL Sed	1,500	4,500	7,500	16,880	26,250	37,500
1938 Willys 38, 4-cyl., 100" wb, 48 hp						
Std Cpe	1,400	4,200	7,000	15,750	24,500	35,000
DeL Cpe	1,460	4,380	7,300	16,430	25,550	36,500
2d Clipper Sed	1,600	4,800	8,000	18,000	28,000	40,000
Std Sed	1,480	4,440	7,400	16,650	25,900	37,000
2d DeL Clipper Sed	1,500	4,500	7,500	16,880	26,250	37,500
DeL Sed	1,520	4,560	7,600	17,100	26,600	38,000
Cus Sed	1,580	4,740	7,900	17,780	27,650	39,500
1939 Willys Std Speedway, 4-cyl., 102" wb, 48 hp						
Cpe	2,080	6,240	10,400	23,400	36,400	52,000
2d Sed	1,680	5,040	8,400	18,900	29,400	42,000
Sed	1,440	4,320	7,200	16,200	25,200	36,000
DeLCpe	2,100	6,300	10,500	23,630	36,750	52,500
DeL 2d Sed	1,700	5,100	8,500	19,130	29,750	42,500
DeL 4d Sed	1,460	4,380	7,300	16,430	25,550	36,500
Spl Speedway Cpe	2,000	6,000	10,000	22,500	35,000	50,000
Spl Speedway 2d Sed	1,360	4,080	6,800	15,300	23,800	34,000
Spl Speedway 4d Sed	1,400	4,200	7,000	15,750	24,500	35,000
1939 Model 48, 100" wb						
Cpe	1,360	4,080	6,800	15,300	23,800	34,000
2d Sed	1,400	4,200	7,000	15,750	24,500	35,000
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
1939 Model 38, 100" wb						
Std Cpe	1,400	4,200	7,000	15,750	24,500	35,000
Std 2d Sed	1,500	4,500	7,500	16,880	26,250	37,500
Std 4d Sed	1,540	4,620	7,700	17,330	26,950	38,500
DeL Cpe	1,460	4,380	7,300	16,430	25,550	36,500
DeL 2d Sed	1,500	4,500	7,500	16,880	26,250	37,500
DeL 4d Sed	1,520	4,560	7,600	17,100	26,600	38,000
1940 Willys Speedway, 4-cyl., 102" wb, 48 hp						
Willys (Americar)						
Cpe	3,800	11,400	19,000	42,750	66,500	95,000
Sed	1,440	4,320	7,200	16,200	25,200	36,000
Sta Wag	2,000	6,000	10,000	22,500	35,000	50,000
1940 DeLuxe, 4-cyl., 102" wb						
Cpe	5,200	15,600	26,000	58,500	91,000	130,000
Sed	2,120	6,360	10,600	23,850	37,100	53,000
Sta Wag	3,160	9,480	15,800	35,550	55,300	79,000
1941 Speedway Series, 4-cyl., 104" wb, 63 hp						
Cpe	5,200	15,600	26,000	58,500	91,000	130,000
Sed	2,200	6,600	11,000	24,750	38,500	55,000
1941 DeLuxe, 4-cyl., 104" wb, 63 hp						
Cpe	5,160	15,480	25,800	58,050	90,300	129,000
Sed	2,160	6,480	10,800	24,300	37,800	54,000
Sta Wag	3,160	9,480	15,800	35,550	55,300	79,000
1941 Plainsman, 4-cyl., 104" wb, 63 hp						
Cpe	5,160	15,480	25,800	58,050	90,300	129,000
Sed	2,160	6,480	10,800	24,300	37,800	54,000
1942 Speedway Series, 4-cyl., 104" wb, 63 hp						
Cpe	5,200	15,600	26,000	58,500	91,000	130,000
Sed	2,200	6,600	11,000	24,750	38,500	55,000
1942 DeLuxe, 4-cyl., 104" wb, 63 hp						
Cpe	5,160	15,480	25,800	58,050	90,300	129,000
Sed	2,160	6,480	10,800	24,300	37,800	54,000
Sta Wag	3,160	9,480	15,800	35,550	55,300	79,000
1942 Plainsman, 4-cyl., 104" wb, 63 hp						
Cpe	5,160	15,480	25,800	58,050	90,300	129,000
Sed	2,160	6,480	10,800	24,300	37,800	54,000
1946-47 Willys 4-63, 4-cyl., 104" wb, 63 hp						
2d Sta Wag	760	2,280	3,800	8,550	13,300	19,000
1948 Willys 4-63, 4-cyl., 104" wb, 63 hp						
2d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
2d Jeepster	1,160	3,480	5,800	13,050	20,300	29,000
1948 Willys 6-63, 6-cyl., 104" wb, 75 hp						
2d Sta Sed	880	2,640	4,400	9,900	15,400	22,000
2d Jeepster	1,200	3,600	6,000	13,500	21,000	30,000
1949 Willys 4X463, 4-cyl., 104.5" wb, 63 hp						
2d FWD Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1949 Willys VJ3, 4-cyl., 104" wb, 63 hp						
2d Phae	1,120	3,360	5,600	12,600	19,600	28,000
1949 Willys 463, 4-cyl., 104" wb, 63 hp						
2d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
1949 Willys Six, 6-cyl., 104" wb, 75 hp						
2d Phae	1,240	3,720	6,200	13,950	21,700	31,000
2d Sta Sed	940	2,820	4,700	10,580	16,450	23,500
2d Sta Wag	920	2,760	4,600	10,350	16,100	23,000
1950-51 Willys 473SW, 4-cyl., 104" wb, 63 hp						
2d Sta Wag	950	2,850	4,750	10,690	16,630	23,750
1950-51 Willys 4X473SW, 4-cyl., 104.5" wb, 63 hp						
2d FWD Sta Wag	950	2,850	4,750	10,690	16,630	23,750
1950-51 Willys 473VJ, 4-cyl., 104" wb, 63 hp						
2d Phae	1,330	3,990	6,650	14,960	23,280	33,250
NOTE: Add 10% for 6-cyl.						
1952 Willys Aero, 6-cyl., 108" wb, 75 hp						
2d Lark	790	2,380	3,960	8,910	13,860	19,800
2d Wing	800	2,410	4,020	9,030	14,050	20,075
2d Ace	820	2,450	4,090	9,200	14,320	20,450
2d HT Eagle	800	2,400	4,000	9,000	14,000	20,000
1952 Willys Four, 4-cyl., 104"-104.5" wb, 63 hp						
2d FWD Sta Wag	950	2,850	4,750	10,690	16,630	23,750
2d Sta Wag	870	2,620	4,370	9,830	15,300	21,850
1952 Willys Six, 6-cyl., 104" wb, 75 hp						
2d Sta Wag	890	2,680	4,470	10,050	15,630	22,325
NOTE: Deduct 10% for standard models.						
1953 Willys Aero, 6-cyl., 108" wb, 90 hp						
4d H.D. Aero	790	2,380	3,960	8,910	13,860	19,800
4d DeL Lark	810	2,440	4,070	9,160	14,250	20,350
2d DeL Lark	860	2,570	4,290	9,650	15,020	21,450
4d Falcon	770	2,320	3,870	8,710	13,550	19,350
2d Falcon	1,100	3,310	5,510	12,400	19,290	27,550
4d Ace	820	2,450	4,090	9,200	14,320	20,450
2d Ace	860	2,590	4,310	9,700	15,090	21,550
2d HT Eagle	800	2,390	3,990	8,980	13,970	19,950
1953 Willys Four, 4-cyl., 104"-104.5" wb, 72 hp						
2d FWD Sta Wag	950	2,850	4,750	10,690	16,630	23,750
2d Sta Wag	870	2,620	4,370	9,830	15,300	21,850
1953 Willys Six, 6-cyl., 104" wb, 90 hp						
2d Sta Wag	890	2,680	4,470	10,050	15,630	22,325
1954 Willys, 6-cyl., 108" wb, 90 hp						
4d DeL Ace	840	2,510	4,180	9,410	14,630	20,900
2d DeL Ace	800	2,400	4,000	9,000	14,000	20,000
2d HT DeL Eagle	800	2,390	3,990	8,980	13,970	19,950
2d HT Cus Eagle	820	2,450	4,090	9,200	14,320	20,450
4d Lark	810	2,440	4,070	9,160	14,250	20,350
2d Lark	840	2,510	4,180	9,410	14,630	20,900
4d Ace	820	2,450	4,090	9,200	14,320	20,450
2d Ace	860	2,590	4,310	9,700	15,090	21,550
2d HT Eagle	820	2,450	4,090	9,190	14,300	20,425
1954 Willys Four, 4-cyl., 104"-104.5" wb, 72 hp						
2d Sta Wag	870	2,620	4,370	9,830	15,300	21,850
1954 Willys Six, 6-cyl., 104" wb, 90 hp						
2d FWD Sta Wag	950	2,850	4,750	10,690	16,630	23,750
2d Sta Wag	920	2,760	4,600	10,350	16,100	23,000
1955 Willys Six, 6-cyl., 108" wb, 90 hp						
4d Cus Sed	760	2,280	3,800	8,550	13,300	19,000
2d Cus	800	2,400	4,000	9,000	14,000	20,000
2d HT Bermuda	960	2,880	4,800	10,800	16,800	24,000
1955 Willys Six, 6-cyl., 104"-104.5" wb, 90 hp						
2d FWD Sta Wag	920	2,760	4,600	10,350	16,100	23,000
2d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000

THE FULL MONTEGO



FoMoCo fan finally lands his 1972 Mercury Montego GT

STORY AND PHOTOS BY AL ROGERS

Jim Speath, of Mount Clemens, Mich., comes from a Ford family. His mother worked at a Ford dealership, and his grandfather worked for Lincoln-Mercury corporate. His family helped create and sell vehicles from "Ford's Family of Fine Cars," so it's only natural that Speath's interest lies in "Blue Oval" products. And he knows the exact two points in which Ford products left their heavy imprint on him.

During the '60s and '70s, Speath's mother, Janis Gabriel, worked as a secretary at Jack Demmer Ford in Wayne, Mich., and would occasionally drive home in a new Ford. One day she showed up in a Forest Green 1968 Ford Torino GT with a gold C-stripe, and it was love at first sight for her 7-year-old son, whose memory was permanently impressed upon by the vision of that muscle car. Speath wasn't the only one who fell head over heels for that Torino GT.

"That [car] had every dad and boy fawning over" it, Speath recalls.

Now, decades later, the 1968 Ford Torino GT remains one of Speath's favorite muscle cars. His favorite, though, remains a later generation of midsize Ford Motor Co. products, cars that he once watched race across his television screen.

In the early '70s, Speath became a NASCAR enthusiast. At that time, the Woods Brothers' 1971 Mercury Montego driven by David "The Silver Fox" Pearson—with its striking red-and-white paint scheme, Purolator graphics and eye-catching Number 21 on the driver's door—was racing to win after win in front of crowds and on families' TV screens across the country. Just as for many others, Woods' wins in a Mercury quickly made the man and the cars Speath's all-time NASCAR favorites.

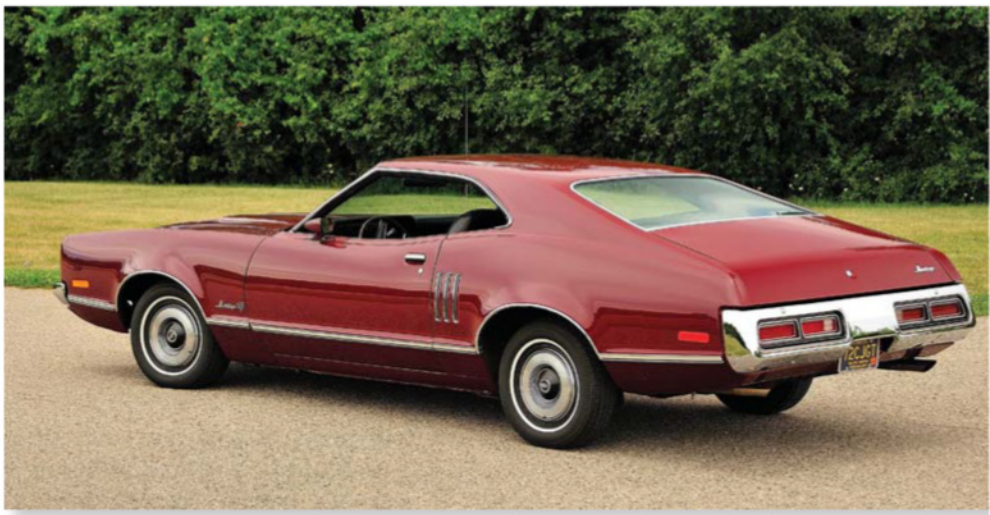
EXPERIENCE

FAIRLANE CLUB OF AMERICA
FAIRLANE/TORINO/MERCURY
MID-SIZE
1962-1979

"My love for the sport started back when the races were shown on ABC Wide World of Sports," Speath said. "Those Wood Brothers Mercurys stood out to me, and at that time, my grandfather worked for Lincoln-Mercury as an engineer."

The legendary Wood Brothers' Mercury Montego and its NASCAR Hall of Fame driver made such an everlasting impression on the young man that during one of the races, Speath recalls asking himself, "How cool would it be to drive that car or own one like it?"

In 2010, Speath bought the first FoMoCo product that reminded him of the Woods Brothers' Mercury Montego, a likewise-midsize 1973 Ford Gran Torino Sport. However, he'd tried to buy



For 1972, the redesigned Mercury Montego had more of a fastback roofline than in 1971, and the taillamps were incorporated into the rear bumper. The cars now had a full frame instead of unibody construction.



For 1972, the Montego GT's 351 Cobra Jet engine had 266 net hp. The standard GT engine was a 302 V-8, and a 429 was optional.



Mercury's "Flight bench seat" included a fold-down armrest. The GT's three-spoke steering wheel added a performance-car "feel."



The armrest was cleverly incorporated into the molded door panels.



"Montego GT" instrument panel badge was subtle.

a 1972 Montego GT that same year, but the deal didn't pan out. It wasn't until nearly 50 years after watching David Pearson race new Mercurys on the NASCAR circuit that Speath would come to own a 1972 Mercury Montego GT, a similar street version to one of Pearson's Mercurys that still holds numerous NASCAR records.

"Back in 2010, I had an opportunity to buy this car and the timing wasn't right," Speath said of his '72 Montego GT. "I didn't have the resources to pull it off. Regrettably, I had to pass on the opportunity to own it.

"Miraculously, in 2020, Mike McPhillips, a longtime friend and car guy, called me one day with the news I had always dreamed about but really didn't expect to hear," Speath continued. "He told me the 1972 Mercury Montego GT had ended up with an owner in Britton, Michigan, and it was now for sale. Lightning usually never strikes twice. After hearing the news, I asked if he had the owner's contact information and he hesitated for a minute, then gave the seller's name and a phone number. I reached out to him, and we worked out a deal for me to buy it in the spring, just before Easter."

After making the purchase, the Montego GT's 351-cid Cobra Jet engine was removed and hardened valve seats were installed in its heads. With the engine out of the car, the engine bay was detailed and the headers received a professional powder-coating application. Otherwise, the car was in turnkey condition, with its 2002 repaint still looking fresh.

FoMoCo shuffles its midsize cars

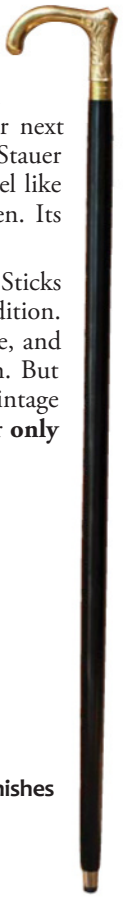
In 1972, FoMoCo was amidst a transformation from a line of powerful muscle cars to a more refined luxury-car lineup. The philosophical changes were apparent when the second-generation Mercury Montego was introduced alongside the redesigned Ford Torino that year. In a major design shift, the intermediate Ford/Mercury model lines shifted from unibody to body-on-frame construction; similarly to the General Motors A-platform, the Montego adopted a split-wheelbase chassis (114 inches for two-doors, 118 inch for four-doors and station wagons). True four-door hardtops were replaced by "pillared hardtops" (frameless door glass remained, though the roof was supported by a thin B pillar), while two-door Montegos retained hardtop roofs, although with much wider C pillars and more fastback styling.

The Mercury Cyclone had reverted from a stand-alone model to an option package for 1972 with the introduction of the Montego. Ford produced 30 Mercury Montegos with the Cyclone option package during the 1972 model year, making it among the rarest Mercury vehicles. As a replacement for the Cyclone, Mercury introduced the Montego GT, a coun-

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Mercury called the Montego GT's dual-snorkel hood the "Performance Hood."



If the hood didn't give away the GT version, the front fender "GT" scripts did.



A GT badge replaced the rectangular Mercury emblem on other Montegos.



Taillamps in the bumper were trendy during the 1970s.

terpart to the Ford Gran Torino SportsRoof; the Montego GT Fastback was offered from just 1972 to 1973.

Speath's featured '72 Montego GT two-door Fastback was delivered to its original owner at Pfeifer Lincoln-Mercury in Grand Rapids, Mich. It was produced at the Lorain Assembly Plant in Lorain, Ohio, in November 1971 and shipped to the dealership in early December.

The Montego GT's factory options include the 266-net-hp 351-cid Cobra Jet engine; C-6 Cruise-O-Matic automatic transmission; Competition Suspension; and 3.50 Traction-Lok Differential. Exterior paint color is Maroon with black interior. The car is equipped with a knitted vinyl bench seat and folding armrest. Its additional options include: G70X14 belted whitewall tires; Visibility Group; power steering; power front disc brakes; and AM-FM radio. The Appearance Protection Group with tinted glass was also part of the original retail order, making this a well-optioned '72 Montego GT.

According to information verified from the Elite Marti Report for Speath's 1972 Mercury Montego GT, a mere 14 were painted Maroon, and only 2 received the Black Knitted Vinyl Bench Seat. It further indicates that, between the two otherwise matching maroon 1972 Montego GTs with the Black Knitted Vinyl Bench Seats, this is the only one equipped with an AM-FM stereo radio.

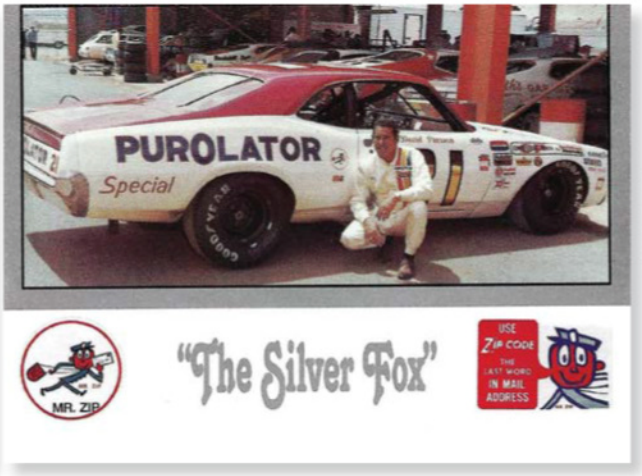
Full Circle in a Montego GT

In June 2023, I was invited by Doug Bender and Marty Burke to attend the Fairlane Club of America (FCA) meet in Kingsport, Tenn. Doug serves as the club president while Marty is the club's head judge. The club's annual event has a different location each year and Kingsport was the perfect location and setting for the event. Speath is a member of the FCA and was in attendance with his 1972 Mercury Montego GT displayed on the show field.

On the Friday of the FCA annual meet, nearly 100 members and their cars enjoyed track time at the Bristol Speedway in Bristol, Tenn. Under the supervision of track management, groups of 12 cars were led as a group onto the track by the official pace car and circled the track at a safe speed. FCA owners were allowed to get their cars up to a cruising speed on the straight-away while braking through steep embankments and turns. Drivers really had a chance to experience and appreciate how it would feel driving in a sanctioned Sunday NASCAR race there. I took position at Turn 1 during the track time event and spotted Jim Speath and his 1972 Mercury Montego GT making their way onto the track. A smiling driver throttled the gas and pumped



Full wheel covers were just one wheel dress-up option on the Montego GT.



David Pearson raced Mercury Montegos in the 1970s to great success.

the brakes while circling the track, living just what he'd watched David Pearson do many times before.

When it wasn't on the track at that 2023 FCA national meet in Kingsport, Speath's 1972 Mercury Montego GT was voted a first-place winner in the 1970-'79 Mercury Midsize Class. The class that Speath entered is what the FCA calls "the popular vote" class in which members who register for the FCA national meet get a ballot to vote for their top choice in each class.

Separately, the FCA has five concours-judged classes, along with five "original" judged classes. These 10 classes are points-judged by qualified judges using a 17-page "points judging" form with Head Judge Marty Burke overseeing the process.

That judging tradition will continue this year during the 2024 FCA National Show, to be held in the Motor City on the grounds of the Double Tree Hotel in Detroit from June 27-29. Look for additional information in future issues of *Old Cars* and at the FCA website at www.fairlaneclubofamerica.com. OC







Ford at MCACN

Mercurys and Fords at the ultimate muscle car show

STORY AND PHOTOS BY THE *OLD CARS* STAFF



Period pictures provided provenance to the 406-cid V-8/four-speed-powered 1962 Ford Galaxie two-door sedan originally campaigned by Earl Hoffman, Jr. and Bruce "Mr. Ford" Larson for Hoffman Ford Sales in Highspire, Pa. Today, this old drag strip warrior is owned by Ron Christenson of St. Paul, Minn.

Each year, the Muscle Car and Corvette Nationals at the Donald E. Stephens Convention Center in Rosemont, Ill., gathers muscle cars of every breed, from AMC to Buick to Chevrolet and everything between clear through Oldsmobile, Plymouth, Pontiac and Studebaker. The several-hundred-large car display is broken down into featured classes that group together many of those muscle cars that represent the rarest and most desirable "top dogs" from the 1960s and 1970s. For 2023, one of those featured classes centered around Boss Ford Motor Co. products, and not just Mustangs.

Even if your favorite flavor of Ford wasn't the bossest of Mustangs, you could still watch the Fords go by with many other hi-po examples of the Blue Oval, as well as its Mercury cousin. The following is a taste of the many FoMoCo gems gathered this past Nov. 18-19 by MCACN organizer Bob Ashton and his crew.



Russell Piggott's 1969 Boss 302 Mustang is just one of 1,934 built. The Boss 302 cranked out 290 hp, and all Boss 302s were manually shifted through a four-speed transmission.



Like Bosses? MCACN had a rainbow of Bosses in 302, 351 and 429 variations, and not just in Mustang form.



Parked in MCACN's popular Barn Finds & Hidden Gems display was this 1968 Ford Mustang GT Cobra Jet coupe, one of 32 such cars equipped this way. Previous owner Jeff Lochmandy received the car in 1978 for a dollar after completing repair work on a 1973 Corvette that was owned by his buddy's father. Lochmandy was just 16 years old at the time and drove the Mustang hard—so hard that he broke the metal holding the upper control arm while rocking the car in first gear. That was in 1986, and the car then sat for decades, waiting for a restoration that hasn't yet come to pass. It is now owned by Keith Stockberger.

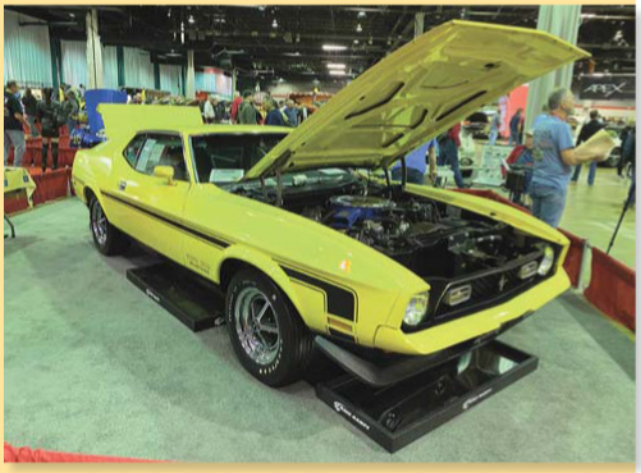




Perched on a pedestal like the drag racing king that it is, Deb and Fred Harper's 1966 Ford Fairlane with an R-Code 425-hp 427 with dual four-barrels and a four-speed had a commanding presence on the MCACN showfloor—even though it wasn't in its natural habitat of dodging down the blacktop, wide open, a quarter-mile at a time. Just 57 of these R-Code Fairlane 427s were built in 1966. Note the fiberglass lift-off hood displayed on the car's roof.

Likely the rarest Mercury—and maybe muscle car—ever built were the lone two Boss 429-powered 1970 Mercury Cougars built only for drag racers "Fast Eddie" Schartman and rival "Dyno Don" Nicholson. This Boss Cougar was raced by "Fast Eddie," and when it wasn't making passes on the drag strip, it was a promotional tool for Mercury. The Boss Cougar duo received the 429 conversion at Kar Kraft, which built the Boss 429 cars for Ford, but didn't receive the same amount of engineering attention due to their miniscule run and their nature as attention-getters not available to the public. "Dyno Don" soon put a SOHC 427 in his car, which he found better suited to racing, but "Fast Eddie" kept his car 429-equipped.





For 1971, the Boss 302 and Boss 429 vanished, to be replaced by the Boss 351—or did they? Unbeknownst to many, Ford actually built a 1971 Boss 302, but just one, and it was at MCACN. The lone Boss 302 was built on Aug. 3, the first day of 1971 Mustang production, and painted Grabber Yellow with a black Decor interior, 4.11:1 Detroit Locker rear axle, Sport Deck rear seat, Mangum 500 wheels, tilt steering column, console, power steering, tail pipe extensions and an AM radio. The car was introduced at a show in Las Vegas, yet no others were built. It appeared at MCACN in immaculate condition.

While the Boss 429 treatment on a Cougar was limited to two big-name drag cars, anyone with enough cash could buy a Cougar Eliminator with the Boss 302 package, although relatively few did—just 323 were built in 1970, and that was almost twice as many as in 1969. The Boss 302 Cougar Eliminator was rated at the same 290 hp as the Boss 302 Mustang, and likewise had a four-speed manual transmission. This example, owned by Eric, Erica and Lauren Petosa, was special-ordered in Cougar-only Lime Green Metallic with a matching medium-green interior and console. The car is the last known Boss Cougar Eliminator to have been built.





Yes, there was a Boss Bronco, but no, you couldn't have one. Kar Kraft, which built Boss Mustangs for Ford, teamed up with legendary off-road-vehicle builder Bill Stroppe in 1969 to create this prototype Boss Bronco powered by a 351-cid V-8 backed by a hi-po C4 automatic transmission and 4.11:1 limited-slip differentials (yes, it was four-wheel drive). The Boss Bronco had a Cougar Eliminator hood scoop from the Mercury parts bin, and several parts from Stroppe: dual front and rear shocks, a power steering conversion, padded roll bar and rear fender flares. This period performance Bronco is not only a boss, but king of the hill among already-hot first-generation Broncos.

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BY PHIL SKINNER

Ford by the (Part) Numbers



Even during the Great Depression of the 1930s, Ford dealers kept their shelves filled with needed parts, and countermen were schooled in being able to retrieve or order a needed part by its serial number. How about an accessory vanity mirror for 60 cents? (Image courtesy of Ford Motor Co.)

One of the first areas of interest I had with Ford Motor Co. was its parts numbering system. Starting with the 1928 Model A, a system was created that divided each area of the vehicle (both cars and trucks) into sections, eventually growing into sub-sections and even sub-sub-sections. Then, with a pattern of prefixes, one could tell when these parts were first put into production. Next was a suffix that would narrow down the exact application and, for really specific items (such as soft trim and the like), a secondary suffix could be employed.

Developed in the late 1920s, this basic part numbering system is still in use today, and skilled Ford parts people can tell at a glance just what and where a certain part fits using the part number. Try as I might, I have looked at both General Motors and Chrysler Corp. part numbers and, while fans of those cars might know a specific part number or a series of them, finding a part number they are not familiar with will send them running to parts books. Meanwhile, a Ford parts person will have a good, basic idea of what they are holding in their hands by the code on the box.

Ford Motor Co. part numbers are broken down into three specific sections. Starting with the Model A, the prefix indicates the basic vehicles to which the part applies. For the Model A, just the letter "A" would precede the basic part number, such as that for a dash-mounted ampere gauge or meter which would have the basic part number of A-10850, so the suffix "A" would be self-explanatory. However, if the part had a variation, another code was needed for that part variation. With the amp gauge, a suffix of "A" behind the basic part number would be all that was

needed to denote the variation of the amp gauge, and for the first variation of the amp gauge, the part number would become A-10850-A.

Another part that had variations was the Model A steering wheel, basic part number 3600. Ford's steering wheel variations included those with different center splines (seven-tooth versus two-tooth), a polished black finish versus a polished red finish, and other applications. A basic four-spoke Model A steering wheel with the red finish variation would have the number A-3600-A, while the next generation, say with a black finish, would have a part number of A-3600-B. The "B" suffix did not represent "black," just that this was the next variation of the steering wheel. If the center attaching hub of the steering wheel went from a seven-tooth spline to a two-tooth spline, then a secondary suffix, such as A-3600-B1, could be used. When in 1932 the Model B was released, part numbers referring to those parts started with a "B" prefix.

The Ford Model A engine had more than 70 running changes between 1928 and 1931, and despite looking very similar on the outside, the Model B four-cylinder engine was a completely different animal than the preceding Model A four-cylinder. 1932 also saw the release of Ford's first monobloc V-8 engines, and part numbers related to these engines and their parts were given the prefix of "18," which we have always assumed was the "first" generation of the V-8. Through the 1930s, new models received new prefixes, and sometimes it is a bit confusing, but Ford Motor Co. did have a logical system of usually showing the year followed by the model application, followed by the basic part number and suffix.



Parts counters were well-organized to attract customers. This 1946 photo shows Larry Newman Lincoln-Mercury sales in Detroit, Mich. (Image courtesy of Ford Motor Co.)



A large dealership might have larger supplies of frequently needed items and trained parts pullers, such as those seen at Jefferson Lincoln-Mercury in Dearborn. (Image courtesy of Ford Motor Co.)

Part Numbers in the 1950s

During the 1950s, a new system went into effect for the prefix identifying the initial model year of use and designated models. This system was revised again during the 1959 model year. During the 1950s, and applied to a number of parts from the 1940s, the first character in the prefix would indicate the decade (A = 1940s, B = 1950s, C = 1960s, D = 1970s, etc.). This method was used up into the early 2000s. The second character, a number, would indicate the exact model year. A third character, usually a letter, would indicate the model application for which the part was designed, and the fourth character designated which engineering department would be responsible for design and distribution. For example, a part number "C0AZ" would indicate a part for the full-sized 1960 Ford, while "C0DZ" would indicate the part was designed for use on the new 1960 Falcon line. Later in the 1960s, a prefix such as C5AZ would indicate an item for the full-size 1965 Fords (Customs, Galaxies, station wagons), with C5OZ representing the 1965 Fairlane, and C5ZZ for the hot-selling new Mustangs. When the 1970s appeared, D1ZZ would represent a 1971 Mustang part while D1SZ would represent a 1971 Thunderbird part.

Throughout the years, the basic part number divisions have remained constant within Ford Motor Co., and this system is used pretty much throughout the company on a world-wide basis. Learning the Ford system of parts numbering is a must for the dedicated Ford restorer or fan.



Shadow boxes displayed both mechanical maintenance parts and accessories offered by the factory items as well as aftermarket products, such as the pictured Trico windshield washer.
(Image courtesy of Ford Motor Co.)



Often-needed items such as carburetors, generators, lamps and other repair parts were displayed, letting the customer know they need look no farther than their local Ford dealer. (Image courtesy of Ford Motor Co.)

Guide to Ford Part Numbers

Basic Prefix Codes

First character represents the decade that the part was first used:

A=1940s; B=1950s; C=1960s; D =1970s; E=1980s; F=1990s.

Second character represents the year within the decade:

Examples: B9=1959; C3=1963, D4=1974, E5=1985, etc.

Third character presents the basic model for which the part was designed.

Note that when the same part designed for a certain model was used on another model, the original part number was used. An example is 1959 Edsel parking lamp lenses, which were also used for the 1960-1962 Comets. However, the Comet's rubber housing for the otherwise-identical parking lamps had Comet-specific numbers due to the different length of connecting wires.

(Partial Listing)

A=Full-Size Fords
D=Falcon
E=Edsel (1958-1959)
G=Comet (1961-1967)
K=Edsel (1959-1960), Comet (1960)
L=Lincoln
M=Full-Size Mercury
O=Fairlane/Torino
S=Thunderbird
W=Cougar
Z=Mustang

A fourth character was added to the part number prefix during the 1959 model year. This indicates which engineering department was responsible for this part's use and distribution channels.

Common 4th character codes include:

A=Chassis-related parts
B=Body-related parts (sheet metal)
E=Engine-related parts
F=Engine accessories such as fans, brackets, water and fuel pumps, etc.
Y=Lincoln- and Mercury-specific designs and applications
Z=Ford-specific designs and applications

(Note: Primarily with body part numbers, a secondary prefix in front of the basic part number might indicate a specific body type the item was design for. However, this part may have applications for other models, such as a Code 70 representing a two-door sedan, but also used in the Type 64 two-door hardtop, Type 76 convertible or even the Type 59 two-door station wagon!)

More Notes on Part Numbers

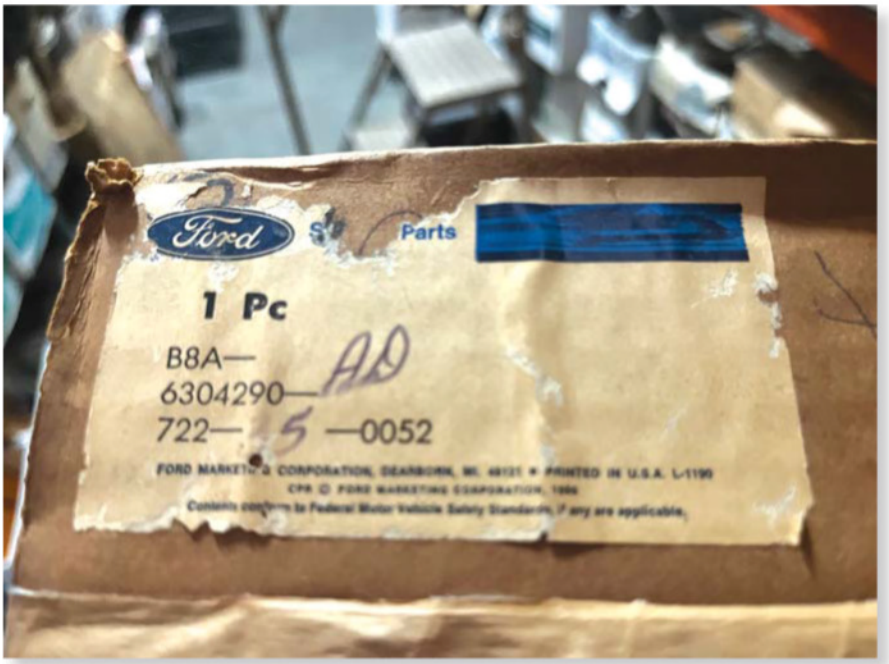
The "Basic" part numbers are arranged into about 50 different sections for the chassis-related parts including wheels, brakes, suspension, drive-line, chassis, radiator, engine, transmission, etc. Body parts have about 10 distinctive areas of concern and apply to sheet metal and related parts from the firewall rearward, such as doors, floors, instrument panels, glass, roofs and deck lids. Front fenders and the hood, while being sheet metal parts, are considered part of the chassis and are included in those sections.

As new parts were developed and placed into a specific production area, expanded basic part numbers were put into the system. One example is basic part number 3528, a steering column seal kit, and then the release of a power steering cylinder boot which received an expanded number of 3C528!

One brilliant idea with the Ford parts numbering system is being able to tell the difference between the two sides



Part number B5A-18261-A was first used for 1955 Fords, but was adaptable to all models from 1954 up to 1957, when this box was printed.



The part number on this tag, B8A-6304290-AD, breaks down as follows: B8A=1958 Ford, 63=two-door hardtop; 04290=basic part number for dash pad; AD=suffix indicates this pad was black. In actuality, this pad was also used on all full-size 1957 Ford models, not just 1958 models.

of a car. Items for the left or driver's side have the basic part number end with an odd number, and for the right or passenger side, they end with an even number. An example would be a front door with 20124 for the passenger side and 20125 for the driver's side.

There are numerous other tips and tricks that a person familiar with Ford Motor Co. part numbers can pick up over the years, such as being able to distinguish between engineering numbers, often found on metal castings, and the actual part number found in catalogs and referenced in maintenance manuals. So effective has been the Ford system that several companies based outside the United States have developed similar programs, such as Daimler-Benz from Germany and Nissan Motors from Japan. Numbers are important in restorations, and not only serial numbers, but those interesting numbers found on individual parts. OC

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‘AA’ Rare Treasure



Between its rare Express bed and its overall originality, the AA is an unusual sight.

Desirable 1928 Ford AA Express finds a sympathetic owner

STORY AND PHOTOS BY BOB TOMAINE

Ted Daros clearly remembers his first time behind the wheel of his 1928 Ford AA Express truck.

“I drove it to my son’s house,” he recalled. “I barely made it.”

That trip might have been memorable, but it was nothing compared to the way he happened upon the truck.

“My son lives in Pennsylvania,” said Daros, who lives in North Salem, N.Y., “and when we were moving him in, this was parked on the lawn right down the road, like a quarter-mile down the road from his house. The guy had a bunch of old trucks and I saw this. Being the Express bed, it stood out. As a Model A guy, I knew right away what it was.”

It would indeed have stood out. His truck, he explained, is a nominal 1-1/2-ton model and the successor to the TT, a one-ton version of the Model T. The “Express” name means it carries a pickup box measuring 87 inches—in its day, that was long—and a modified version of the TT’s box. Underneath, though, most of the drivetrain is not quite as heavy duty.

“It’s a three-speed,” Daros said. “It’s the same engine and transmission as any Model A car would have. It’s just the rear end that’s different ... That’s got the worm-drive.”

The 7.25:1 rear doesn’t do much for the Ford’s speed on the open road, but it was a big help to the 40-hp four when it came to moving loads. It must have worked out well, since the odometer in Daros’ truck shows more than 75,000 miles and apparently the engine has never needed major repairs.

The problems he encountered on that first, short drive in August 2022, he said, centered on a clogged fuel line. Once he had the truck home to North Salem, he began looking into its overall mechanical condition.

“A lot of tinkering,” Daros said, “a lot of TLC getting it running. I did the head gasket and lapped the valves. The engine is the original. It’s never been out of the truck, and I will probably do an in-frame

rebuild. I really don't want to take it out if I can hone it and put new rings in it. It has a lot of blow-by. It blows oil out when you get into the upper rpms ...

"I just want it to be sound that way, and I can do that without taking away the originality. I don't want to put a new, painted, rebuilt engine in it. I just love it the way it is."

His approach to the truck's body is about as equally sympathetic to preservation. He replaced the roof, whose deteriorated condition was no longer protecting the cab, and explained that the cab's wood framing was in extremely poor condition as a result.

"When they were new," Daros said, "[the wood] had a black coating like a stain—a preservative—and the body was built and then the body was painted inside and out. So I got some black stain and I did that as a preservative to it. Then I painted the green with as close a match as I could find, and then I assembled it. When you look in there, it doesn't stand out as being new wood, and a lot of the original hardware I reused.



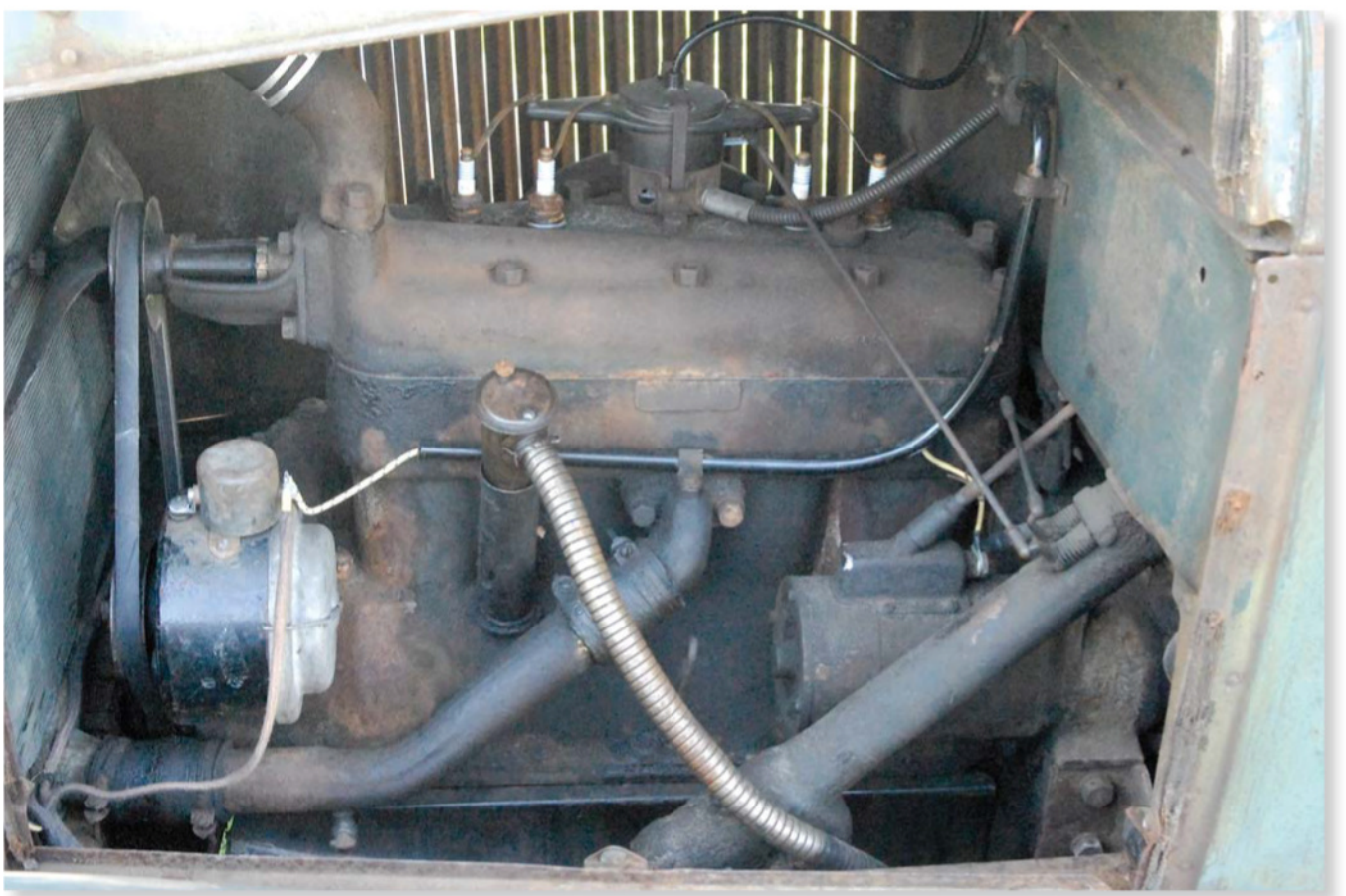
At some point in its life, the Ford served as a delivery truck for a business operating as Frankie's Auto Parts.

"Some of the pieces of wood are multiple pieces put together to form a certain shape, and I was able to use those pieces over onto the main structure. So it still keeps that look, which I love."

Limiting the work on the body to what was truly necessary has not gone unnoticed, judging by Daros' experience at the 2022 Adirondack Nationals in Lake George, N.Y.

"It was a big hit there," he said. "A lot of people like seeing the originality of it.

"It's funny, because most of the comments I got were, 'You're not going



With the right gearing behind it, the same engine that's in a Model A passenger car is ready to work in the AA truck.



The 87-inch box is a big part of what makes the Express truck so uncommon, and this box is obviously very original.



Any driver who's been behind the wheel of a Model A would feel at home in the AA's cab.

to restore this, are you?' 'No, I'm leaving it the way it is. That's why I'm showing it like this.' 'Don't restore it. Don't do a thing to it.' 'I know. I get it. Thank you.' I see the compliment in there.

"Yeah, that's the plan with it, to just leave it and show it. More people look at this truck, whether they're Model A nuts or not, they just look at it. If it were restored, most people would just walk by it as just another truck, another restored vehicle. It would be neat in its own respect, but it does draw a crowd."

The Adirondack Nationals also gave him the chance to drive it. He stuck with the local roads and streets, he said, because the truck simply isn't very fast. Thanks to that rear-end ratio, the "upper rpms" that he mentioned provide a speed that was adequate or maybe even impressive in 1928, but realistic only for light-traffic conditions today.

"I'm talking 25 or 30 miles an hour," Daros said. "That's about all it does."

Considering the average roads at the time the truck was built, those speeds would have been fine. When he had the Ford at the Hudson River Valley Antique Auto Association's Rhinebeck Car Show, Daros said that he'd been asked about its top speed. When he said that it was 30 mph, the next question was whether that was loaded or unloaded, and he replied that it was both.

The gearing is the reason why the performance wouldn't change, but he said that a heavy load would improve the ride. Still, it's not a difficult truck to drive, and he said that the feel is not very different from that of a Model A passenger car. It's also similar to a Model A passenger car in that there's not a lot of room and so a tall driver needs to make concessions and adjustments to fit himself to the car.

"I'm a big guy," Daros said. "I'm six-three. It's my long legs that are the biggest problem. My legs will hit the steering wheel, the shifter's in the way, but I've figured out a way to position myself so that I can drive it fairly comfortably. I would have no problem driving it for an hour at a time."

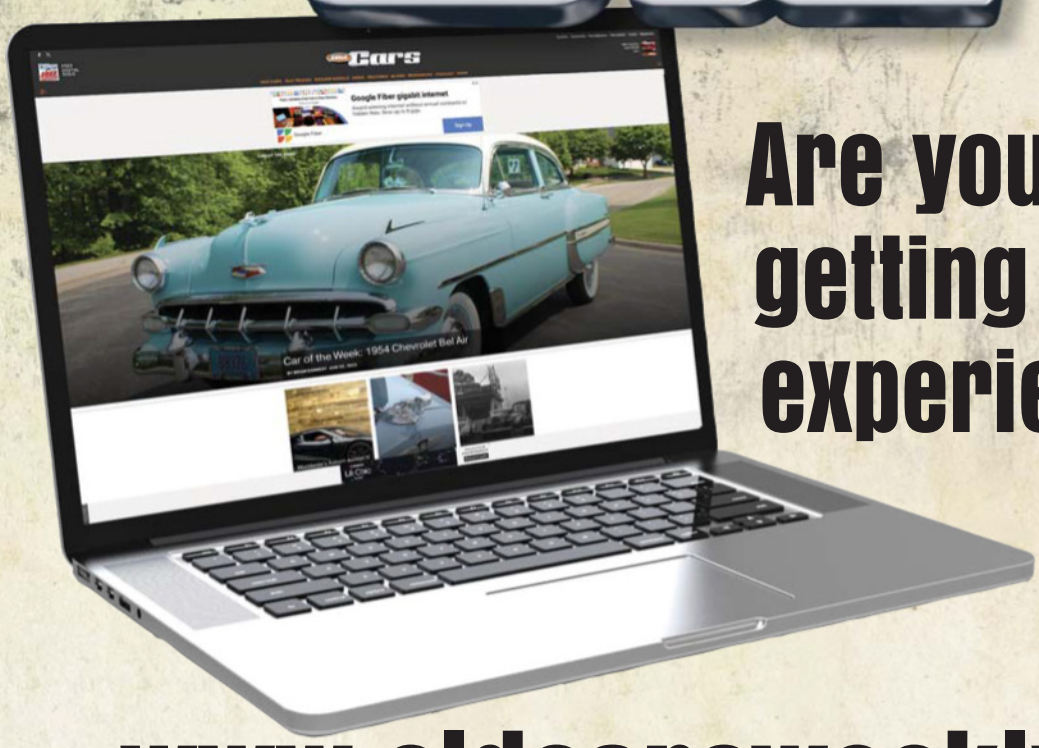
The gearing provides some noise while underway, but he said it also provides the benefit of not requiring a lot of shifting. The truck would have to be confronted with an extremely steep hill before he would need to downshift it.

The Express body is, in its own way, as important as the truck's drivability and originality. Daros said that not long after he bought it, he posted some photos and information about it online and within hours, began hearing from those who wanted to know how he'd found it and wanted to talk to him about it. It's probably not too much of a reach to say that he was as surprised to find the truck as they were to learn that he'd found it.

"Before I saw it," Daros said, "I was not in the market for the truck, because I never thought I would see one. That's how rare the Express body is. I was not looking for one at all. I was not hunting, and some of the guys who do look for them say, 'How the heck do you guys find these things?'

"I literally stumbled over it. It found me, there's no doubt about it." OC

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Old Cars Calendar

NOTE: We sometimes receive show information that is in error or changes at a later date. To avoid problems, call ahead to verify times and dates of events listed. To get your event listed the Old Cars Calendar, email us at oldcars@aimmedia.com

SHOWS

ARIZONA

Jan 21 AZ, Scottsdale. Barrett-Jackson Future Collector Car Show . Polo Field at WestWorld of Scottsdale.FCCS. Barrett-Jackson.com.

Jan 27 AZ, Sahuarita. 29th Annual Sahuarita Classics Car Show. Veterans Municipal Park. 8am-3pm. www.carnuts.org/event-5136595

Mar 15-17 AZ, Scottsdale. Goodguys 14 th FiTech Fuel Injection Spring Nationals presented by Grundy Insurance. WestWorld of Scottsdale - 16601 North Pima Road. www.good-guys.com/sn.

CALIFORNIA

Feb 2-4 CA, Pomona. 84th annual O'Reilly Auto Parts Grand National Roadster Show. Pomona Fairplex - 1101 W McKinley Ave. Feb. 2: 12-8pm, Feb. 3: 10am-8pm, Feb. 4: 10am-6pm. www.rodshows.com/gnrs

Mar 23-24 CA, Pleasanton. Goodguys 40th Grundy Insurance All American Get-Together. Alameda County Fairgrounds. www.good-guys.com/aagt

Apr 5-7 CA, Del Mar. Goodguys 23rd Meguiar's Del Mar Nationals. Del Mar Fairgrounds- 2260 Jimmy Durante Blvd., www.good-guys.com/dmn.

Apr 19-21, CA, La Jolla. 18th La Jolla Concours d'Elegance & La Jolla Motor Car Classic at the Concours. www.lajollaconcours.com

FLORIDA

Jan 19-20 FL, Bushnell. Vintage Trucks of Florida 11th Annual Winter National Truck Show. Sumter County Fairgrounds.. 8am- 5pm. All trucks welcome. www.vintagetrucksfl.com Facebook: Vintage Trucks of Florida. 352-457-1557

Jan 20 FL, Immokalee. 4th Rockabillaque Florida Classic Car & Vintage Bike Show. Seminole Casino, 11am-5pm. www.rockabillaqueflorida.com/showsignup

Feb 17 FL, Hawthorne. Third Annual Classic/Muscle/Antique Car/Truck and Motorcycle Show. The American Legion Post 230. 8am-1pm. 8am-1pm. Ken Krug 954-646-1717

Feb 23-Mar 3 FL, Coral Gables. RM Sotheby's Moda Miami. www.modamiami.com/

Feb 29-Mar 3 FL, Amelia Island. The Amelia - Amelia Concours d'Elegance. www.ameliaconcours.com

ILLINOIS

Feb 25 IL, Wheaton. 83rd Illinois Plastic Kit & Toy Show. DuPage County Fairgrounds. 9am-2pm. Past-Time Hobbies Inc. 630-969-1847

IOWA

Feb 24-25 IA, Monticello. 55th Annual O'Reilly Auto Parts Rod & Custom Car Show. Monticello Berndes Center, 766 N. Maple St. Sat. 11am-10pm, Sun. 8am-7pm. Galen Muller, 319-465-5119. www.rodandcustomcarshow.com

MARYLAND

Mar 23-24 MD, Westminster. The Sugarloaf Mountain Region of the Antique Automobile Club of America 54th Annual PARTS & SWAP Meet. Carroll County Agriculture Center - 706 Agriculture Center Drive. 8am-4pm. www.smraaca.com or Jack Gallagher 301-674-5431 to register

NEW JERSEY

Apr 27 NJ, Roebling. 2024 14th Annual Roebling Museum Car Show. Roebling Museum - 100 Second Ave. 9am to 3pm, For 1920 & earlier stock cars. Bobbi 215-752-0484, 215-820-3276. or www.movinonkruzers.com. I movin'onkruzers@inbox.com Registration closes at noon.

NORTH CAROLINA

Apr 19-21 NC, Raleigh. Goodguys 9th Griot's Garage North Carolina Nationals. North Carolina State Fairgrounds-1025 Blue Ridge Blvd. www.good-guys.com/ncn

PENNSYLVANIA

Jan 19-24 PA, Allentown. Auto Mania. Allentown Fairgrounds - 302 N. 17th St. Fri. 12-9pm, Sat. 9am-6pm, Sun. 9am-3pm. www.carlisleevents.com, discount tickets online at www.carlisletickets.com

Apr 17-21 PA, Carlisle. Spring Carlisle. Carlisle Fairgrounds - 1000 Bryn Mawr Rd. Wed-Sat 7am-6pm, Sun 7am-12pm. www.carlisletickets.com

May 4 PA, Ivyland. 11th Annual Tony's Place Car Show. 1297 Greeley Ave @ Bristol Rd Ivyland pa 18974 Hosted & judged by Movin' On KruZers Car Club. 9am-3pm

May 10-11 PA, Carlisle. Carlisle Import & Performance Nationals. Carlisle Fairgrounds - 1000 Bryn Mawr Rd. 7am-6pm. www.carlisleevents.com, discount tickets online at www.carlisletickets.com

May 26 PA, Bristol. 9th Annual Spring Into Summer Car Show. Nirvana Family Fitness Center - 1222 New Rodgers Road (Rt. 413 one light south of I-95 interchange). 9am-3pm. Hosted & judged by Movin' On KruZers Car Club. 215-752-0484, (C) 215-820-3276, www.movinonkruzers.com movin'onkruzers@inbox.com. Registration closes at noon.

May 31-Jun 2 PA, Carlisle. Carlisle Ford Nationals. Carlisle Fairgrounds - 1000 Bryn Mawr Rd. Fri & Sat 7am-6pm, Sun 7am-12pm. www.carlisleevents.com, discount tickets online at www.carlisletickets.com

SOUTH DAKOTA

Feb 16-18 SD, Rapid City. 24th Annual Counts Car & Cycle Show. The Monument. Fri. 5-9pm, Sat. 9am-9pm, Sun. 9am-3pm. www.countscarclub.com

TENNESSEE

May 17-19 TN, Lebanon. Goodguys 18th BASF Nashville Nationals. Nashville Superspeedway - 4847-F McCrary Road. www.goodguys.com/nvn.

TEXAS

Apr 26-28 TX, Fort Worth. Goodguys 14th LMC Truck Spring Lone Star Nationals presented by TREMEC. Texas Motor Speedway - 3545 Lone Star Circle. www.good-guys.com/slsn.

WISCONSIN

Apr 26-27 WI, Jefferson. Spring Jefferson 47th Annual Swap Meet, Jefferson County Fair Park 503 N Jackson Ave. Jefferson, Wisconsin (Hwy 18 just 6 mi. south of I-94). Auto Swap Meet /Cars for Sale Corral & Show Cars Featuring Mopars, LL makes/models welcome. Spectator hours 4/26 9am-4pm, 4/27-6am-4pm. 608-244-8416, www.madisonclassics.com

AUCTIONS

JANUARY

Jan 2-14 2024 FL, Kissimmee. Mecum Winter Kissimmee Sale. www.mecum.com

Jan 20-28 AZ, Scottsdale. Barrett-Jackson Scottsdale Auction. Westward of Scottsdale. www.Barrett-Jackson.com

Jan 25-27 AZ, Fort McDowell. MAG Auctions Classic Car Auction. We-Ko-Pa Casino Resort - 10438 Wekopa Way. 888-330-0749, www.motorsportauctiongroup.com

32nd Annual

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www.fondyvintageautoclub.weebly.com
Greg Freund (920) 579-8450
Steve Hamilton (920) 924-9000

FEBRUARY

Feb 1 France, Paris. Grandes Marques du Monde à Paris' Sale. BonhamsCars.com

Feb 2 FL, Naples. Naples Motorcar Auction. https://www.saratogaautoauction.org/

APRIL

Apr 18-19 PA, Carlisle. Spring Carlisle Collector Car Auction. Carlisle Expo Center - 100 K St. Thur/Fri 12 noon. www.carlisleauctions.com

CRUISES

YEAR ROUND

Mondays FL, Fort Meyers. Applebee's Cruise-In.15151 North Cleveland Ave. 4-7pm.

Tuesdays CA, Granada Hills. Granada Hills Cruiz-In. Park between Baskin Robins & Carl's Jr. 6pm

3rd Tuesday of the month CA, Yucca Valley. Route 62 Cruisers Cruise-in. Firehouse Subs - 58709 Palms Hwy. Ste. F. 5:30pm

Wednesdays FL, Kissimmee. Old Town Kissimmee Themed Car Shows. 5pm. myoldtownusa.com/events/wednesday-night-car-show/

First Thursday of the month through November, CA, Fair Oaks. Food Truck Mania and Classic Car Show. Fair Oaks Park/ 5-8pm. 5-8pm, www.sactomofo.com/calendar

Thursday mornings CA, Chatsworth. Earl's Coffee Cruise. 20429 Devonshire St. 8-10am. www.facebook.com/Earls-Donuts-109491522422562, 818-341-2869

Thursdays FL, Ft. Myers. Larry's Cruise-In. U.S. 41N. 4pm-7pm. 239-995-3999 www.shellfactory.com

Thursdays East Coast Drifters Cruise-In, MD, Accokeek. Wendy's in Mannokeek Shopping Center - W. 228 Accokeek. 6-9pm. Bobby 240-682- 6432

Last Thursday of every month, CA, Santa Monica. West End Santa Monica Car Club Mel's Drive-in Cruise Night. 1670 Lincoln Blvd. 7-9pm.

Fridays FL, Kissimmee. Old Town Kissimmee Muscle Car Show & Cruise. 3pm. www.myoldtownusa.com/events/wednesday-night-car-show/

First Friday of the Month, NV, Las Vegas. "Breakfast Starter" Mad Matty's, 8100 W. Sahara Ave. 8am. Hosted by Cadillac DropTops.Hal Sheaks halscars@cox.net 702 203-0035

Friday Nights CA, Northridge. Cruise Night. Bob's Big Boy - 8876 Corbin Ave. 4pm

Friday Nights CA, Burbank. Valley Cruise Nights. Fosters Freeze - 201 South Glenn Oaks Blvd. 7-9pm

Friday Nights CA, Los Angeles. Rollin Heaps Friday Night Roll In. Pep Boys Speed Shop on corner of Oxnard and Lankershim Blvd. 7-10pm.

Friday Evenings MD, Laytonsville. (Year Round Cruise-in): Laytonsville Cruise-In Members meet in Italian resturant during poor weather conditions. 6840 Olney-Laytonsville Road, Laytonsville, MD 20882. 5-8pm. www.cruisein.us or email inex01@verizon.net

Saturdays FL, Kissimmee. Old Town Kissimmee Classic Car Car Show & Cruise. 1pm. www.myoldtownusa.com/events/wednesday-night-car-show/

Saturdays FL, Kissimmee. Show Car Saturday Nights. Promenade at Sunset Walk. 4-8pm. www.sunsetwalk.com/events/show-car-saturday-nights

Saturdays VA, Sterling. Potomac Falls Cars and Coffee. Calvary Temple - 50214 Triple Seven Road. 7-9am. 703-430-7307, www.calvarytemple.org

First Saturday of the month CA, Rolling Hills. Peninsula Cars & Coffee. Promenade on the Peninsula's Top Deck of the Parking Structure - 550 Deep Valley Road. 7-9pm. www.pvconcours.org

Saturdays CA, Ventura. American Hot Rods & Classics Saturday Morning Coffee Cruise. Moose Ledge #1394 - 10269 Telephone Road. 8:30-11:30am.

Saturdays MD, Brookville. Silo Cars N Coffee. 19501 Georgia Avenue. 9am-noon

Saturdays MD, Damascus. Cars & Coffee. By the Dunkin Donuts in the Safeway shopping center off Main Street. 7:30-10:30am until cold.

Saturdays MD, Bethesda. Cars N Coffee. Corner Bakery - 10327 Westlake Drive. 8-10am

First Saturday of each month NV, Las Vegas. Sonic Drive-In Cruise nights at 6455 W. Sahara (at Torrey Pines) 3-7pm. Cadillac Drop Tops Chapter. halscars@cox.net

Saturdays CA, Santa Clarita. Saturday Night Sleds - Walmart Parking Lot - Carl Boyer Drive. 5-8pm.

First Saturday of each month FL, Englewood. Cruise-In Dearborn. Downtown Englewood. 4-8pm. Contact tom Brooks 941-815-6204

Second Saturday of month CA, Chatsworth. So Cal Cruisin' The Munch Box. 21532 Devonshire St. 5-9pm. All Cars Welcome

Third Saturday of the Month, TX, Georgetown. "Pistons on the Square" Cruise-In. 8-10am., www.facebook.com/pistonsonthesquare

3rd Saturday CA, Grand Terrace. Blue Mountain in City Terrace Cars & Coffee. 22365 Barton Road. 8-10am. gallojm1@outlook.com, Facebook at: www.facebook.com/GTCarsAndCoffee or on Instagram at: www.instagram.com/grandterracecarsandcoffee

May - October last Saturday of month. All Gateway Classic locations. Cruise into Gateway Classic All makes and models welcome. 9am-noon.

Last Saturday of the month CA, Winnetka. Cupid's Cruise. 20030 Vanowen St. 4-8pm. www.cupidshotdogs.net, cupidshotdogs@gmail.com, cupidshotdogs@gmail.com

Last Saturday of each month CA, Winnetka. Cruising' Cupids Hot Dogs - 20030 Vanowen Street at Quakertown Ave. 4-8 p.m.

Last Saturday of Month CA, North Hollywood. Pep Boys Speed Shop Cars & Coffee. 6065 Lankershim, Blvd. 8-noon

Second Sunday of every month FL, Kissimmee. Car & Truck Show. Promenade at Sunset Walk. 11am-2pm. www.sunsetwalk.com/events/monthly-car-and-truck-show/

Second and Fourth Sunday MD, Poolesville. Potomac Cars and Coffee. 19701 Fisher Avenue. 9-11am. www.cruisein.us or email inex01@verizon.net

Sundays CA, Northridge. Classic Cars & Coffee. Carbon Ave. & Tampa Ave. 6-10am. www.facebook.com/groups/carscoffeebagels, carscoffeebagels@yahoo.com

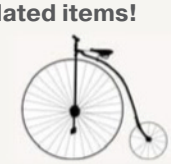
Sundays Year Round MD, Burnsville. Church of the Holy Donut Cruise-In. Intersection of route 198 and route 29, in the parking lot of the new shopping center. 7-10am

Sundays Year Round MD, Rockville. Shady Grove Cruise-in. (The McDonald's Parking Lot) - 16701 Crabbs Branch Way. 9am-1pm

58th Annual Greater Milwaukee Indoor Winter
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Car and bicycle parts all makes, collectibles, car related items!



Sunday, February 25, 2024
7:30 AM - 1:00 PM
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9000 AMC-NASH CARS FOR SALE

WANTED: NASH-HEALEY, any year, any condition, top price paid. We will pick up from anywhere in the U.S. Please call Peter Kumar, 1-800-452-9910. E-mail: peterkumar@gullwingmotorcars.com 3970573

9010 ANTIQUE CARS TO 1948 FOR SALE



1937 Buick 4 dr. sedan - 49,955 actual miles, all original, drives good, no rust, no body damage. Please contact Richard Paschke at 701-740-9549. Located in Thompson, ND. oc3400

WANTED DELAHAYE, any year, any model, any condition, top dollars paid, we will pickup anywhere in USA.Please call Peter Kumar at 1-800-452-9910 or email: PeterKumar@GullwingMotorCars.com 3970563

WANTED: SUNBEAM from 1900 to 1968, Tigers only; any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970644

WANTED: TRIUMPH TR2, TR3, TR4; any condition, top price paid. We will pick up from anywhere in the USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970647

9015 ANTIQUE CARS 1949-1966 FOR SALE

WANTED DUALGHIA, any year, any model, any condition, top dollars paid, we will pickup anywhere in USA. Please call Peter Kumar 1-800-452-9910 or email: PeterKumar@GullwingMotorCars.com 3970565

9040 ANNOUCEMENTS & EVENTS

FEBRUARY 25th, 2024
83rd ILLINOIS
PLASTIC KIT & TOY SHOW

DUPAGE COUNTY FAIRGROUNDS, 2015 W. MANCHESTER RD, WHEATON, IL. 60187 9AM-2PM, ADULTS: $8.00 / CHILDREN UNDER 12 YRS: WITH ADULTS FREE 150 TABLES AVAILABLE, BUY / SELL / TRADE / OR JUST BROWSE, COME OUT AND HAVE A GREAT TIME, CARS, TRUCKS, AIRPLANES, MILITARY, FIRE, POLICE, MUSCLECARS, ALL SCALES, RE-LIVE YOUR CHILDHOOD MEMORIES
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9045 AUBURN

WANTED AUBURN from 1900 to 1936, any model, any condition, top dollars paid, we will pickup anywhere in USA. Please call Peter Kumar at 1-800-452-9910 or email: at peterkumar@gullwingmotorcars.com 3970556

9070 BOOKS & LITERATURE FOR SALE

PJ'S AUTO LITERATURE
HUGE SELECTION

BROCHURES, MANUALS BUY SELL TRADE REASONABLE PRICES
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9080 BUICK CARS FOR SALE

WANTED BUICK from 1900 to 1960, any model, any condition, convertibles only, top dollars paid, we will pickup anywhere in USA. Please call Peter Kumar at 1-800-452-9910 or email: peterkumar@gullwingmotorcars.com 3970559

9090 CADILLAC-LASALLE CARS FOR SALE



1974 Cadillac Eldorado Moloney Superfly Only 36,000 miles runs great,recently drove 350 miles round trip no problems not a show car but a decent driver original paint Victorian Amber built by Moloney Coachbuilders limousine company from Illinois I've owned car 3 years,I purchased it from a friend BIG chrome hood cap rechromed front fender extensions Coker 4 inch bias ply gangster whitewalls Rocket aluminum wheels rear air shocks curb feelers trunk hump with ELDORADO bling letters new starter new battery velour interior power sunroof works great power windows locks tilt telescopic landau bars Limousine style rear window opera lamps power trunk gets a lot of attention and thumbs up whenever I drive siren with switch a great driver, not perfect some scratches and dents almost 50 years old not many Pimpmobiles left asking $25,000 or best reasonable offer call or text or email anytime Scranton Pennsylvania 201 355 6578 Orestes84272@gmail.com oc3398

WANTED: CADILLAC from 1900 to 1960. Any model, any condition, top dollars paid. We will pick up anywhere in the USA. Please call Peter Kumar, 1-800-452-9910. E-mail: peterkumar@gullwingmotorcars.com 3970679

9091 CADILLAC-LASALLE CARS WANTED

WANTED
CADILLAC
Any Cadillac from 1900-1976
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ANY CONDITION
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All Parts available
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9100 CAMARO CARS

WANTED: CHEVROLET Camaro from 1967 to 1969, any model, any condition, top dollars paid. We will pick up anywhere in the USA. Please call Peter Kumar at 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970589

9130 CHEVROLET CARS FOR SALE

WANTED: ANY Chevy, any year before 1972, any model, any condition, top dollars paid, we will pick up anywhere in USA. Please call Peter Kumar at 1-800-452-9910. E-mail:PeterKumar@GullwingMotorCars.com 3970597

WANTED: CHEVROLET Impala from 1958 to 1964, any model, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970584

9152 CHRYSLER-MOPAR PARTS FOR SALE

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9165 CONVERTIBLE CARS

Clear title - This'65 Galaxie 500 XL convertible is dark ivory green with a white top (glass back window) and matching Ford interior. Excellent condition. A #2 car. The 352 cu.in 330 hp motor was rebuilt less than 10,000 miles ago as well as the transmission and suspension. New power front disc brakes, power steering and top. Owned by one family since 1965.. I have receipts and file on all work done. (303) 358-0645 oc3402

9167 CORD

WANTED: CORD 812 model L29, Westchester, Beverly, any year, any condition, top price paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970677

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Website: GullwingMotorCars.com
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9180 CORVETTE CARS

WANTED CORVETTES from 1953 to 1972 coupe and convertibles, any condition, top price paid, we will pickup from anywhere in the US, please call Peter Kumar 1-800-452-9910, email: peterkumar@gullwing-motorcars.com 3970561

WANTED: CORVETTES 1953-1969, All vintage models, in any condition, top dollar paid, nationwide. Serious buyer, please call Alex Manos, 866-301-6431, email: continental5000@gmail.com. FWC8039379

WANTED
CORVETTE
1953-1994
FINDER'S FEE PAID
Any Condition
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Website: GullwingMotorCars.com
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9208 DUESENBERG CARS

WANTED: DUESENBERG from 1900 to 1948, any model, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970668

WANTED: DUESENBERG from 1900-1948, All vintage models, in any condition, top dollar paid, nationwide. Serious buyer, please call Alex Manos, 866-301-6431, email: continental5000@gmail.com. FWC11447021

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ANY CONDITION
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9218 FINANCING

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9230 FORD CARS FOR SALE

WANTED ALL Fords, from 1900 to 1970, any condition, we pay top price of you car, we pickup from anywhere in the US. Please call Peter Kumar 1-800-452-9910 or email: PeterKumar@GullwingMotorCars.com 3970568

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9250 GTO CARS

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9270 JAGUAR CARS

WANTED
JAGUAR
All XKE, E-Types, XK 120, 140, 150, MK IV & V, SSK, SS1, SS100, Coupes, Convertibles and Roadsters
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Any Condition • Top Prices Paid
Will Pick Up From
Anywhere in the USA
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866-301-6431
alex@beverlyhillscarclub.com

WANTED
JAGUAR
SS-1, SS100, MK IV, MK V, XKE-I, II, III, XK120, XK140 & XK150
ANY CONDITION
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Finder's Fee Paid
34 Years Experience
GULLWING
Motor Cars, Inc.
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Email: Peterkumar@gullwingmotorcars.com
Website: GullwingMotorCars.com
Ask for Peter Kumar

WANTED: JAGUAR XKE S-I, S-II, S-III coupe and convertible; XK-120, 140, 150, MK-II, MK-IV, MK-V, SS; any year, any model, any condition, top dollar paid. We will pick up from anywhere in the US. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970607

WANTED: JAGUARS, XKE, E-type, XK 120, XK 140, XK 150s. All vintage models, in any condition, top dollar paid, nationwide. Serious buyer, please call Alex Manos, 866-301-6431, email: continental5000@gmail.com. FWC8039416

9300 LINCOLN CARS FOR SALE

WANTED: LINCOLN from 1900 to 1957, any model, any condition. Top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970652

9310 MG CARS

WANTED: MG-A, TA, VA, TD, TC, TF and any other classic British car, any condition, any MG s 1900-1962; top dollar paid. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970612

WANTED: MGA, TA, VA, TC, TD, TF. All vintage British sports car models, in any condition, top dollar paid, nationwide. Serious buyer, please call Alex Manos, 866-301-6431, email: continental5000@gmail.com. FWC8177198

9320 MERCEDES CARS

WANTED: MERCEDES 300 Gullwing, 300SL, 300S convertibles and 300S coupes; 500, 540K, 280SE coupes and convertibles, 220A Cabrio and coupes; 190SL, 280SL, 250SL, 230SL; any classic Mercedes in any condition, all 300 Series coupes, convertibles, sedans, any condition, top dollars paid. We will pick up from anywhere in the USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970680

WANTED: MERCEDES, 190SL, 230SL, 280SL, 250SL, 280SE, 220A, 300SL, all 300 Series, 500, 540K. All vintage models, in any condition, top dollar paid, nationwide. Serious buyer, please call Alex Manos, 866-301-6431, email: continental5000@gmail.com. FWC8039402

WANTED
MERCEDES BENZ
190SL, 280SL, 230SL, 220A, 280SE, 220SE 250SL, 300S, 300 Gullwing, 300SL 170, 220SE Coupes and Cabriolets; 300 Series Coupes, Convertibles & Sedans; 500K and 540K
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Top Prices Paid
Will Pick Up From
Anywhere in the USA
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alex@beverlyhillscarclub.com

WANTED
MERCEDES-BENZ
Any Classic Mercedes-Benz, 300 Gullwing, 300 SL Roadster, 300 S Convertibles, All 300 Series Coupes, Convertibles, Sedans, 500 K, 540 K, 170, 220 A Cabriolets & Coupes, 220 SE & 280 SE Coupes & Convertibles, 190 SL, 230 SL, 250 SL, 280 SL
ANY CONDITION
"TOP DOLLAR PAID"
WE PICK UP ANYWHERE IN THE U.S.
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34 Years Experience
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9330 MERCURY CARS FOR SALE

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9360 MUSTANG CARS FOR SALE

WANTED FORDS, Mustang from 1965 to 1970, Fastback and convertibles and any other Ford from 1900-1960, any condition, we pay top price of your car, we pickup from anywhere in the US. Call Peter Kumar 1-800-452-9910 or email: PeterKumar@GullwingMotorCars.com 3970566

WANTED: MUSTANG, 1964 to 1970, fastbacks and convertibles. All vintage models, in any condition, top dollar paid, nationwide. Serious buyer, please call Alex Manos, 866-301-6431, email: continental5000@gmail.com. FWC8039420

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9361 MUSTANG CARS WANTED

WANTED
MUSTANG
1964-1973
Coups, Convertibles & Fastbacks
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Any Condition
Top Prices Paid
Will Pick Up From
Anywhere in the USA
Call Alex Manos
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WANTED
MUSTANG
1964-70 Convertibles & Fastback and all Shelbys
ANY CONDITION
"TOP DOLLAR PAID"
WE PICK UP ANYWHERE IN THE U.S.
Finder's Fee Paid
34 Years Experience
GULLWING
Motor Cars, Inc.
Tel: 1-800-452-9910
Email: Peterkumar@gullwingmotorcars.com
Website: GullwingMotorCars.com
Ask for Peter Kumar

9370 OLDSMOBILE CARS FOR SALE

WANTED: OLDSMOBILE from 1900 to 1957, any model, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar at 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970642

9380 PACKARD CARS FOR SALE

WANTED: PACKARD, any year, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970650

9405 PIERCE ARROW

WANTED: PIERCE-ARROW from 1900-1938, any model, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970667

9426 PORSCHE CARS

WANTED PORSCHE 356A, B, C & SC, 911, Speedster, any condition, top price paid, we will pickup from anywhere in the US. Please call Peter Kumar 1-800-452-9910, email: gullwingny@aol.com 3970557

WANTED: PORSCHE, 356, 356A, 356B, 356C, 356SC, all 911. All air-cooled models, in any condition, top dollar paid, nationwide. Serious buyer, please call Alex Manos, 866-932-2074, email: continental5000@gmail.com. FWC8041803

WANTED
PORSCHE
356 A, B, C, SC & SPEEDSTERS 911 & 912
FINDER'S FEE PAID
Any Condition
Top Prices Paid
Will Pick Up From
Anywhere in the USA
Call Alex Manos
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WANTED
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WE PICK UP ANYWHERE IN THE U.S.
We'll buy one car or complete collections!
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Ask for Peter Kumar

9440 ROLLS-ROYCE CARS

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Any Condition
Top Prices Paid
Will Pick Up From
Anywhere in the USA
Call Alex Manos
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alex@beverlyhillscarclub.com

WANTED BENTLEY from 1900 to 2005, any condition, top price paid, we will pickup from anywhere in the US, please call Peter Kumar 1-800-452-9910, email: peterkumar@gullwingmotorcars.com 3970560

WANTED: ROLLS Royce Silver Ghost, 20-25, 25-30, Wraith, Silver Wraith, Phantom-I, II, III, IV, & V; Cloud-I, II, III and any Rolls Royce from 1900 to 2003, in any condition, top price paid. We will pick up from anywhere in the U.S. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970636

WANTED: ROLLS-ROYCE, Silver Cloud I II & II, Silver Wraith, Corniche, Chinese Eye. All vintage models, in any condition, top dollar paid, nationwide. Serious buyer, please call Alex Manos, 866-301-6431, email: continental5000@gmail.com. FWC11431303

WANTED
ROLLS ROYCE
Silver Ghost, 20-25, 25-30, Phantom I, II, III, IV, V, VI, Wraith, Silver Wraith, Silver Dawn, Cloud I, II, III & Corniche, Any Rolls Royce From 1904 Thru 2007
ANY CONDITION
"TOP DOLLAR PAID"
WE PICK UP ANYWHERE IN THE U.S.
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34 Years Experience
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9422 PONTIAC PARTS FOR SALE

9422 PONTIAC PARTS FOR SALE

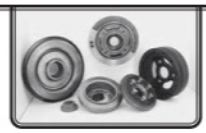


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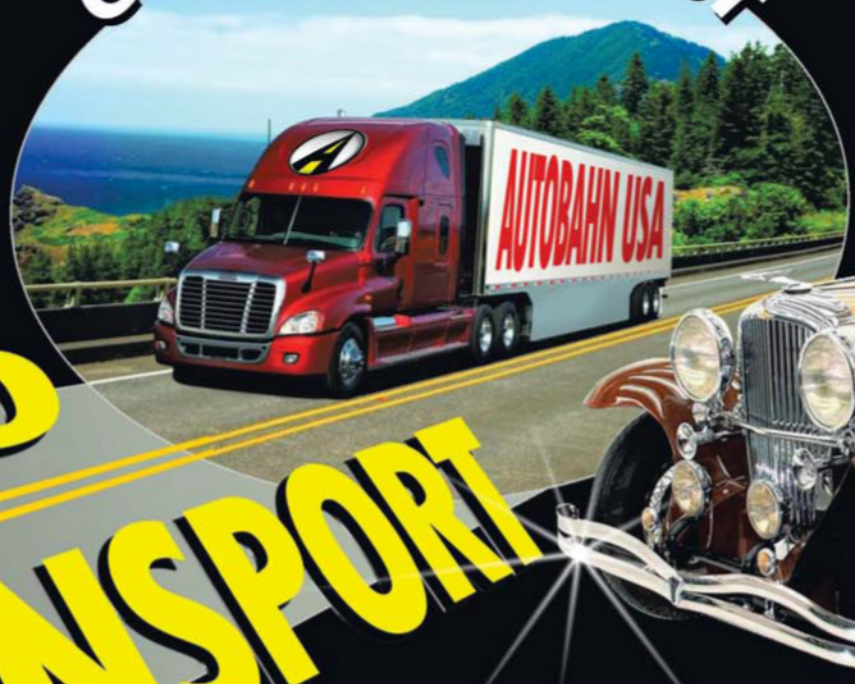
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