MONTEREY CAR WEEK ISSUE

Old Cars

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The Green Flag

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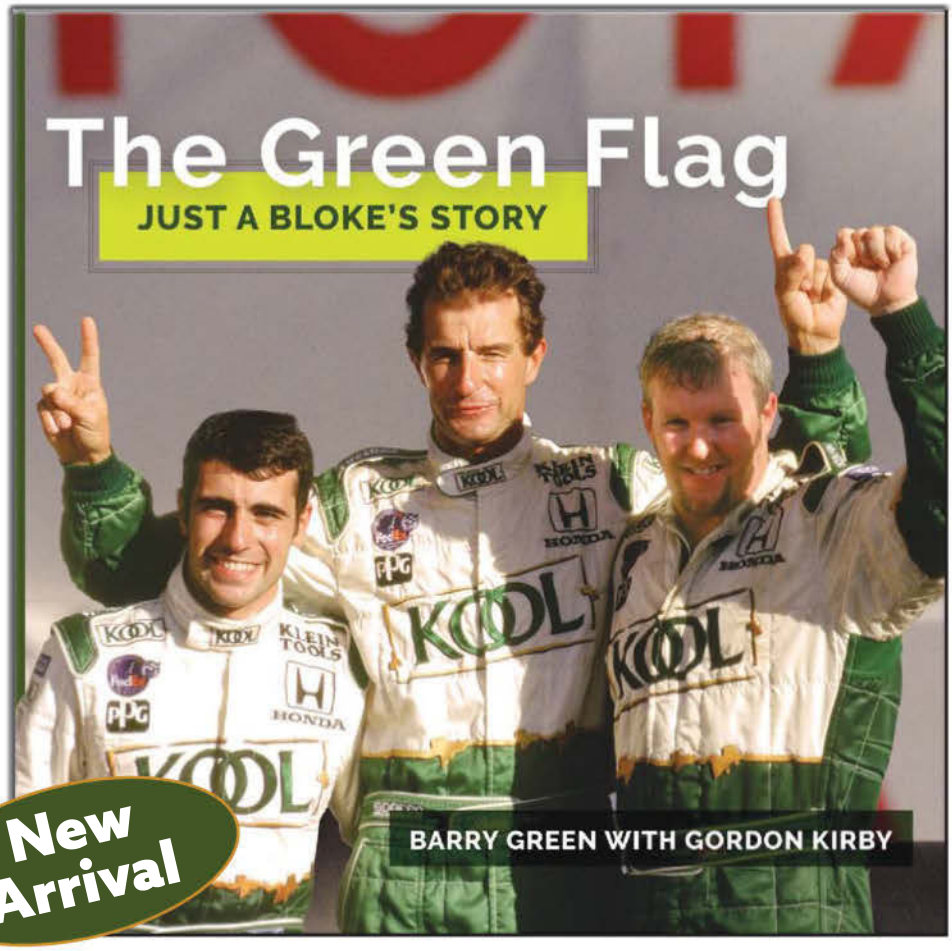

New Arrival

From his early life growing up in Australia to his very successful Can-Am and IndyCar team manager and ownership years, Barry Green has quite the story to tell.

Over twenty-three years from 1980-2002, Barry's cars won six Can-Am races and 47 Indy car races, including two and some say three Indy 500s. He worked with some great drivers, including Teo Fabi, Bobby Rahal, Danny Sullivan, Michael Andretti, Al Unser Jr., Jacques Villeneuve, Dario Franchitti and Paul Tracy, as well as brilliant designers like Adrian Newey and Tony Cicale, and a long list of tremendously skilled and motivated mechanics and crewmen.

Barry tells his story in this very personal autobiography (co-authored with Gordon Kirby) with the generous help of these great drivers, engineers and crewmen. The Green Flag is a typical, high-quality Racemaker Press production with some 190 photographs and a complete list of Barry's race teams' statistics.

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Worse off at the finish

Former *Old Cars* Editor Keith Mathiowetz used to share a truthism related to driving an old vehicle on a roadtrip: "You always come home with a better car than you left with," he'd say. By that, he meant that you'll likely have to repair something during the trip.

Buck at the MSRA's Back to the 50's show.

That was true when we drove the *Old Cars* 1954 Chevrolet 3800 panel truck named "Buck" to the Tulsarama! festivities in 2007, where the buried 1957 Plymouth Belvedere was unearthed after 50 years. On that trip, Buck's master brake cylinder had to be replaced in downtown Tulsa. We didn't miss any festivities on that trip, and it was a minor inconvenience.

On our latest trip, which took us to the MSRA's Back to the 50's car show in St. Paul, Minn., Buck came back a little worse for the wear and worse than when it left Wisconsin.

The troubles began upon arriving in Minnesota when the inside passenger door handle finally became so stripped it wouldn't open the door from the inside. No big deal — we removed it and opened the door from the outside. But then things became worse.

Except for a leaky windshield gasket, the truck performed well through the rest of the often rainy weekend, and it wasn't until we were about a half-hour from home when the real trouble began.

At a brief stop to check mail at *Old Cars* HQ, the headlamp switch only went in halfway, leaving the parking lamps on. "No big deal," I thought. "I'll be right back out." But I was wrong. That short time I stopped in the office was long enough to drain enough juice from the battery that the truck wouldn't start again. Lucky for me, *Old Cars* Online Editor Mike Eppinger only lives a few blocks away and jumped Buck with his late-model Dodge Charger and I was on my way, at least for a while. About 10 minutes from where I planned to store Buck before the upcoming Iola Car Show, it started losing power, then completely stalled while I was driving at highway speed. I coasted to the shoulder and then tried restarting it, and luckily the engine popped off and I was on my way. It stalled a couple more times before I reached the exit, but always restarted.

Driving down the exit near my destination, Buck backfired and caused me to jump a few inches in the seat, but it kept running. By the Grace of God, the security gate to the garage where I planned to park Buck was open and I cruised right through it. After the day the truck and I had, I was just happy that I didn't hit anything as I backed up the panel into its parking space. We had made it, but not without a little drama.

After talking to the best mechanic I know, *Old Cars* reader and friend Josh Mihna, it seems like Buck has an electrical problem. I hope to cure it before the Iola Car Show, where I'll be shopping for a few parts to make Buck as good, or better, than when I left for Back to the 50's.

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An 'I was there' view of '50s cars

Regarding Angelo Van Bogart's editorial about '50s cars he'd like to find, I have a different view of cars of that era, including those he mentioned (1959 Cadillac Seville, 1953 Studebaker, 1957 AMC Rambler Rebel, etc.). For perspective, I started legally driving in 1950. I never understood the interest in Chrysler's so-called "Forward Look" cars. All are ugly to me, then and now, and I could not understand why the other makes got so excited when the "Forward Look" cars came out. The ever-increasing height of tailfins at that time was just grotesque. I believe that, some years later — perhaps it was Dave Holls (of GM Design) — seemed to also be appalled at seeing a '59 Cadillac 20-plus years after it came out. A friend had a 1959 Cadillac back in the '60s and it was great car, but ugly!

I don't really remember the 1957 AMC Rambler Rebel; I never saw one around, but I did own a number of AMCs and all were good cars.

In 1954, I bought my first new car. Before buying it, I looked at all of those new cars that I could afford: Ford, Chevy, Plymouth and Studebaker. I liked the looks of the Studebaker the best, but I did not like the seating/driving position; I felt the Chevy had the best fit and finish and felt more "solid," so that is what I bought. The 1954 Chevrolet turned out to be a good car, and it remained in the family for more than 10 years.

Yes, a '54 Buick Skylark, which was also on Angelo's list, does seem to be rare. I hardly ever saw one, and it was different and very attractive.

Keep up the good work!

"Pat" Jacobs, Redmond, Wash.

Nova promotes visitors to county

I want to tell you about how we're using a car to attract tourists to our small county in southeastern Ohio.

Noble County is a rural area with a lot of secondary roads and beautiful scenery. In October 2022, the Noble County County Visitors Bureau (CVB) director called me to see if I would be in a promotional video they were shooting for a program in the state called "Ohio: Find It Here." When the video was released, it had thousands of views. The CVB director was running for county commissioner and won, so he had to give up his position with the CVB. They then approached me about being the next CVB director and I accepted, because I had an idea about "the orange car campaign" using an orange Chevrolet Nova since the video that included it was so popular.

We then put the orange Nova on the cover of our visitors' guide, and we have been running a commercial featuring it on a Columbus, Ohio, news channel. We have been photographing the Nova in front of local businesses and at events, and making reels of our cruises with it. Someone in our group come up with the hashtag #noconova (for Noble County Nova), and that has really boosted our views.

Our overall goal is to get people to visit our area, but my personal goal is to attract some car clubs to have conventions or events in our area. In the past, we have hosted regional Dodge Brothers Club events, Model A and T clubs and steam cars (seeing the steam cars running around town was awesome).

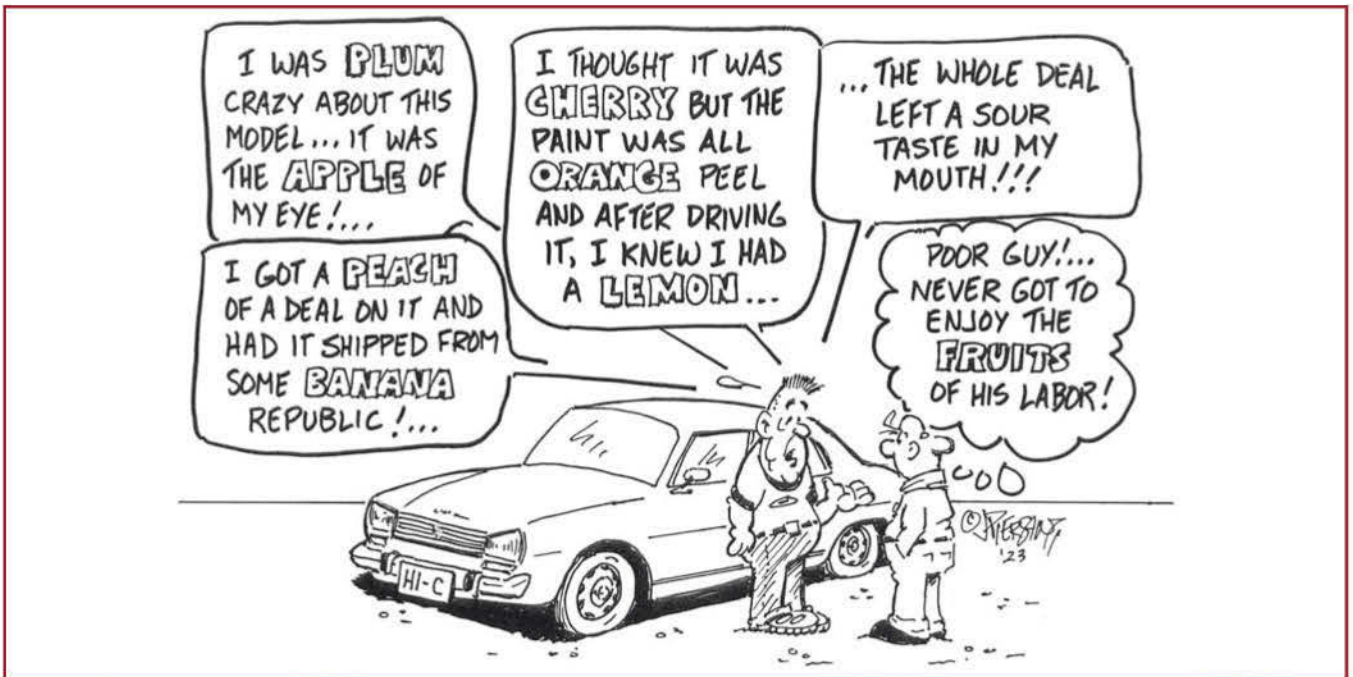
Jeff Minosky, Noble County, Ohio

Reader Wheels

Robb Lutts, of Salem, Mass., owns this gorgeous 1959 Chrysler 300 E. "I bought if this year from the family of a fellow in Portland, Ore., that had owned it 38 years," he says. " It is very well maintained and is powered by a 413-cid V-8 that runs like a dream. Chrysler engineers did a wonderful job designing these engines. It features power windows, power steering,power seats and a swivel seat for easy entry.

The front grille with the headlights with shapely 'eyelash covers' are cool features. The grille says 'power' [and] the 413 delivers."

BY JAY PIERSANTI



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Mecum back in Kissimmee for summer sale

KISSIMMEE, Fla. — Mecum Auctions is well known as hosts of "The World's Largest Collector Car Auction," held by Mecum Auctions each January at Osceola Heritage Park in Kissimmee. The company is set to return to the familiar venue for a Summer Special Auction this July 6-9 with an estimated 1,500 American muscle cars, classics, Corvettes, trucks, exotics, hot rods, customs and more.

Among the featured lots currently consigned is a 1957 Chevrolet Bel Air convertible (Lot S100) with a red exterior, white convertible top and a red-and-silver interior, and powered by a 245-hp 283-cid V-8 engine with an automatic transmission. A 1975 BMW 2002 with an M10 2.0L engine and a five-speed manual transmission is another featured lot headed for the Kissimmee auction block, and it boasts a selection of racing equipment such as a roll bar, strut brace and MOMO race seats, along with employment of the race-specific backseat-delete option.

Other auction highlights include a 1970 Dodge Charger R/T with a matching-numbers 440-cid V-8 engine and a 727 automatic transmission, a 1967 Ford Mustang convertible and a selection of cars from the The Mitchell Estate Collection. The collection comprises mostly prewar roadsters from Ford, but also includes a pair of 1957 Ford Thunderbird E-Code convertibles and an overall wide range of vintages spanning more than a century.

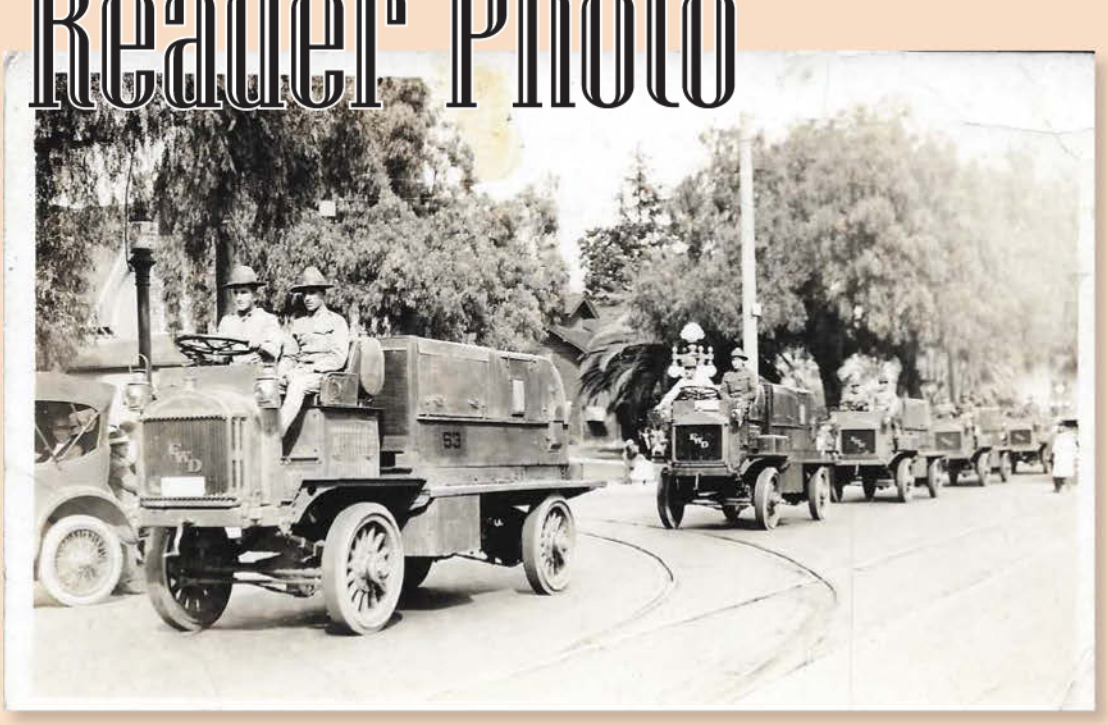
For more information, visit www.mecum.com

Barrett-Jackson tops $30 million in Las Vegas

SCOTTSDALE, Ariz. – Barrett-Jackson hosted its annuals Las Vegas Auction, June 22-24, inside the West Hall of the Las Vegas Convention Center. In total, 496 vehicles were sold at auction, all with no-reserve, for $29.2 million. Additionally, 264 pieces of automobilia were called sold for more than $1.5 million, bringing total auction sales to $30.8 million with a 100-percent sell-through rate.

The top non-charity vehicles that sold during the auction were: a 2019 Ford GT Lightweight Edition, $990,000; 2021 Ferrari SF90, $594,000; 2016 Lamborghini Aventador LP750-4 Superveloce, $489,500; and a 1968 Ford Mustang Eleanor Tribute Edition, $352,000.

Reader Photo



Phil Francis shares this picture postcard of a caravan of FWD military trucks lined up for a parade. "The only notation on the back of the card is '1918,'" he says. "It is thought that the picture is from California, but there is no proof of it."

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Couple celebrates 75th year with stylish ride

AUBURN, Ind. – Paul and Carol Hoppe, lifetime members of the Auburn Cord Duesenberg Automobile Museum, celebrated their 75th wedding anniversary on June 20 with a ride in a 1930 Duesenberg, courtesy of the museum.

"Oh, it was out of this world," Carol said to www.wane.com. "The ride was wonderful!" Paul said.

The Golden Years Homestead grants wishes with its "Resident Dream Program" and the Hoppes' wish was to ride in an Auburn, Cord or Duesenberg. "They have been lifetime members of the museum since November of 1986, so they have had a long history with the museum and it's really our honor and pleasure to take them around," Museum Executive Director of ACD Brandon Anderson said in the www.wane.com story.

The couple was married on June 20, 1948.

Pair of star cars to get spotlight at Copshaholm concours

SOUTH BEND, Ind. – This year's Concours d'Elegance at Copshaholm will showcase Amelia Earhart's 1937 Cord and Charlie Chaplin's 1936 Packard.

Earhart ordered a 1937 Cord 812 Phaeton for daily transportation. The famous flyer's affinity for the Cord may be attributed in part to its aviation-inspired styling. The instrument panel's uninterrupted surface of machine-turned aluminum conjured a cockpit's interior.

Charlie Chaplin's 1936 Packard Twelve All-Weather Cabriolet is only one of two known to exist. It appeared in the film "The Godfather" and later appeared in "The Betsy" and also an episode of "Remington Steele." The Packard Motor Car Co. produced only 682 Twelves in 1936. This particular All-Weather Cabriolet was bodied by legendary coachbuilder LeBaron, Inc.

The Concours at Copshaholm's chief judge this year will be automotive scholar and historian Matt Short. The awards ceremony will be narrated by

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Wreck of the Week

Rusty Herlocher collection

A 1961 Chrysler New Yorker two-door hardtop wasn't able to come to a complete stop before hitting a tree in somebody's front yard. With any luck all this Chrysler needed was a new front fender, hood, front bumper and probably a bezel with those wonderful "cats-eye" headlamps for the driver's side.

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Old Cars contributor Bill Rothermel. A special guest at this year's event will be another *OC* author, Ken Gross.

The Concours d'Elegance at Copshaholm is co-presented by LaVine Restorations & The JBS Collection and will be held Saturday, July 8, at the Studebaker National Museum in South Bend. The show field opens to the public at 10 a.m. and closes at 4 p.m. For more information, visit www.concoursatcopshaholm.org.

Old-car restorer arrested in Texas

GALVESTON COUNTY, Texas – A collector car repairman has been arrested in Galveston County after a search warrant at a storage unit facility in Dickinson.

Richard Finley, 48, was charged with property theft greater than $300,000 after a months-long investigation by the Galveston County Sheriff's Office, according to a story at www.click2houston.com.

Investigators found about 10 vintage cars that are in the process of being returned to the appropriate owners, according to the story. Finley's restoration business apparently kept changing locations and car owners were left wondering where their cars were and why their phone calls were not being answered.

According to court records, Finley has been sued several times by other customers who claim he mishandled their cars or money.

Finley showed up at the storage unit June 28 was taken into custody. His bond was set at $200,000.

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Weathered Wheels

"I thought I would pass along these recent photos of 'where old VWs go to rest,'" reports Richard Sisson, of Walkersville, Md. "That collection is on Rt. 194 on the outskirts of Woodsboro, Md. It might be a little difficult to see them from the side of the highway with all the foliage this time of year. It appears to be a commercial car repair shop on the other side of the cars, but I haven't been there."

BY GERALD PERSCHBACHER

Lincoln *Futura* was a bold leap into the future

The 1955 Lincoln *Futura* concept was a bold step toward new and lower automotive design. It predicted the styling of the late 1950s and beyond in ways that were exciting and innovative. So it is natural to make it the subject of an article even decades after its introduction. The *Futura* article appears in *Viva Carrera!*, publication of the Road Race Lincoln Register (www.rrlrclub.com, editors Charles and Elvie Clark, 371 Lakeport Blvd. #133, Lakeport, CA 95453; charlesrrlr@gmail.com).

The *Futura* came with a 368-cid, 330-hp overhead-value Y-block V-8. It was the design masterpiece of Bill Schmidt and John Najjar. "The cost to have this car built" by Ghia of Italy "in 1954 was $250,000," which equates to about one-tenth of the cost today given the current buying power of the dollar.

The car bowed to the public at the Chicago Auto Show on Jan. 8., 1955, and boosted the sale of Lincolns. In time, its pearl-white paint did not dazzle everyone. So when the car was slotted for a movie in 1959 (*It Started With A Kiss*, featuring Debbie Reynolds and Glenn Ford), it was painted red. Then it sat, and sat, until George Barris paid $1 to give it renewed purpose. In 1966, the story goes, Barris restyled it for the "Batman" TV series and the car gained a degree of immortality.

The article is interesting and color visuals enhance the story. Today, it is hard to imagine the car might never have been built or survived if it weren't for its design and the vision of those who renewed its impact.

Vintage ad of the week

By *M.J. Frumkin*

Oldsmobile created a lot of ads in the 1950s that were similar to this promotion for the Super "88." The ads all featured colorful illustrations, often with smiling people and "Rocket" Oldsmobiles on the move. The big calling-card "Super 88" type in ads such as this one helped remind potential buyers that the cars carried Olds' famous "Rocket" engines. This ad for the new 1951 Oldsmobile showed an excited couple cruising in style with the hardtop Oldsmobile's windows down. You can draw your own conclusions about what the ad folks were after with the glamorous gal on top, riding a flying rocket into orbit ... Whatever the message was, the lady in blue sure looked happy.

Q. I have a Dictaphone in my 1931 Lincoln limousine, which does not work. It has a microphone in the rear seat and a transducer (speaker) in the front driver's side kick panel. Does anyone know of any person who can fix it?

Eric Stoeckel, Sussex, N.J.

A. I would call your system an intercom, for the rear seat passenger to speak to the chauffeur. Dictaphone is an old trade name for a recording system used in offices for non-real-time dictation of letters to be typed by a secretary. In any case, an old-time radio technician, familiar with tube-type electronics, should be able to help. Surely there are some folks out there fixing old car radios.

Q. [With regard to the aftermarket device on the Continental Mark II (May 15)], I have purchased this Ampco Vapor Lubricator system online, and it is to be used with Marvel Mystery Oil as a top-oiler into the carburetor. I use them on my Model A Fords. I would never put water into fuel.

Earl R. Neidig, Trevorton, Pa.

A. That certainly looks like the setup that Steve Davis inquired about. Thanks for the ID. Top-oilers, also known as upper-lube, have been around for many years. Water injection is also a thing, though. It doesn't put water in the fuel, *per se*, but injects mist or fog into the intake, which has a cooling effect. Many years ago, I worked the second shift in a paper mill and experienced water injection of a different sort. My 1951 Nash Rambler always ran exceptionally well when driving home on foggy nights.

Q. I have a 1989 Oldsmobile Custom Cruiser eight-passenger station wagon. I don't have a factory parts catalog, as everything has gone to computers, etc., so I can't help with a part number.

I need the three-piece rubber or plastic filler strip that goes under the front side of the large chromed rear bumper and butts up to the bottom edge of the floor. Mine has disintegrated. I suspect that all the GM wagons of the 1980S (maybe '70s, too) were much the same style, maybe interchangeable. Is anyone making them anymore?

My 1990 Chevrolet Caprice Brougham LS sedan has a similar problem. I need the front piece; it's cracked about all the way across, about in the center. This one is all one piece. Any help will be appreciated.

Fernand G. Coulombe, Stoughton, Mich.

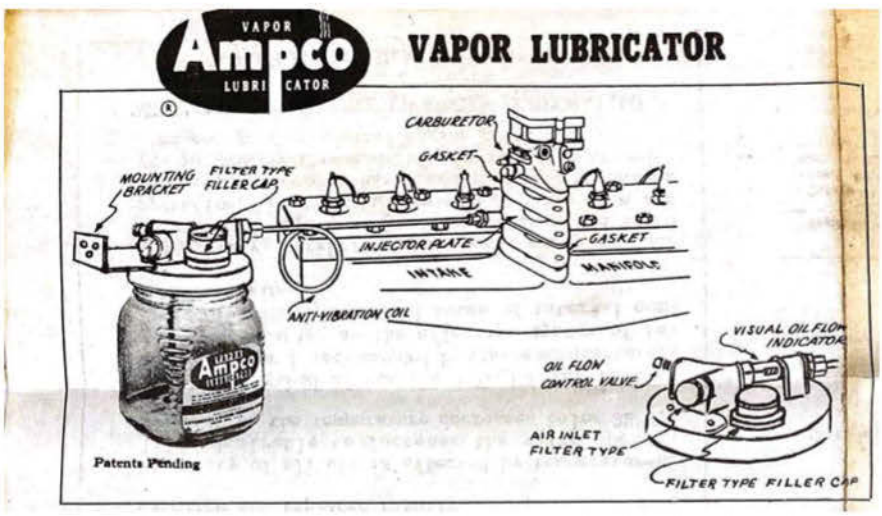
A. I haven't scouted the salvage yards in some time, but these cars are new enough that some might still be lurking in the wild. Still, plastic and rubber parts may be beyond redemption. Anyone have recommendations on NOS?

Q. Jim Goss (June 1, 2023) is inquiring about the dealership tag [for his Boss 429]. Unfortunately, I don't have a picture of the dealer tag, but I did find it coincidental that my first car, a '71 Mustang, according to the Marti Report ran on it, was sold from the exact dealer his Boss 429 came from, Jack Perno Ford in Olympia Fields, Ill. By the time I bought my '71 Mustang in 1980, the car was pretty beaten up and didn't have a dealer tag on it. Also, the Marti Report shows that my car was built for fleet sale. I'd be curious to know if it was maybe a rental car. I have found dealership tags on eBay, so that might be worth a look. Also, there is a group on Facebook that is called Old Dealership Pictures. Maybe try there.

Chris Strasburg, Jefferson, Wis.

A. Thank you for your suggestions.

OC



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PARTS

Pierce-Arrow in Flight

A 1930 Pierce-Arrow that's been driven and enjoyed

STORY AND PHOTOS BY AL ROGERS

"It would be far easier to build Pierce-Arrows of average quality and infinitely more profitable to produce them in greater numbers. But the tyranny of tradition forbids."

– Pierce-Arrow, 1930

By 1930, the archer hood ornament was a hallmark of the Pierce-Arrow.

Many automobile companies used elegant or flashy ads to sell new cars, but there's nothing quite so eloquent and persuasive as the "Pierce-Arrow Proclamation."

While Packard said, "Ask the man who owns one," and Cadillac claimed to be the "Standard of the World," Pierce-Arrow skipped slogans and catchy gimmicks to promote its Classic hand-built automobiles. In selling its cars during 1930, Pierce-Arrow, of Buffalo, N.Y., chose advertising prose to be read as literature:

"In extending its Straight Eight line to meet *every latest demand* of the fine car market, Pierce-Arrow opens the 1930 season with an array of motor cars which again easily qualify as *America's finest*," boasted one of its ads following the stock market crash of 1929.

"There are four new wheelbases in the 1930 group... all cars of increased inner spaciousness... all slender, low-swung, graceful creations in the finest Pierce-Arrow tradition," continued the ad.

"The 1930 colorings and upholsterings and appointments are new elements of beauty, freshly expressed....

"More important, there are elements of vital consideration... all present in every car of the 1930 line....

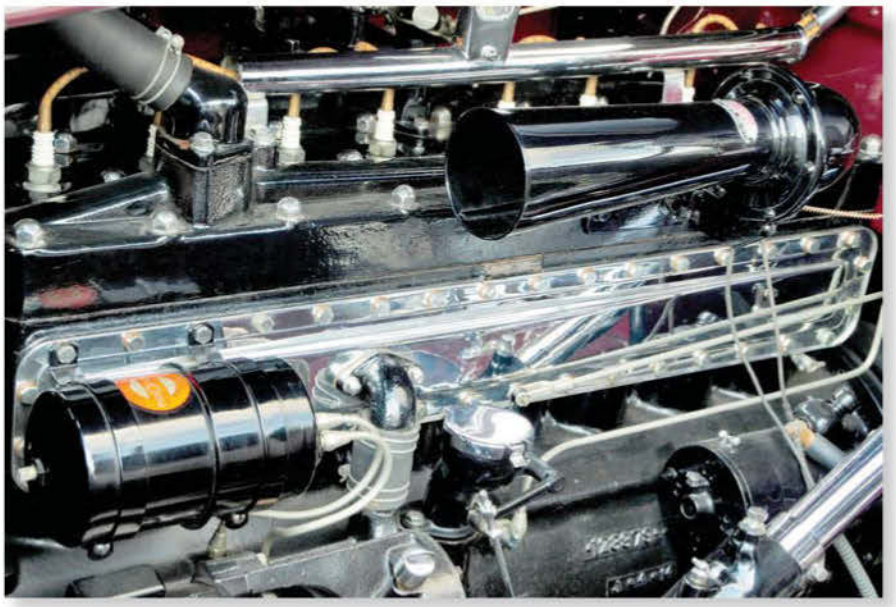
"Silent gearshifts... non-shatterable glass... super-safety brakes... low-swung gravity centers... hydraulic shock absorbers, etc., etc. All Pierce-Arrow features... each having been added as it proved itself... and without mention or especial acclaim.

"Nor is there any excess of modesty in this attitude. It is simply that *no* new feature, or any *group* of new features, could conceivably be so important as that which is *Pierce-Arrow*. Greater is that than the sum of all its parts."

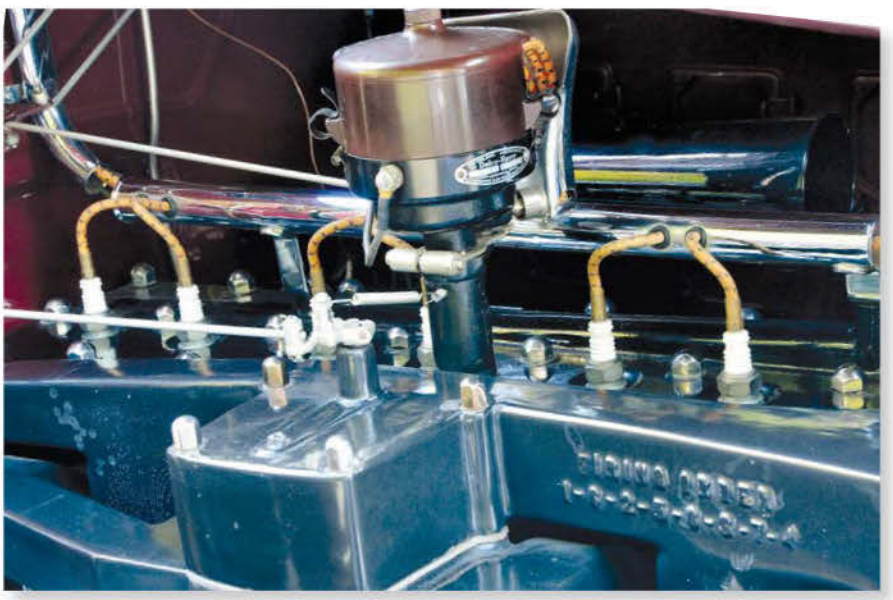
Pierce-Arrow claimed that reaching these Olympian standards was a burden borne under what it called the "tyranny of tradition."

Fortunately, it was all true. The 1930 Pierce-Arrow remains a truly beautiful and technologically advanced automobile for its time. It debuted its most famous feature in 1914. That year, Pierce-Arrow adopted its enduring styling hallmark when its headlamps were moved from the traditional free-standing place flanking the radiator and into flared housings molded into the front fenders of the car. This gave the car an immediately visible distinction in front or side views. At night, the car appeared to have a wider stance due to the headlamp placement. Pierce patented this placement, which continued until the final model of 1938, although Pierce also offered customers the option of conventional freestanding headlamps. However, only a minority of Pierces were ordered with the option of conventional headlamps.

To see in-person a Pierce-Arrow's design features, cutting-edge styling and technological advancements enlightens and delights. One opportunity for the public to experience a 1930 Pierce-Arrow phaeton in-person came during the annual Father's Day Eyes on Design car show at the Edsel and Eleanor Manor (Ford House) in Grosse Pointe Shores, Mich., several years ago. Standing next to this Pierce-Arrow were its then-owners Terry and Rita Ernest, of Port Huron, Mich., who greeted onlookers in period-correct attire, making them look very much the part with the Classic American automobile. It was there that they shared this regal Pierce-Arrow's story.



The straight-eight engine displaces 366 cubic inches and produces 125 hp.



The engine is tidy on the 1930 Pierce-Arrow, with the spark plug wires neatly loomed.

1930 Pierce-Arrow B Phaeton

The Ernests said the 1930 Pierce-Arrow Group B phaeton featured here survived the winter weather of the Upper Midwest and crossed the Atlantic twice, only to become neglected and fall into disrepair. It eventually came back to life through a meticulous world-class restoration that has received acclaim by winning the highest awards in the automobile motoring community. Today, the car is a centerpiece in any exceptional automobile collection.

"When my wife and I were married 36 years ago, we discussed hobbies we could mutually enjoy," Terry recalled. "To my surprise and pleasure, she said she really liked antique cars! After many discussions of different types of antique cars we both liked, we decided we wanted an early Auburn boattail Speedster."

Pierce-Arrow sometimes used a unique beltline treatment on in-house bodies, including this dual-cowl phaeton, that fanned out as the beltline reached the rear of the car.

A panel hinged into the rear cowl of this dual-cowl phaeton allowed better access to the rear seat.

Soon after the Ernests married, a 1930 Pierce-Arrow restoration was being completed in California, immediately winning top honors at the Pebble Beach Concours d'Elegance. It then captured the highest award that the Pierce-Arrow Society bestows — the VanDerveer Trophy, which is now called the Weis Trophy. However, it would be many years before that Pierce-Arrow joined the Ernests' budding collection, as the Auburn Speedster they initially hoped to land became their first collector car.

The Auburn Speedster was eventually joined by a 1934 Packard victoria, a 1936 Packard convertible coupe, a 1933 Cadillac town sedan and two pre-war fire trucks. The couple also added a 1912 Havers to fill their brass-era needs.

The car bug extends far beyond the Ernests' garage. Terry also happens to be the director of the Wills Sainte Claire Automobile Museum in Marysville, Mich., and has a 1926 Wills Sainte Claire himself.

A Pierce-Arrow hits the bulls-eye

Terry had admired a friend's 1932 Pierce-Arrow. and while searching for a '32 for themselves, Rita discovered this 1930 dual-cowl sport phaeton. The '32 was at the top of Terry's list, and he had his heart set on owning one, but he decided to give the '30 a look. He was immediately captivated by the car. A prior owner had gone to great lengths to restore the car to concours standards, and the finished product gushed absolute perfection.

The Ernests mainly used the Pierce-Arrow for concours-type car shows and touring with the Pierce-Arrow Society and, until they sold it a couple years ago, their excursions with it were the latest in the car's long road of travels.

"This automobile was [originally] purchased by the Meyer family," Terry said. "They owned and operated a mill in St. Paul, Minn. A younger Meyer family member took the car to England with him in 1938 where, sometime prior to World War II, it was converted to right-hand drive. After the war, an American G.I. purchased the '30 Pierce-Arrow, returned it to the U.S. in 1947, and had it converted back to left-hand drive."

The car needed a full restoration when Lee Garoyan bought it in 1970, but it was mechanically sound enough to make the 300-mile drive to his home in Davis, Calif.

Garoyan hand-fabricated new top bows and hardware and replaced the front seat and windshield pillars. Garoyan had to remove several non-factory items, such as vacuum brakes and a 1936 Buick trunk someone had integrated into the body using lead. A prior owner replaced the original Clark four-speed transmission with a Muncie three-speed. Garoyan installed a factory-correct Clark four-speed transmission.

The Pierce-Arrow came with artillery wheels, and Garoyan sought out and located a set of the originally optional chrome-plated wire wheels.

As with many premium automobiles of its time, the 1930 Pierce-Arrow was not restricted to a narrow set of factory colors. Buyers could order custom one-of-kind colors and combinations for their automobile. The idea of giving the customer an opportunity to personalize their automobile was an attractive feature to those with the means to afford such a luxury. The flexibility with paint color choices back in the

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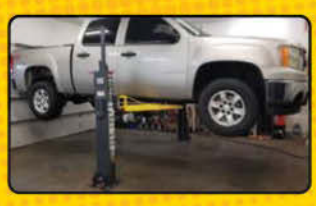

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LEFT: Controls were split between the steering wheel hub and instrument panel.

BOTTOM: Four-door open cars have long been the most desirable Classics, with those fitted with rear windscreens being the raciest and most wanted.

’30s allows today’s restorers of these works of automotive art the freedom to get creative with the final paint finish.

“The cutting-edge contours of the Pierce-Arrow suggest that two or three colors would enhance its appearance,” Ernest said. “We acquired old pictures of the car. It was painted yellow butterscotch, several shades of gray, combinations of greens, but nothing looked good or really stood out. Garoyan reached out to Ron Dreyer, a classic automobile and wood boat artist from northern California. After a couple days, Dreyer came up with three-color combinations and hand-painted images of the Pierce-Arrow, then hung them on a wall for Garoyan and his customers to review. Each visitor was asked to vote on their favorite, and the current color combination was the overwhelming choice.”

This Pierce-Arrow is the Group B mid-level entry from the 1930 factory lineup. This Group B cost about $3,300 new when the average American earned a yearly income of about $2,000, and a home cost $7,200. Even the lower-entry Group C cost $2,600, while the upper-line Group A models cost between $4,000 and $6,000 with factory bodies during 1930.

Group B was available in one of two wheelbases — a standard 134-inch platform and a 139-inch version seven-passenger model. The Group B has Pierce-Arrow’s mid-sized, 366-cid flathead straight-eight engine, and the features are quite advanced for the era: a crankshaft-driven fuel pump instead a vacuum tank, fully pressurized oiling, a factory oil filter and a Stromberg Duplex carburetor with each barrel feeding four cylinders.

The 366-cid engine is factory rated at 125 hp, but with their long strokes and lots of overlap, big straight-eights from the ’30s, such as the powerplant in this Pierce, achieve their power at very low revolutions, and it’s one of Terry’s favorite characteristics of big, prewar Classic automobiles, such as this Pierce.

“It’s not what you would classify or refer to as noisy, but you can hear it pull,” Terry says. “The drivetrain has a good, firm feel to it when you start off in first gear and go into second. It’s a car of substance. It sounds like a big car, and it’s powerful like the big Classics of that time. Our ’33 Cadillac feels heavier and doesn’t accelerate like the Pierce-Arrow. I also have a 12-cylinder Packard that is a heavier-steering car, but the Pierce-Arrow has a lighter body and engine, so it has a much smoother motion to it. It’s very comfortable to drive and easier than some of the big cars from those days,”

Terry says the car’s mechanical brakes are impressive compared to the economy-car mechanical brakes from the early ’30s. “We don’t need to reinvent what the engineers designed. We just need to make sure that what the engineers designed is working properly and to their maximum potential.”

A Pierce-Arrow in flight

Rarely, if ever, does one get the opportunity to photograph a Pierce-Arrow being driven on an airport runway by its owner. When Terry agreed to bring the car up to speed for motion shots, the entire photoshoot rose to another level. We made a few passes on the runway and the Pierce-Arrow performed flawlessly, and I could tell Terry was comfortable being behind the wheel, shifting the gears and quickly bringing the car up to a steady 45 mph. I’ve done many car-to-car motion-shot sessions over the years, and this was perfection. The owner, my camera-car driver and I were in sync. Images of Classic automobiles being driven are far and few between. In some ways, we really fortified the history of this automobile and its legacy of being driven. This Pierce-Arrow has traveled the world, but this documented trip up and down the airport runway was one to remember.

Words, however fine, and pictures, no matter how true in life, are incapable of conveying the rare charm that belongs to the 1930 Pierce-Arrow.

As for the flowery prose Pierce-Arrow expended to promote its product line, Terry and Rita Ernest agreed with the company when it claimed, “All are pardonable boasts.”

As much as they enjoyed the 1930 Pierce-Arrow, it wasn’t quite the 1932 model that Terry hoped to find. They sold the car a couple years ago to a lovely home in Arizona where it could be driven — and enjoyed — year-round. OC

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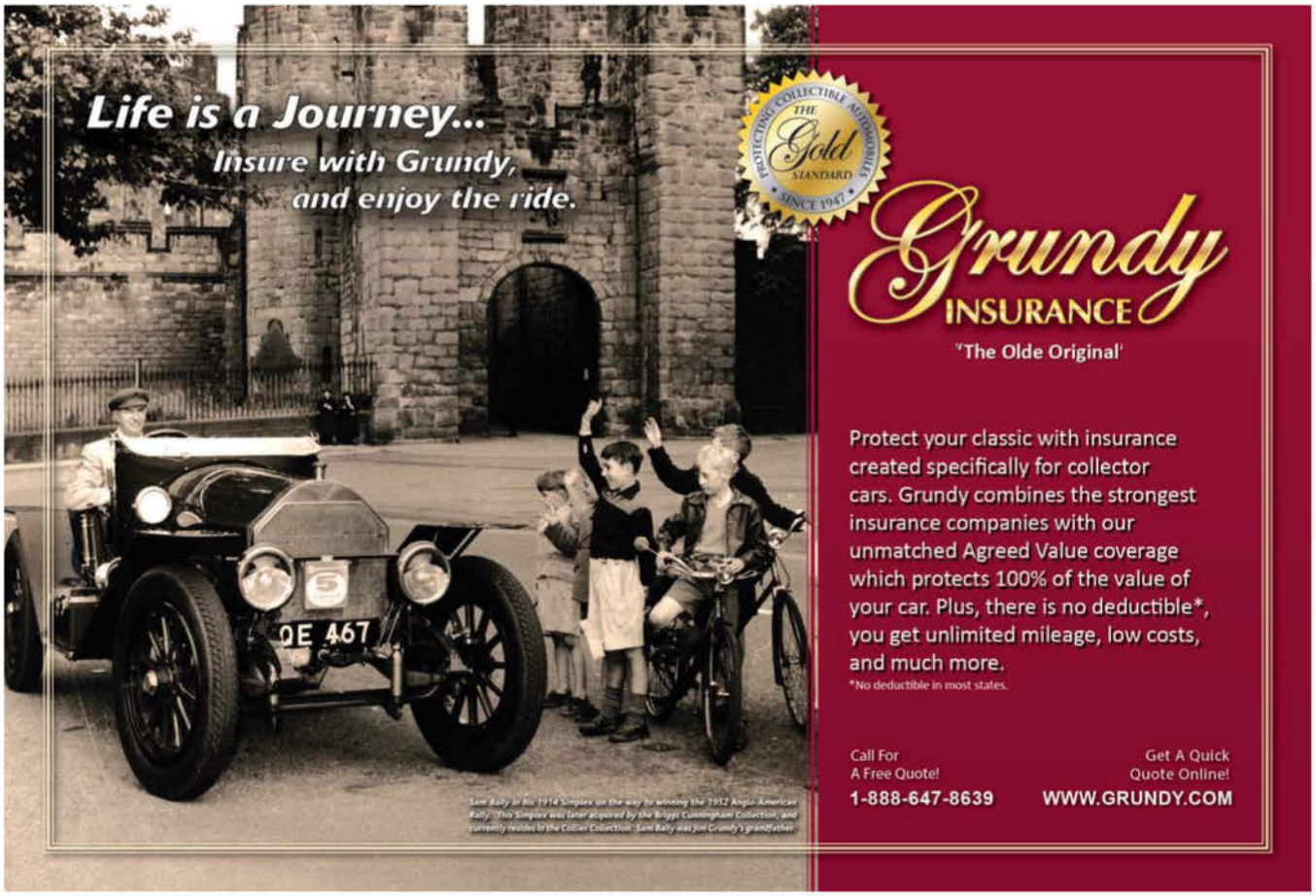

Concours

The cars, women and canines of concours in the ’30s

BY ANGELO VAN BOGART

If there’s a month and locale that marks the height of concours season in the United States, it’s August in Monterey, Calif. In the last month of summer each year, there are about a half-dozen concours events in the Monterey area alone. But before Monterey hosted the United States’ most famous concours, the Pebble Beach Concours d’Elegance, there was the French concours.

Many communities in France hosted what they termed “concours d’élégance” events that featured the latest in fashionable cars and garments, often with woman’s best friend at the owner’s side. Yes, woman’s best friend. Indeed, women were frequent entrants with four-wheeled concours contestants dressed in expensive custom bodies by the most couture automotive coachbuilders. And these women often brought “Princess” as their sidekick.

The first concours d’élégance was reportedly held in the French resort town of Dinard in September 1921 where a likewise-French Voisin won from a field of about 50 vehicles. The Dinard concours, and the concours concept in general, died with the onset of World War II. After the war, enthusiasts in the United States helped revive the concept. Today there are numerous concours events held across the United States, plus those revived or started new in France and elsewhere on the continent.

Some of the vehicles in the accompanying vintage photos, taken at French concours events during the 1930s, have even been dusted off, restored and returned to concours fields. Some of these concours contestants may still be waiting to be found, but most have probably been lost to war and time and use. All offer a glimpse at the glamour that was the original concours, from the people to the cars to the canine companions.

The caption for this photo taken in Paris on June 23, 1933, translates to, “Concours d’elegance automobile at the Bois de Boulogne where the prettiest women in Paris presented ravishing [garments],” but let’s not overlook the Borzoi, a dog long favored by aristocrats. The women are identified as Regine and Lutece Soeurs, who are obscuring the identity of this beautiful automobile with two-door coachwork. However, a stork hood ornament rising off the car’s radiator and seen between the two women tips off the car’s Hispano-Suiza chassis origins. Perhaps the Borzoi hunting dog helped them sniff out a trophy. (Photo by Keystone-France/Gamma-Rapho via Getty Images)

A Delage sedan with a swooped-down beltline in Bois de Boulogne in Paris at an unverified date. The convertible coupe behind the sedan also appears to be a Delage. Note the Scottish Terrier near the front tire of the convertible. (Photo by KEYSTONE-FRANCE/Gamma-Rapho via Getty Images

Flashback

A tidy Delage D8S, in Fontainebleau, France, in 1932. During this period, a very light-colored body color was extremely uncommon, and certainly attention-fetching. (Photo by KEYSTONE-FRANCE/Gamma-Rapho via Getty Images)

Women (one with a Scottish Terrier) posing in front of entrant No. 96 in the Bois de Boulogne in Paris. The Hispano-Suiza cabriolet de Ville (town car) appears to date to about 1930, and the rearward-slanting hood louvers are not a common trait of Hispano-Suiza models. The coach sill appears to feature a Fernandez & Darrin Paris coachbuilder's tag. European license plate sleuths might wish to know the license plate is "7046-RD5." (Photo by KEYSTONE-FRANCE/Gamma-Rapho via Getty Images)

The caption states, "Alice Cocéa in front of her Delahaye Type 145 in an automobile elegance contest in the Bois de Boulogne, on June 15, 1937, in Paris." The coupe coachwork is likely by Henri Chapron. The Type 145 Delahaye was a race car chassis powered by a 12-cylinder engine, and the pictured Delahaye may actually be the six-cylinder Delahaye Type 135. However, it's not unheard of for a Delahaye chassis to be fitted with a passenger car body after its racing career has ended. (Photo by Keystone-France/Gamma-Rapho via Getty Images)

An identified competitor and her aerodynamic new Peugeot 301 coach at a concours d'elegance in Paris during 1934. (Photo by KEYSTONE-FRANCE/Gamma-Rapho via Getty Images)

Automotive elegance competition during the Equine Artists' Day at the Tremblay racecourse in Champigny-sur-Marne, in the Val-de-Marne, France, on June 17, 1936. The car is a Delage...
(Photo by KEYSTONE-FRANCE/Gamma-Rapho via Getty Images)

Some American automotive concours contestants were available at European dealers. One such example is this standard 1936 LaSalle convertible coupe, which was certainly more exotic on the continent than in America, but likewise adored on both shores. The elegant woman sitting on the LaSalle's sidemount is pictured at the Bois de Boulogne, in Paris, on June 25, 1936. Note the LaSalle has been fitted with French Marchal headlamps in their original housings, and the Buick behind the LaSalle. (Photo by KEYSTONE-FRANCE/Gamma-Rapho via Getty Images)

Concours and rallies went hand in hand in Europe before World War II. Here, Madame Richer Delavau leans on her concours-worthy Delage at the start of the Monte-Carlo car rally for women at the Place de la Concorde, in Paris. Madame Richer would also show this Delage at a concours in Dinard. (Photo by Keystone-France/Gamma-Rapho via Getty Images)

Andrée Champeaux in front of her Delage D8 100 with cabriolet coachwork by Franay in a French automobile elegance contest at the Tremblay racecourse on June 17, 1937, in Champigny-sur-Marne. (Photo by Keystone-France/Gamma-Rapho via Getty Images)

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AUGUST 1, 2023 EDITION

Bonus Pricing Section

Old Cars PRICE GUIDE

Trusted by
Appraisers, Insurers, Dealers,
Collectors and Lenders

CONDITIONS RATED ON OUR TRUSTED 1-6 SCALE

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

1983 DATSUN 280Z

This Edition

1930-1955 Domestic Cars

1944-2000 Import Cars

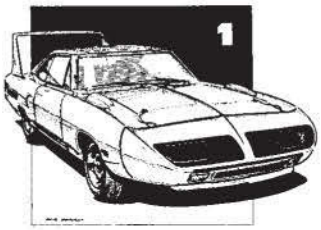
How To Use Price Guide

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.

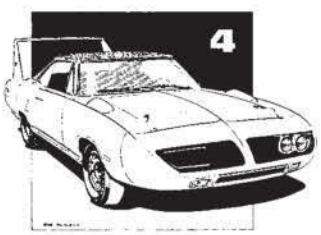
In national show judging, a vehicle in number 1 condition is likely to win top honors in its class. In a sense, it has ceased to be an automobile and has become an object of art. It is transported to shows in an enclosed trailer, and, when not being shown, is stored in a climate-controlled facility. 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.

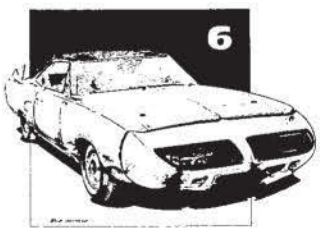
This is a "20 footer." That is, from 20 feet away it may appear perfect. But as we approach it, we begin to notice that the paint may be getting thin in spots from frequent washing and polishing. Looking inside, we might detect wear on the driver's seat, foot pedals and carpeting. The chrome trim, while 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.

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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
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
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

	6	5	4	3	2	1
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

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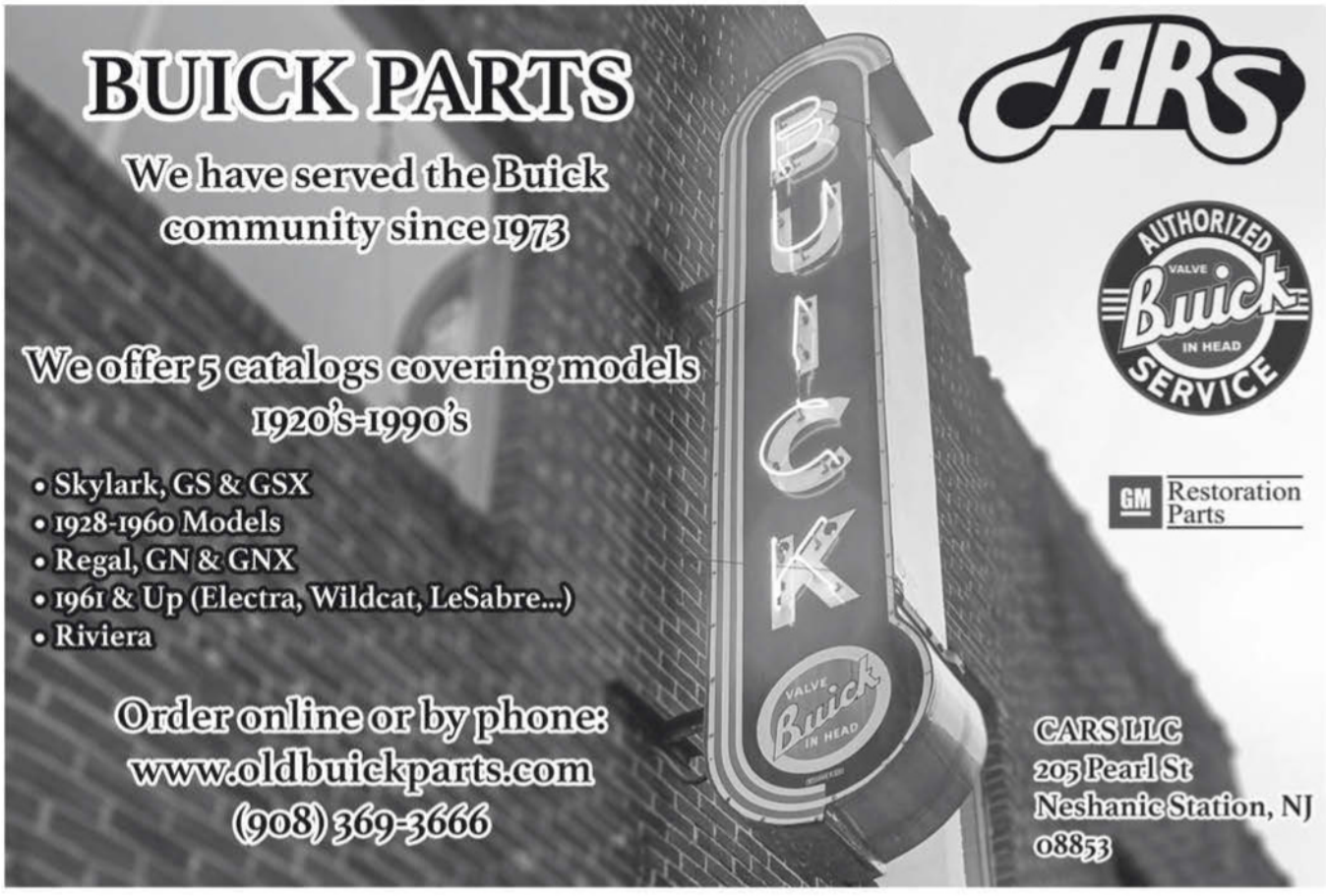
	6	5	4	3	2	1
1930 Series 40, 6-cyl.						
2d Rds	1,800	5,400	9,000	20,250	31,500	45,000
4d Phae	2,280	6,840	11,400	25,650	39,900	57,000
2d Bus Cpe	1,320	3,950	6,580	14,810	23,030	32,900
2d RS Cpe	1,440	4,320	7,200	16,200	25,200	36,000
2d Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	1,120	3,360	5,600	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
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



	6	5	4	3	2	1
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
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

CADILLAC

	6	5	4	3	2	1
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

	6	5	4	3	2	1
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
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

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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
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

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	6	5	4	3	2	1
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
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	1,560	4,670	7,790	17,530	27,270	38,950
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.

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LASALLE

1930 Series 340, V-8, 134" wb Fisher Line

	6	5	4	3	2	1
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

CHEVROLET

	6	5	4	3	2	1
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
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
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,

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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 Util 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 Util 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.						

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.						
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

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	203,000
2d Lke RS Conv	7,200	21,600	36,000	81,000	126,000	180,000
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
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

	6	5	4	3	2	1
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 71,400	4,080	12,240	20,400	45,900		
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	1,720	5,150	8,590	19,330	30,070	42,950
4d Twn Car Der	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
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

	6	5	4	3	2	1
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.

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	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

IMPERIAL

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

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

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

	6	5	4	3	2	1
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
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 St 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

DODGE

	6	5	4	3	2	1
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

	6	5	4	3	2	1
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" wb						
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" wb						
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" wb						
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" wb						
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" wb						
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" 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
1954 Series D50-2 Coronet, V-8, 119" wb						
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" wb						
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" wb						
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" wb						
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 40,570	2,320	6,950	11,590	26,080	57,950	
1955 Coronet, V-8, 120" wb						
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" wb						
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" wb						
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.						

EXCALIBUR

1952 Excalibur I, Willys F-Head 4-cyl.						
2d Rds	11,400	34,200	57,000	128,250	199,500	285,000

FORD

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.						
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

	6	5	4	3	2	1
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.						

THUNDERBIRD

	6	5	4	3	2	1
1955 102" wb						
Conv	3,040	9,120	15,200	34,200	53,200	76,000
NOTE: Add $1,800 for hardtop.						

FRANKLIN

	6	5	4	3	2	1
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
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

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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

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

	6	5	4	3	2	1
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
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

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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
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.

	6	5	4	3	2	1
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

	6	5	4	3	2	1
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

	6	5	4	3	2	1
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
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						
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

	6	5	4	3	2	1
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

	6	5	4	3	2	1
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

	6	5	4	3	2	1
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

	6	5	4	3	2	1
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	6,800	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, 136" 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
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

	6	5	4	3	2	1
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

MARMON

	6	5	4	3	2	1
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
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 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 09A, 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
Add 70% for 428 V-8 Gt; Add 50% for Gurney or Yarborough Editions						

NASH

	6	5	4	3	2	1
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
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

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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
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
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

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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

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

OLDSMOBILE

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
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

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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 88, 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

	6	5	4	3	2	1
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

PACKARD

	6	5	4	3	2	1
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	4,000	12,000	20,000	45,000	70,000	100,000
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	7,520	22,560	37,600	84,600	131,600	188,000
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	8,200	24,600	41,000	92,250	143,500	205,000
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
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

	6	5	4	3	2	1
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			

	6	5	4	3	2	1
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
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	9,030	27,090	45,150	101,590	158,030	225,750
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

	6	5	4	3	2	1
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
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

PIERCE-ARROW

	6	5	4	3	2	1
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

	6	5	4	3	2	1
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
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

	6	5	4	3	2	1
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	2,740	8,220	13,700	30,830	47,950	68,500
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

	6	5	4	3	2	1
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
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 40000	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

	6	5	4	3	2	1
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
1940 P9 Roadking, 6-cyl., 117"						
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"						
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.						

PONTIAC

	6	5	4	3	2	1
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.						

	6	5	4	3	2	1
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	16,655	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.						

OAKLAND

	6	5	4	3	2	1
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	16,655	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
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
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.						
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
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
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

	6	5	4	3	2	1
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 Reg 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	930	2,780	4,640	10,430	16,220	23,175
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 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
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

	6	5	4	3	2	1
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

	6	5	4	3	2	1
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	1,050	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

	6	5	4	3	2	1
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.

AVANTI II

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

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 Ca	6,510	19,530	32,550	73,240	113,930	162,750

	6	5	4	3	2	1
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
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
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

	6	5	4	3	2	1
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
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
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

	6	5	4	3	2	1
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

IMPORTS

AC

	6	5	4	3	2	1
1947-52 Two-Litre, 6-cyl., 117" wb, various bodies						
2d DHC	1,480	4,440	7,400	16,650	25,900	37,000
4d Saloon	1,200	3,600	6,000	13,500	21,000	30,000
1953-54 Ace, 6-cyl., 90" wb						
2d Rds	14,000	42,000	70,000	157,500	245,000	350,000
1955-56 Aceca, 6-cyl., 90" wb						
2d FBk Cpe	9,000	27,000	45,000	101,250	157,500	225,000
1957 Ace, 6-cyl., 90" wb						
2d Rds	14,000	42,000	70,000	157,500	245,000	350,000
1957 Aceca, 6-cyl., 90" wb						
2d FBk Cpe	9,000	27,000	45,000	101,250	157,500	225,000
1958 Ace, 6-cyl., 90" wb						
2d Rds	14,000	42,000	70,000	157,500	245,000	350,000
1958 Aceca, 6-cyl., 90" wb						
2d FBk Cpe	9,000	27,000	45,000	101,250	157,500	225,000
1959 Ace, 6-cyl., 90" wb						
2d Rds	14,000	42,000	70,000	157,500	245,000	350,000
1959 Aceca, 6-cyl., 90" wb						
2d FBk Cpe	9,000	27,000	45,000	101,250	157,500	225,000
1960 Aceca, 6-cyl., 90" wb						
2d FBk Cpe	9,000	27,000	45,000	101,250	157,500	225,000
1961 Ace, 6-cyl., 90" wb						
2d Rds	14,000	42,000	70,000	157,500	245,000	350,000
1961 Aceca, 6-cyl., 90" wb						
2d FBk Cpe	9,000	27,000	45,000	101,250	157,500	225,000
1962 Ace, 6-cyl., 90" wb						
2d Rds	14,000	42,000	70,000	157,500	245,000	350,000
1962 Aceca, 6-cyl., 90" wb						
2d FBk Cpe	9,000	27,000	45,000	101,250	157,500	225,000
1962 Ford/AC Shelby Cobra, 260/289 V-8, 90" wb						
2d Rds	52,000	156,000	260,000	585,000	910,000	1,300,000
1963 Ace, 6-cyl., 90" wb						
2d Rds	14,000	42,000	70,000	157,500	245,000	350,000
1963 Aceca, 6-cyl., 90" wb						
2d FBk Cpe	9,000	27,000	45,000	101,250	157,500	225,000
1963 Ford/AC Shelby Cobra Mk II, 289 V-8, 90" wb						
2d Rds	52,000	156,000	260,000	585,000	910,000	1,300,000
NOTE: Add 40% for 1956-63 Ace or Aceca with Bristol engine.						
1964 Ace, 6-cyl., 90" wb						
2d Rds	14,000	42,000	70,000	157,500	245,000	350,000
1964 Aceca, 6-cyl., 90" wb						
2d FBk Cpe	9,000	27,000	45,000	101,250	157,500	225,000
1964 Ford/AC Shelby Cobra Mk II, 289 V-8, 90" wb						
2d Rds	52,000	156,000	260,000	585,000	910,000	1,300,000
1965 Ford/AC Shelby Cobra Mk III, 427/428, V-8, 90" wb						
2d Rds	60,000	180,000	300,000	675,000	1,050,000	1,500,000
1965 Ford/AC 428, 428 V-8, 96" wb						
2d Conv	40,000	120,000	200,000	450,000	700,000	1,000,000
1965 Shelby Cobra Mk III, 427 SC V-8, 90" wb						
2d Rds	60,000	180,000	300,000	675,000	1,050,000	1,500,000
NOTE: Approximately 26 made.						
1965 Shelby Cobra Daytona						
2d Cpe	value not estimable					
NOTE: 6 made.						
1966 Ford/AC Shelby Cobra Mk III, 427/428 V-8, 90" wb						
2d Rds	60,000	180,000	300,000	675,000	1,050,000	1,500,000
1966 Ford/AC 289, 289 V-8, 90" wb						
2d Rds	34,000	102,000	170,000	382,500	595,000	850,000
1966 Ford/AC 428, 428 V-8, 96" wb						
2d Conv	40,000	120,000	200,000	450,000	700,000	1,000,000
1967 Ford/AC Shelby Cobra Mk III 427/428 V-8, 90" wb						
2d Rds	60,000	180,000	300,000	675,000	1,050,000	1,500,000
1967 Ford/AC 289, 289 V-8, 90" wb						
2d Rds	34,000	102,000	170,000	382,500	595,000	850,000
1967 Ford/AC 428, 428 V-8, 96" wb						
2d Conv	40,000	120,000	200,000	450,000	700,000	1,000,000
2d Cpe	11,400	34,200	57,000	128,250	199,500	285,000
1968 Ford/AC 289, 289 V-8, 90" wb						
2d Rds	34,000	102,000	170,000	382,500	595,000	850,000
2d Rds	34,000	102,000	170,000	382,500	595,000	850,000
1969-73 Ford/AC 428, 428 V-8, 96" wb						
2d Conv	40,000	120,000	200,000	450,000	700,000	1,000,000
2d Cpe	11,400	34,200	57,000	128,250	199,500	285,000

ACURA

	6	5	4	3	2	1
1986 Integra						
3d HBk RS	250	760	1,260	2,840	4,410	6,300
5d HBk RS	270	810	1,350	3,030	4,710	6,725
3d HBk LS	270	820	1,370	3,070	4,780	6,825
5d HBk LS	290	880	1,470	3,310	5,150	7,350
1986 Legend						
4d Sed	320	950	1,580	3,540	5,510	7,875
1987 Integra						
3d HBk RS	270	820	1,370	3,070	4,780	6,825
5d HBk RS	280	840	1,410	3,160	4,920	7,025
3d HBk LS	290	880	1,470	3,310	5,150	7,350
5d HBk LS	320	950	1,580	3,540	5,510	7,875
1987 Legend						
4d Sed	340	1,010	1,680	3,780	5,880	8,400
2d Cpe	360	1,070	1,790	4,020	6,250	8,925
1988 Integra						
3d HBk RS	270	820	1,370	3,070	4,780	6,825
5d HBk RS	290	880	1,470	3,310	5,150	7,350
3d HBk LS	320	950	1,580	3,540	5,510	7,875
5d HBk LS	340	1,010	1,680	3,780	5,880	8,400
3d HBk SE	360	1,070	1,790	4,020	6,250	8,925
1988 Legend						
4d Sed	380	1,130	1,890	4,250	6,620	9,450
2d Cpe	400	1,200	2,000	4,490	6,980	9,975
1989 Integra						
3d HBk RS	340	1,010	1,680	3,780	5,880	8,400
5d HBk RS	360	1,070	1,790	4,020	6,250	8,925
3d HBk LS	360	1,070	1,790	4,020	6,250	8,925
5d HBk LS	380	1,130	1,890	4,250	6,620	9,450
1989 Legend						
4d Sed	320	950	1,580	3,540	5,510	7,875
2d Cpe	320	950	1,580	3,560	5,530	7,900
1990 Integra, 4-cyl.						
2d HBk RS	360	1,070	1,790	4,020	6,250	8,925
4d Sed RS	380	1,130	1,890	4,250	6,620	9,450
2d HBk LS	380	1,130	1,890	4,250	6,620	9,450
4d Sed LS	400	1,200	2,000	4,490	6,980	9,975
2d HBk GS	400	1,200	2,000	4,490	6,980	9,975
4d Sed GS	400	1,200	2,000	4,500	7,000	10,000
1990 Legend, V-6						
4d Sed	390	1,180	1,970	4,420	6,880	9,825
2d Cpe	390	1,170	1,950	4,380	6,810	9,725
4d Sed L	400	1,190	1,980	4,460	6,930	9,900
2d Cpe L	390	1,180	1,970	4,430	6,900	9,850
4d Sed LS	400	1,200	2,000	4,500	7,000	10,000
2d Cpe LS	400	1,190	1,980	4,460	6,930	9,900
1991 Integra						
2d HBk RS	380	1,130	1,880	4,220	6,560	9,375
4d Sed RS	400	1,190	1,990	4,470	6,950	9,925
2d HBk LS	400	1,190	1,990	4,470	6,950	9,925
4d Sed LS	420	1,260	2,100	4,710	7,330	10,475
2d HBk GS	420	1,260	2,100	4,710	7,330	10,475
4d Sed GS	420	1,260	2,100	4,730	7,350	10,500
1991 Legend						
2d Cpe L	410	1,240	2,070	4,650	7,230	10,325
2d Cpe LS	420	1,250	2,080	4,680	7,280	10,400
4d Sed	410	1,240	2,070	4,650	7,230	10,325
4d Sed L	420	1,250	2,080	4,680	7,280	10,400
4d Sed LS	420	1,260	2,100	4,730	7,350	10,500
1991 NSX, V-6						
2d Cpe	6,000	18,000	30,000	67,500	105,000	150,000
1992 Integra, 4-cyl.						
2d HBk RS	390	1,180	1,970	4,430	6,900	9,850
4d Sed RS	420	1,250	2,090	4,690	7,300	10,425
2d HBk LS	420	1,250	2,090	4,690	7,300	10,425
4d Sed LS	440	1,320	2,200	4,950	7,700	11,000
2d HBk GS	440	1,320	2,200	4,950	7,700	11,000
4d Sed GS	440	1,320	2,210	4,960	7,720	11,025
4d Sed GS-R	450	1,360	2,260	5,090	7,910	11,300
1992 Vigor, 5-cyl.						
4d Sed LS	360	1,080	1,800	4,050	6,300	9,000
4d Sed GS	370	1,120	1,860	4,190	6,510	9,300
1992 Legend, V-6						
4d Sed	430	1,300	2,170	4,880	7,600	10,850
4d Sed L	420	1,250	2,090	4,690	7,300	10,425
2d Cpe L	430	1,300	2,170	4,880	7,600	10,850
4d Sed LS	440	1,320	2,210	4,960	7,720	11,025
2d Cpe LS	440	1,310	2,190	4,930	7,670	10,950
1992 NSX, V-6						
2d Cpe	6,000	18,000	30,000	67,500	105,000	150,000
1993 Integra, 4-cyl.						
2d Sed RS	420	1,250	2,090	4,690	7,300	10,425
4d Sed RS	420	1,250	2,090	4,690	7,300	10,425
2d Sed LS	440	1,320	2,200	4,950	7,700	11,000
4d Sed LS	440	1,320	2,200	4,950	7,700	11,000
2d Sed GS	440	1,320	2,210	4,960	7,720	11,025
4d Sed GS	450	1,360	2,260	5,090	7,910	11,300
1993 Legend, V-6						
4d Sed	430	1,300	2,170	4,880	7,600	10,850
4d Sed L	440	1,310	2,190	4,920	7,650	10,925
2d Cpe L	430	1,300	2,170	4,880	7,600	10,850
4d Sed LS	440	1,320	2,210	4,960	7,720	11,025
2d Cpe LS	440	1,310	2,190	4,930	7,670	10,950
1993 NSX, V-6						
2d Cpe	6,000	18,000	30,000	67,500	105,000	150,000
1994 Integra, 4-cyl.						
2d Cpe RS	440	1,310	2,190	4,930	7,670	10,950
2d Cpe LS	460	1,390	2,310	5,200	8,090	11,550
2d Cpe GS-R	480	1,430	2,380	5,340	8,310	11,875
4d Sed RS	460	1,390	2,310	5,200	8,090	11,550
4d Sed LS	460	1,390	2,310	5,200	8,090	11,550
4d Sed GS-R	480	1,440	2,400	5,400	8,400	12,000
1994 Vigor, 5-cyl.						
4d Sed LS	380	1,130	1,890	4,250	6,620	9,450
4d Sed GS	390	1,170	1,960	4,400	6,840	9,775
1994 Legend, V-6						
2d Cpe L	460	1,370	2,280	5,130	7,980	11,400
2d Cpe LS	460	1,380	2,300	5,180	8,050	11,500
4d Sed L	460	1,380	2,300	5,160	8,030	11,475
4d Sed LS	460	1,390	2,320	5,210	8,100	11,575
4d Sed GS	480	1,430	2,380	5,340	8,310	11,875
1994 NSX, V-6						
2d Cpe	6,000	18,000	30,000	67,500	105,000	150,000
1995 Integra, 4-cyl						
2d Cpe RS	460	1,380	2,300	5,180	8,050	11,500
2d Cpe LS	490	1,460	2,430	5,460	8,490	12,125
2d Cpe SE	480	1,440	2,400	5,400	8,400	12,000
2d Cpe GS-R	500	1,500	2,500	5,610	8,730	12,475
4d Sed RS	490	1,460	2,430	5,460	8,490	12,125
4d Sed LS	490	1,460	2,430	5,460	8,490	12,125
4d Sed SE	500	1,500	2,500	5,630	8,750	12,500
4d Sed GS-R	500	1,510	2,520	5,670	8,820	12,600
1995 TL, 5-cyl.						
4d Sed 2.5	500	1,500	2,500	5,630	8,750	12,500
4d Sed 2.5 Prem	540	1,620	2,700	6,080	9,450	13,500
1995 Legend, V-6						
2d Cpe L	480	1,440	2,400	5,390	8,380	11,975
2d Cpe LS	510	1,530	2,550	5,730	8,910	12,725
4d Sed L	480	1,450	2,410	5,420	8,440	12,050
4d Sed SE	490	1,480	2,460	5,540	8,610	12,300
4d Sed LS	490	1,460	2,430	5,470	8,510	12,150
4d Sed GS	500	1,500	2,500	5,610	8,730	12,475
1995 NSX, V-6						
2d Cpe	6,000	18,000	30,000	67,500	105,000	150,000
1996 Integra, 4-cyl.						
2d Cpe RS	480	1,450	2,420	5,430	8,450	12,075
2d Cpe LS	510	1,530	2,550	5,730	8,910	12,725
2d Cpe SE	500	1,510	2,520	5,670	8,820	12,600
2d Cpe GS-R	520	1,570	2,620	5,900	9,170	13,100
4d Sed RS	510	1,530	2,550	5,730	8,910	12,725
4d Sed LS	510	1,530	2,550	5,730	8,910	12,725
4d Sed SE	530	1,580	2,630	5,910	9,190	13,125
4d Sed GS-R	530	1,590	2,650	5,950	9,260	13,225
1996 TL, 5-cyl.						
4d Sed 2.5	530	1,580	2,630	5,910	9,190	13,125
4d Sed 2.5 Prem	570	1,700	2,840	6,380	9,920	14,175
1996 TL, V-6						
4d Sed 3.2	550	1,650	2,760	6,200	9,640	13,775
4d Sed 3.2 Prem	600	1,790	2,980	6,710	10,430	14,900
1996 RL, V-6						
4d Sed 3.5	260	780	1,300	2,930	4,550	6,500
4d Sed 3.5 Prem	270	800	1,340	3,020	4,690	6,700
1996 NSX, V-6						
2d Cpe	6,000	18,000	30,000	67,500	105,000	150,000
2d Targa Cpe	6,000	18,000	30,000	67,500	105,000	150,000
1997 Integra, 4-cyl.						
2d Cpe RS	480	1,450	2,420	5,430	8,450	12,075
2d Cpe LS	510	1,530	2,550	5,730	8,910	12,725
2d Cpe GS	520	1,570	2,620	5,900	9,170	13,100
2d Cpe GS-R	540	1,620	2,700	6,080	9,450	13,500
2d Cpe R	530	1,580	2,640	5,940	9,240	13,200
4d Sed LS	510	1,530	2,550	5,730	8,910	12,725
4d Sed GS	540	1,620	2,700	6,080	9,450	13,500
4d Sed GS-R	550	1,650	2,750	6,190	9,630	13,750
1997 CL, 4-cyl.						
2d Cpe 2.2	410	1,220	2,040	4,590	7,140	10,200
2d Cpe 2.2 Prem	420	1,260	2,100	4,730	7,350	10,500
1997 CL, V-6						
2d Cpe 3.0	440	1,320	2,200	4,950	7,700	11,000
2d Cpe 3.0 Prem	460	1,380	2,300	5,180	8,050	11,500
1997 TL, 5-cyl.						
4d Sed 2.5	550	1,650	2,760	6,200	9,640	13,775
4d Sed 2.5 Prem	600	1,790	2,980	6,690	10,410	14,875
1997 TL, V-6						
4d Sed 3.2	580	1,740	2,900	6,510	10,130	14,475
4d Sed 3.2 Prem	630	1,880	3,130	7,040	10,960	15,650
1997 RL, V-6						
4d Sed 3.5	270	820	1,370	3,070	4,780	6,825
4d Sed 3.5 Prem	280	840	1,410	3,160	4,920	7,025
1997 NSX, V-6						
2d Cpe	6,000	18,000	30,000	67,500	105,000	150,000
2d Targa Cpe	6,000	18,000	30,000	67,500	105,000	150,000
1998 Integra, 4-cyl.						
2d Cpe RS	510	1,520	2,540	5,700	8,870	12,675
2d Cpe LS	530	1,600	2,670	6,010	9,350	13,350
2d Cpe GS	550	1,650	2,750	6,190	9,630	13,750
2d Cpe GS-R	570	1,700	2,840	6,380	9,920	14,175

	6	5	4	3	2	1
2d Cpe R	550	1,660	2,770	6,230	9,700	13,850
4d Sed LS	530	1,600	2,670	6,010	9,350	13,350
4d Sed GS	570	1,700	2,840	6,380	9,920	14,175
4d Sed GS-R	580	1,730	2,890	6,500	10,120	14,450
1998 CL, 4-cyl.						
2d Cpe 2.3	430	1,290	2,140	4,820	7,500	10,710
2d Cpe 2.3 Prem	440	1,320	2,210	4,960	7,720	11,025
1998 CL, V-6						
2d Cpe 3.0	460	1,390	2,310	5,200	8,090	11,550
2d Cpe 3.0 Prem	480	1,450	2,420	5,430	8,450	12,075
1998 TL, 5-cyl.						
4d Sed 2.5	580	1,740	2,900	6,510	10,130	14,475
1998 TL, V-6						
4d Sed 3.2	610	1,820	3,040	6,840	10,640	15,200
1998 RL, V-6						
4d Sed 3.5	290	860	1,430	3,220	5,020	7,166
4d Sed 3.5 Prem	300	890	1,480	3,320	5,160	7,375
1998 NSX, V-6						
2d Cpe	6,000	18,000	30,000	67,500	105,000	150,000
2d Targa Cpe	6,000	18,000	30,000	67,500	105,000	150,000
1999 Integra, 4-cyl.						
2d Cpe LS	510	1,530	2,550	5,730	8,910	12,725
2d Cpe GS	520	1,560	2,600	5,850	9,100	13,000
2d Cpe GS-R	520	1,570	2,620	5,900	9,170	13,100
4d Sed LS	510	1,530	2,550	5,730	8,910	12,725
4d Sed GS	520	1,550	2,580	5,810	9,030	12,900
1999 CL, 4-cyl.						
2d Cpe 2.3	430	1,290	2,140	4,820	7,500	10,710
1999 CL, V-6						
2d Cpe 3.0	460	1,390	2,310	5,200	8,090	11,550
1999 TL, V-6						
4d Sed 3.2	610	1,820	3,040	6,840	10,640	15,200
1999 RL, V-6						
4d Sed 3.5	290	860	1,430	3,220	5,020	7,166
1999 NSX, V-6						
2d Cpe	6,000	18,000	30,000	67,500	105,000	150,000
2d Targa Cpe	6,000	18,000	30,000	67,500	105,000	150,000
NOTE: Add 10% for Zanardi Ed NSX.						
2000 Integra, 4-cyl.						
2d Cpe LS	510	1,520	2,540	5,720	8,890	12,700
2d Cpe GS	520	1,570	2,620	5,900	9,170	13,100
2d Cpe GS-R	550	1,660	2,770	6,230	9,700	13,850
2d Cpe R	530	1,600	2,670	6,010	9,350	13,350
4d Sed LS	570	1,700	2,840	6,380	9,920	14,175
4d Sed GS	580	1,730	2,890	6,500	10,120	14,450
4d Sed GS-R	460	1,390	2,310	5,200	8,090	11,550
2000 CL, V-6						
2d Cpe 3.2	520	1,560	2,600	5,850	9,100	13,000
2000 TL, V-6						
4d Sed 3.2	290	860	1,430	3,220	5,020	7,166
2000 RL, V-6						
4d Sed 3.5	6,000	18,000	30,000	67,500	105,000	150,000
2000 NSX, V-6						
2d Cpe	6,000	18,000	30,000	67,500	105,000	150,000
2d Targa Cpe	520	1,550	2,580	5,790	9,010	12,875

ALFA ROMEO

	6	5	4	3	2	1
1946-53 6-cyl., 2443cc, 118" wb (106" SS) 6C-2500 Series						
3P Spt Cpe	3,000	9,000	15,000	33,750	52,500	75,000
Spt Cabr	5,000	15,000	25,000	56,250	87,500	125,000
3P Sup Spt Cpe	16,600	49,800	83,000	186,750	290,500	415,000
Sup Spt Cabr	31,480	94,440	157,400	354,150	550,900	787,000
Freccia d'Oro Cpe	8,280	24,840	41,400	93,150	144,900	207,000
Spt Sed	6,000	18,000	30,000	67,500	105,000	150,000
1950 4-cyl., 1884cc, 98.5" wb						
1900 Berlina 4d Sed	2,500	7,510	12,520	28,170	43,820	62,600
1951 4-cyl., 1884cc, 98.5" wb						
1900 Sprint Cpe	20,000	60,000	100,000	225,000	350,000	500,000
1952 4-cyl., 1884cc, 98.5" wb						
1900 TI 4d Sed	8,280	24,840	41,400	93,150	144,900	207,000
1900 Sup Sprint Cpe	31,600	94,800	158,000	355,500	553,000	790,000
1900 Cabr	31,200	93,600	156,000	351,000	546,000	780,000
1953 4-cyl., 1884cc, 98.5" wb						
1900 Berlina 4d Sed	2,600	7,800	13,000	29,250	45,500	65,000
1953 4-cyl., 1975cc, 98.5" wb						
1900 TI Sup 4d Sed	8,280	24,840	41,400	93,150	144,900	207,000
1954 4-cyl., 1884cc, 98.5" wb						
1900 Berlina 4d Sed	2,600	7,800	13,000	29,250	45,500	65,000
1954 4-cyl., 1975cc, 98.5" wb						
1900 TI Sup 4d Sed	2,600	7,800	13,000	29,250	45,500	65,000
1900 Sup Sprint Cpe	16,000	48,000	80,000	180,000	280,000	400,000
1954 4-cyl., 1290cc, 93.7" wb						
Giulietta Sprint Cpe	4,400	13,200	22,000	49,500	77,000	110,000
1955 4-cyl., 1975cc, 98.5" wb						
1900 TI Sup 4d Sed	3,200	9,600	16,000	36,000	56,000	80,000
1900 Sup Sprint Cpe	8,000	24,000	40,000	90,000	140,000	200,000
1955 Giulietta 4-cyl., 1290cc, 93.7" wb (88.6" Spider)						
Berlina 4d Sed	3,000	9,000	15,000	33,750	52,500	75,000
Sprint Cpe	4,400	13,200	22,000	49,500	77,000	110,000
Sprint Cpe	4,400	13,200	22,000	49,500	77,000	110,000
1956 4-cyl., 1975cc, 98.5" wb						
1900 Sup Sprint Cpe	8,000	24,000	40,000	90,000	140,000	200,000
1956 Giulietta 4-cyl., 1290cc, 93.7" wb (88.6" Spider)						
Berlina 4d Sed	3,000	9,000	15,000	33,750	52,500	75,000
Sprint Cpe	4,400	13,200	22,000	49,500	77,000	110,000
Sp Veloce Cpe	5,000	15,000	25,000	56,250	87,500	125,000
Spider Conv	3,600	10,800	18,000	40,500	63,000	90,000
Spr Veloce Conv	6,000	18,000	30,000	67,500	105,000	150,000
1957 1900, 4-cyl., 1975cc, 98.5" wb						
Sup Sprint Cpe	9,000	27,000	45,000	101,250	157,500	225,000
1957 Giulietta 4-cyl., 1290cc, 93.7" wb (88.6" Spider & SS)						
Berlina 4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
Sprint Cpe	4,000	12,000	20,000	45,000	70,000	100,000
Spider Conv	5,200	15,600	26,000	58,500	91,000	130,000
Spr Veloce Conv	6,000	18,000	30,000	67,500	105,000	150,000
Sprint Speciale	11,200	33,600	56,000	126,000	196,000	280,000
1958 1900, 4-cyl., 1975cc, 98.5" wb						
Sup Sprint Cpe	9,000	27,000	45,000	101,250	157,500	225,000
1958 Giulietta 4-cyl., 1290cc, 93.7" wb (88.6" Spider & SS)						
Berlina 4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
Sprint Cpe	4,000	12,000	20,000	45,000	70,000	100,000
Veloce Cpe	5,800	17,400	29,000	65,250	101,500	145,000
Spider Conv	5,000	15,000	25,000	56,250	87,500	125,000
Spider Veloce Conv	6,000	18,000	30,000	67,500	105,000	150,000
Sprint Speciale	11,200	33,600	56,000	126,000	196,000	280,000
1958 2000, 4-cyl., 1975cc, 107.1" wb (98.4" Spider)						
Berlina 4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
Spider Conv	5,000	15,000	25,000	56,250	87,500	125,000
1959 4-cyl., 1290cc, 93.7" wb (88.6" Spider, SS, SZ) Giulietta - 750 Series						
Berlina 4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
Sprint Cpe	4,000	12,000	20,000	45,000	70,000	100,000
Veloce Cpe	5,800	17,400	29,000	65,250	101,500	145,000
Spider Conv	5,000	15,000	25,000	56,250	87,500	125,000
Spr Veloce Conv	6,000	18,000	30,000	67,500	105,000	150,000
1959 Giulietta - 101 Series						
Sprint Cpe	4,000	12,000	20,000	45,000	70,000	100,000
Sprint Cpe	4,000	12,000	20,000	45,000	70,000	100,000
Spider Conv	5,000	15,000	25,000	56,250	87,500	125,000
Spr Veloce Conv	6,000	18,000	30,000	67,500	105,000	150,000
Sprint Speciale Cpe	8,000	24,000	40,000	90,000	140,000	200,000
Sprint Zagato	22,000	66,000	110,000	247,500	385,000	550,000
1959 2000, 4-cyl., 1975cc, 107.1" wb (98.4" Spider)						
Berlina 4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
Spider Conv	5,600	16,800	28,000	63,000	98,000	140,000
1960 4-cyl., 1290cc, 93.7" wb (88.6" Spider, SS, SZ) Giulietta - 750 Series						
Berlina 4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
1960 Giulietta - 101 Series						
Sprint Cpe	4,000	12,000	20,000	45,000	70,000	100,000
Sp Veloce Cpe	3,600	10,800	18,000	40,500	63,000	90,000
Spider Conv	4,600	13,800	23,000	51,750	80,500	115,000
Spr Veloce Conv	6,000	18,000	30,000	67,500	105,000	150,000
Sprint Speciale	8,000	24,000	40,000	90,000	140,000	200,000
Sprint Zagato	22,000	66,000	110,000	247,500	385,000	550,000
1960 2000, 4-cyl., 1975cc, 107.1" wb (101.6" Sprint, 98.4" Spider)						
Berlina 4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
Sprint Cpe	4,000	12,000	20,000	45,000	70,000	100,000
Spider Conv	5,600	16,800	28,000	63,000	98,000	140,000
1961 Giulietta, 4-cyl., 1290cc, 93.7" wb (88.6" Spider, SS, SZ)						
Sprint Cpe	4,000	12,000	20,000	45,000	70,000	100,000
Sp Veloce Cpe	4,600	13,800	23,000	51,750	80,500	115,000
Spider Conv	5,000	15,000	25,000	56,250	87,500	125,000
Spr Veloce Conv	5,200	15,600	26,000	58,500	91,000	130,000
Sprint Speciale	8,000	24,000	40,000	90,000	140,000	200,000
Sprint Zagato	22,000	66,000	110,000	247,500	385,000	550,000
1961 2000, 4-cyl., 1975cc, 107" wb (101.6" Sprint, 98.4" Spider)						
Berlina 4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
Sprint Cpe	4,000	12,000	20,000	45,000	70,000	100,000
Spider Conv	5,600	16,800	28,000	63,000	98,000	140,000
1962 Giulietta, 4-cyl., 1290cc, 93.7" wb (88.6" Spider, SS)						
Sprint Cpe	4,000	12,000	20,000	45,000	70,000	100,000
Sp Veloce Cpe	4,600	13,800	23,000	51,750	80,500	115,000
Spider Conv	5,000	15,000	25,000	56,250	87,500	125,000
Spr Veloce Conv	5,200	15,600	26,000	58,500	91,000	130,000
Sprint Speciale	8,000	24,000	40,000	90,000	140,000	200,000
1962 4-cyl., 1570cc, 93.7" wb (88.6" Spider) Giulia - 101 Series						
Sprint Cpe	4,000	12,000	20,000	45,000	70,000	100,000
Spider Conv	5,600	16,800	28,000	63,000	98,000	140,000
1962 4-cyl., 1570cc, 98.8" wb Giulia - 105 Series						
TI 4d Sed	1,400	4,200	7,000	15,750	24,500	35,000
1962 2000, 4-cyl., 1975cc, 107" wb (101.6" Sprint)						
Berlina 4d Sed	4,000	12,000	20,000	45,000	70,000	100,000
Sprint Cpe	3,400	10,200	17,000	38,250	59,500	85,000
1962 2600, 6-cyl., 2584cc, 106.7" wb (101.6" Sprint, 98.4" Spider, SZ)						
Berlina 4d Sed	3,600	10,800	18,000	40,500	63,000	90,000
Sprint Cpe	4,000	12,000	20,000	45,000	70,000	100,000
Spider Conv	7,600	22,800	38,000	85,500	133,000	190,000
1963 Giulietta, 4-cyl., 1290cc, 93.7" wb						
Sprint 1300 Cpe	3,400	10,200	17,000	38,250	59,500	85,000
1963 4-cyl., 1570cc, 93.7" wb (88.6" Spider) Giulia - 101 Series						
Sprint Cpe	2,800	8,400	14,000	31,500	49,000	70,000
Spider Conv	3,600	10,800	18,000	40,500	63,000	90,000
Sprint Spl	9,000	27,000	45,000	101,250	157,500	225,000
1963 4-cyl., 1570cc, 98.8" wb (92.5" Sprint) Giulia - 105 Series						
TI 4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
TI Sup 4d Sed	2,600	7,800	13,000	29,250	45,500	65,000
Sprint GT Cpe	3,200	9,600	16,000	36,000	56,000	80,000
GTZ	54,400	163,200	272,000	612,000	952,000	1,360,000
1963 2600, 6-cyl., 2584cc, 106.7" wb (101.6" Sprint, 98.4" Spider)						
Berlina 4d Sed	2,160	6,480	10,800	24,300	37,800	54,000
Sprint Cpe	3,520	10,560	17,600	39,600	61,600	88,000
Spider Conv	7,600	22,800	38,000	85,500	133,000	190,000
1964 Giulietta, 4-cyl., 1290cc, 93.7" wb						
Sprint 1300 Cpe	2,880	8,640	14,400	32,400	50,400	72,000
1964 4-cyl., 1570cc, 93.7" wb (88.6" Spider) Giulia - 101 Series						
Sprint Cpe	3,520	10,560	17,600	39,600	61,600	88,000
Spider Conv	3,800	11,400	19,000	42,750	66,500	95,000
Spider Veloce Conv	4,200	12,600	21,000	47,250	73,500	105,000
1964 4-cyl., 1570cc, 98.8" wb (92.5" Sprint) Giulia - 105 Series						
TI 4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
TI Sup 4d Sed	2,000	6,000	10,000	22,500	35,000	50,000
Sprint GT Cpe	3,200	9,600	16,000	36,000	56,000	80,000
GTZ	54,400	163,200	272,000	612,000	952,000	1,360,000
GTC Conv	5,000	15,000	25,000	56,250	87,500	125,000
1964 2600, 6-cyl., 2584cc, 106.7" wb (101.6" Sprint, 98.4" Spider)						
Berlina 4d Sed	2,160	6,480	10,800	24,300	37,800	54,000
Sprint Cpe	3,520	10,560	17,600	39,600	61,600	88,000
Spider Conv	7,600	22,800	38,000	85,500	133,000	190,000
1965 4-cyl., 1570cc, 93.7" wb (88.6" Spider) Giulia - 101 Series						
Spider Conv	3,800	11,400	19,000	42,750	66,500	95,000
Spider Veloce Conv	4,200	12,600	21,000	47,250	73,500	105,000
Sprint Spl Cpe	2,800	8,400	14,000	31,500	49,000	70,000
1965 4-cyl., 1570cc, 98.8" wb (92.5" Sprint) Giulia - 105 Series						
TI 4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
Sup 4d Sed	2,000	6,000	10,000	22,500	35,000	50,000
Sprint GT Cpe	3,200	9,600	16,000	36,000	56,000	80,000
GTV Cpe	4,400	13,200	22,000	49,500	77,000	110,000
GTZ Cpe	54,400	163,200	272,000	612,000	952,000	1,360,000
GTA Cpe	10,000	30,000	50,000	112,500	175,000	250,000
GTC Conv	140,000	420,000	700,000	1,575,000	2,450,000	3,500,000
TZ 2	value not estimable					
1965 2600, 6-cyl., 2584cc, 106.7" wb (101.6" Sprint, 98.4" Spider)						
Berlina 4d Sed	2,160	6,480	10,800	24,300	37,800	54,000
Sprint Cpe	3,520	10,560	17,600	39,600	61,600	88,000
Spider Conv	7,600	22,800	38,000	85,500	133,000	190,000
SZ	5,000	15,000	25,000	56,250	87,500	125,000
1966 Giulia, 4-cyl., 1570cc, 98.8" wb (92.5" Sprint)						
T.I. 4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
Sprint GT Cpe	4,400	13,200	22,000	49,500	77,000	110,000
GTV Cpe	4,400	13,200	22,000	49,500	77,000	110,000
Spider Conv	3,800	11,400	19,000	42,750	66,500	95,000
Spider Veloce	4,200	12,600	21,000	47,250	73,500	105,000
GTZ	54,400	163,200	272,000	612,000	952,000	1,360,000
GTA Cpe	10,000	30,000	50,000	112,500	175,000	250,000
GTC Conv	5,000	15,000	25,000	56,250	87,500	125,000
TZ 2 Cpe	140,000	420,000	700,000	1,575,000	2,450,000	3,500,000
1966 4-cyl., 1570cc, 88.6" wb						
Duetto Conv	2,000	6,000	10,000	22,500	35,000	50,000
1966 2600, 6-cyl., 2584cc, 106.7" wb (101.6" Sprint, 98.4" Spider)						
Berlina 4d Sed	2,160	6,480	10,800	24,300	37,800	54,000
Sprint Cpe	3,520	10,560	17,600	39,600	61,600	88,000
SZ	5,000	15,000	25,000	56,250	87,500	125,000
1967 Giulia, 4-cyl., 1570cc, 98.8" wb (92.5" Sprint)						
T.I. 4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
GTV Cpe	4,400	13,200	22,000	49,500	77,000	110,000
GTZ Cpe	54,400	163,200	272,000	612,000	952,000	1,360,000
GTA Cpe	10,000	30,000	50,000	112,500	175,000	250,000
TZ 2	140,000	420,000	700,000	1,575,000	2,450,000	3,500,000
1967 4-cyl., 1570cc, 88.6" wb						
Duetto Conv	2,400	7,200	12,000	27,000	42,000	60,000
1967 1750, 4-cyl., 1779cc, 101.2" wb (92.5" Cpe, 88.6" Spider)						
Berlina 4d Sed	2,000	6,000	10,000	22,500	35,000	50,000
GTV Cpe	3,400	10,200	17,000	38,250	59,500	85,000
Spider	2,800	8,400	14,000	31,500	49,000	70,000
1967 2600, 6-cyl., 2584cc, 106.7" wb						
Berlina 4d Sed	2,160	6,480	10,800	24,300	37,800	54,000
SZ	5,000	15,000	25,000	56,250	87,500	125,000
1968 4-cyl., 1290/1570cc, 92.5" wb						
Giulia GTV Cpe	2,400	7,200	12,000	27,000	42,000	60,000
1968 1750, 4-cyl., 1779cc, 101.2" wb (92.5" Sprint, 88.6" Spider)						
Berlina 4d Sed	2,000	6,000	10,000	22,500	35,000	50,000
GTV Cpe	3,400	10,200	17,000	38,250	59,500	85,000
Spider Conv	2,800	8,400	14,000	31,500	49,000	70,000
1968 2600, 6-cyl., 2584cc, 106.7" wb						
Berlina 4d Sed	2,160	6,480	10,800	24,300	37,800	54,000
1969 Giulia, 4-cyl., 1290cc, 92.5" wb						
GTA 1300 Jr Cpe	4,520	13,560	22,600	50,850	79,100	113,000
1969 1750, 4-cyl., 1779cc, 101.2" wb (92.5" Cpe, 88.6" Spider)						
Berlina 4d Sed	2,000	6,000	10,000	22,500	35,000	50,000
GTV Cpe	3,400	10,200	17,000	38,250	59,500	85,000
Spider Conv	2,800	8,400	14,000	31,500	49,000	70,000
1970 Giulia, 4-cyl., 1290cc, 92.5" wb						
GTA 1300 Jr Cpe	2,280	6,840	11,400	25,650	39,900	57,000
Jr Z 1300 Cpe	4,520	13,560	22,600	50,850	79,100	113,000
1970 1750, 4-cyl., 1779cc, 101.2" wb (92.5" Cpe, 88.6" Spider)						
Berlina 4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
GTV Cpe	3,400	10,200	17,000	38,250	59,500	85,000
Spider	2,800	8,400	14,000	31,500	49,000	70,000
1971 Giulia, 4-cyl., 1290cc, 92.5" wb						
GTA 1300 Jr Cpe	2,280	6,840	11,400	25,650	39,900	57,000
Jr Z 1300 Cpe	4,520	13,560	22,600	50,850	79,100	113,000
1971 1750, 4-cyl., 1779cc, 101.2" wb (92.5" Cpe, 88.6" Spider)						
Berlina 4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
GTV Cpe	3,400	10,200	17,000	38,250	59,500	85,000
Spider	2,800	8,400	14,000	31,500	49,000	70,000
1971 2000, 4-cyl., 1962cc, 101.8" wb (92.5" Cpe, 88.6" Spider)						
Berlina 4d Sed	2,000	6,000	10,000	22,500	35,000	50,000
GTV Cpe	3,600	10,800	18,000	40,500	63,000	90,000
Spider Veloce	3,000	9,000	15,000	33,750	52,500	75,000
1971 V-8, 2953cc, 92.5" wb						
Montreal Cpe	4,200	12,600	21,000	47,250	73,500	105,000
1972 Giulia, 4-cyl., 1290cc, 92.5" wb						
GTA 1300 Jr Cpe	2,280	6,840	11,400	25,650	39,900	57,000
Jr Z 1300 Cpe	4,520	13,560	22,600	50,850	79,100	113,000
Jr Z 1600 Cpe	4,800	14,400	24,000	54,000	84,000	120,000
1972 1750, 4-cyl., 1779cc, 101.2" wb (92.5" Cpe, 88.6" Spider)						
Berlina 4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
GTV Cpe	3,400	10,200	17,000	38,250	59,500	85,000
Spider	2,800	8,400	14,000	31,500	49,000	70,000
1972 2000, 4-cyl., 1962cc, 101.8" wb (92.5" Cpe, 88.6" Spider)						
Berlina 4d Sed	2,000	6,000	10,000	22,500	35,000	50,000
GTV Cpe	3,600	10,800	18,000	40,500	63,000	90,000
Spider Veloce	3,000	9,000	15,000	33,750	52,500	75,000
1972 V-8, 2593cc, 92.5" wb						
Montreal Cpe	4,200	12,600	21,000	47,250	73,500	105,000
1973 4-cyl., 1570cc, 92.5" wb						
Giulia Jr Z 1600	2,200	6,600	11,000	24,750	38,500	55,000
1973 2000, 4-cyl., 1992cc, 101.8" wb (92.5" Cpe, 88.6" Spider)						
Berlina 4d Sed	2,000	6,000	10,000	22,500	35,000	50,000
GTV Cpe	3,600	10,800	18,000	40,500	63,000	90,000
Spider Veloce	3,000	9,000	15,000	33,750	52,500	75,000
1973 V-8, 2593cc, 92.5" wb						
Montreal Cpe	4,200	12,600	21,000	47,250	73,500	105,000
1974 4-cyl., 1570 cc, 92.5" wb						
Giulia Jr Z 1600 Cpe	2,200	6,600	11,000	24,750	38,500	55,000
1974 2000, 4-cyl., 1962cc, 101.8" wb (92.5" Cpe, 88.6" Spider)						
Berlina 4d Sed	2,000	6,000	10,000	22,500	35,000	50,000
GTV Cpe	3,600	10,800	18,000	40,500	63,000	90,000
Spider Veloce	3,000	9,000	15,000	33,750	52,500	75,000
1974 V-8, 2953cc, 92.5" wb						
Montreal Cpe	4,200	12,600	21,000	47,250	73,500	105,000
1975 Giulia, 4-cyl., 1570cc, 92.5" wb						
Jr Z 1600 Cpe	2,200	6,600	11,000	24,750	38,500	55,000
1975 2000, 4-cyl., 1962cc, 88.6" wb						
Spr Veloce Conv	3,000	9,000	15,000	33,750	52,500	75,000
1975 V-8, 2593cc, 92.5" wb						
Montreal Cpe	1,800	5,400	9,000	20,250	31,500	45,000
Montreal Cpe	4,200	12,600	21,000	47,250	73,500	105,000
1975 Alfetta, 4-cyl., 1962cc, 94.5" wb						
GT Cpe	1,120	3,360	5,600	12,600	19,600	28,000
1976 2000, 4-cyl., 1962cc, 88.6" wb						
Spr Veloce Conv	3,000	9,000	15,000	33,750	52,500	75,000
1976 Alfetta, 4-cyl., 1779cc, 98.8" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
1976 4-cyl., 1962cc, 94.5" wb						
GTV Cpe	3,600	10,800	18,000	40,500	63,000	90,000
1977 2000, 4-cyl., 1962cc, 88.6" wb						
Spr Veloce Conv	3,000	9,000	15,000	33,750	52,500	75,000
1977 Alfetta, 4-cyl., 1779cc, 98.8" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
1977 4-cyl., 1962cc, 94.5" wb						
GTV Cpe	3,600	10,800	18,000	40,500	63,000	90,000

	6	5	4	3	2	1
1978 2000, 4-cyl., 1962cc, 88.6" wb						
Spr Veloce Conv	3,000	9,000	15,000	33,750	52,500	75,000
1978 4-cyl., 1962cc, 98.8" wb (94.5" Cpe)						
4d Spt Sed	440	1,320	2,200	4,950	7,700	11,000
Sprint Veloce Cpe	720	2,160	3,600	8,100	12,600	18,000
1980 4-cyl., 1962cc, 98.8" wb (94.5" Cpe)						
2d Spider Conv	1,000	3,000	5,000	11,250	17,500	25,000
1981 4-cyl., 1962cc, 98.8" wb (94.5" Cpe)						
2d Spt Cpe 2+2	800	2,400	4,000	9,000	14,000	20,000
2d Spider Conv	1,000	3,000	5,000	11,250	17,500	25,000
1982 4-cyl., 1962cc, 98.8" wb (94.5" Cpe)						
2d Spt Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Spider	1,000	3,000	5,000	11,250	17,500	25,000
1983 4-cyl., 1962cc, 98.8" wb (94.5" Cpe)						
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Spider	1,000	3,000	5,000	11,250	17,500	25,000
1984 4-cyl., 1962cc, 98.8" wb (94.5" Cpe)						
GTV6 Cpe	1,200	3,600	6,000	13,500	21,000	30,000
Spider Veloce	1,000	3,000	5,000	11,250	17,500	25,000
1985 4-cyl., 1962cc, 98.8" wb (94.5" Cpe)						
GTV6 2d Cpe	1,480	4,440	7,400	16,650	25,900	37,000
Graduate 2d Conv	1,240	3,720	6,200	13,950	21,700	31,000
Spider Veloce 2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
1986 4-cyl., 1962cc, 98.8" wb (94.5" Cpe)						
GTV6 2d Cpe	1,480	4,440	7,400	16,650	25,900	37,000
Graduate 2d Conv	1,240	3,720	6,200	13,950	21,700	31,000
Spider Veloce 2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
Quadrifoglio 2d Conv	600	1,800	3,000	6,750	10,500	15,000
1987 4-cyl., 1962cc, 98.8" wb (94.5" Cpe)						
4d Sed Milano Silver	480	1,440	2,400	5,400	8,400	12,000
2d Spider Veloce	1,000	3,000	5,000	11,250	17,500	25,000
4d Quadrifoglio	600	1,800	3,000	6,750	10,500	15,000
2d Conv Graduate	1,240	3,720	6,200	13,950	21,700	31,000
1988 4-cyl., 1962cc, 98.8" wb (94.5" Cpe)						
4d Sed Milano Gold	520	1,560	2,600	5,850	9,100	13,000
4d Sed Milano Platinum	540	1,620	2,700	6,080	9,450	13,500
4d Sed Milano Verde 3.0	560	1,680	2,800	6,300	9,800	14,000
2d Spider Veloce	1,000	3,000	5,000	11,250	17,500	25,000
4d Quadrifoglio	600	1,800	3,000	6,750	10,500	15,000
2d Conv Graduate	1,240	3,720	6,200	13,950	21,700	31,000
1989 4-cyl., 1962cc, 98.8" wb (94.5" Cpe)						
4d Sed Milano Gold	520	1,560	2,600	5,850	9,100	13,000
4d Sed Milano Platinum	540	1,620	2,700	6,080	9,450	13,500
4d Sed Milano 3.0	560	1,680	2,800	6,300	9,800	14,000
2d Spider Veloce	1,000	3,000	5,000	11,250	17,500	25,000
4d Quadrifoglio	600	1,800	3,000	6,750	10,500	15,000
2d Conv Graduate	1,240	3,720	6,200	13,950	21,700	31,000
1990 4-cyl., 1962cc, 98.8" wb (94.5" Cpe)						
2d Conv Spider	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv Graduate	1,240	3,720	6,200	13,950	21,700	31,000
2d Conv Quadrifoglio	600	1,800	3,000	6,750	10,500	15,000
1991 Alfa Romeo						
4d	640	1,920	3,200	7,200	11,200	16,000
4d	640	1,920	3,200	7,200	11,200	16,000
4d S	880	2,640	4,400	9,900	15,400	22,000
1991 Spider						
2d Conv	1,080	3,240	5,400	12,150	18,900	27,000
2d Conv Veloce	1,280	3,840	6,400	14,400	22,400	32,000
1992 Spider, 4-cyl.						
2d Conv	1,080	3,240	5,400	12,150	18,900	27,000
2d Conv Veloce	1,280	3,840	6,400	14,400	22,400	32,000
1992 164, V-6						
4d Sed L	660	1,980	3,300	7,430	11,550	16,500
4d Sed S	880	2,640	4,400	9,900	15,400	22,000
1993 Spider, 4-cyl.						
2d Conv	1,080	3,240	5,400	12,150	18,900	27,000
2d Veloce Conv	1,280	3,840	6,400	14,400	22,400	32,000
1993 164, V-6						
4d Sed L	660	1,980	3,300	7,430	11,550	16,500
4d Sed S	880	2,640	4,400	9,900	15,400	22,000
1994 Spider, 4-cyl.						
2d Conv	1,080	3,240	5,400	12,150	18,900	27,000
2d Conv Veloce	1,200	3,600	6,000	13,500	21,000	30,000
1994 164, V-6						
4d Sed LS	660	1,980	3,300	7,430	11,550	16,500
4d Sed Quadrifoglio	1,600	4,800	8,000	18,000	28,000	40,000

ALLARD

	6	5	4	3	2	1
1946-49 J1, V-8, 100" wb						
2d Rds	12,000	36,000	60,000	135,000	210,000	300,000
1946-49 K1, V-8, 106" wb						
2d Rds	6,400	19,200	32,000	72,000	112,000	160,000
1946-49 L, V-8, 112" wb						
2d Tr	4,000	12,000	20,000	45,000	70,000	100,000
1946-49 M, V-8, 112" wb						
2d DHC	4,160	12,480	20,800	46,800	72,800	104,000
1950-51 J2, V-8, 100" wb						
2d Rds	15,000	45,000	75,000	168,750	262,500	375,000
1950-51 K2, V-8, 106" wb						
2d Rds	8,000	24,000	40,000	90,000	140,000	200,000
2d Spt Sed	3,000	9,000	15,000	33,750	52,500	75,000
1950-51 L, V-8, 112" wb						
2d Tr	4,000	12,000	20,000	45,000	70,000	100,000
1950-51 M, V-8, 112" wb						
2d DHC	4,200	12,600	21,000	47,250	73,500	105,000
1952-54 K3, V-8, 100" wb						
2d Rds	8,000	24,000	40,000	90,000	140,000	200,000
1952-54 J2X, V-8, 100" wb						
2d Rds	19,000	57,000	95,000	213,750	332,500	475,000
2d LeMans Rds	21,000	63,000	105,000	236,250	367,500	525,000
1952-54 JR, V-8, 96" wb						
2d Rds	10,000	30,000	50,000	112,500	175,000	250,000
1952-54 Monte Carlo/Safari, V-8, 112" wb						
2d M.C. Sed	4,000	12,000	20,000	45,000	70,000	100,000
2d Safari Wag	3,920	11,760	19,600	44,100	68,600	98,000
1952-54 Palm Beach, 4-cyl., 96" wb						
2d Rds	4,400	13,200	22,000	49,500	77,000	110,000
1952-54 Palm Beach, 6-cyl., 96" wb						
2d Rds	6,000	18,000	30,000	67,500	105,000	150,000
1955-59 Palm Beach, 4-cyl., 96" wb						
2d Rds	4,400	13,200	22,000	49,500	77,000	110,000
1955-59 Palm Beach, 6-cyl., 96" wb						
2d Rds	6,000	18,000	30,000	67,500	105,000	150,000

AMPHICAR

	6	5	4	3	2	1
1961 4-cyl., 43 hp, 83" wb						
2d Conv	4,600	13,800	23,000	51,750	80,500	115,000
1962 4-cyl., 43 hp, 83" wb						
2d Conv	4,600	13,800	23,000	51,750	80,500	115,000
1963 4-cyl., 43 hp, 83" wb						
2d Conv	4,600	13,800	23,000	51,750	80,500	115,000
1964 4-cyl., 43 hp, 83" wb						
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
1965 4-cyl., 43 hp, 83" wb						
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
1966 4-cyl., 43 hp, 83" wb						
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
1967-68 4-cyl., 43 hp, 83" wb						
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000

ASTON MARTIN

	6	5	4	3	2	1
1948-50 DBI, 4-cyl., 1970cc, 108" wb						
2S Rds (14 made)	920,000	2,760,000	4,600,000	10,350,000	16,100,000	23,000,000
1950-53 DB2, 6-cyl., 2580cc, 99" wb						
Saloon	10,000	30,000	50,000	112,500	175,000	250,000
DHC	16,000	48,000	80,000	180,000	280,000	400,000
Graber DHC (3 made)	value not estimable					
1951-53 DB3, 6-cyl., 2580/2922cc, 93" wb						
Racer (10 made)	value not estimable					
1953-55 DB2/4, 6-cyl., 292cc, 99" wb						
Saloon	10,000	30,000	50,000	112,500	175,000	250,000
DHC	16,000	48,000	80,000	180,000	280,000	400,000
DHC by Graber	24,000	72,000	120,000	270,000	420,000	600,000
Rds by Touring (2 made)	value not estimable					
1953-56 DB3S, 6-cyl., 2922cc, 87" wb						
Racer	value not estimable					
Cpe	20,000	60,000	100,000	225,000	350,000	500,000
1955-57 DB2/4, 6-cyl., 2922cc, 99" wb						
Mk II Saloon	8,000	24,000	40,000	90,000	140,000	200,000
Mk II DHC	16,000	48,000	80,000	180,000	280,000	400,000
Mk II FHC	10,000	30,000	50,000	112,500	175,000	250,000
Mk II Spider by Touring (2 made)	value not estimable					
1956-60 DBR, 6-cyl., 2493/2992/4164cc, 90" wb						
Racer (14 made)	value not estimable					
1957-59 DB, 6-cyl., 2922cc, 99" wb						
Mk III Saloon	8,000	24,000	40,000	90,000	140,000	200,000
Mk III DHC	16,000	48,000	80,000	180,000	280,000	400,000
Mk III FHC	10,000	30,000	50,000	112,500	175,000	250,000
1958-60 DB4, 6-cyl., 3670cc, 98" wb, Series 1						
Saloon	48,000	144,000	240,000	540,000	840,000	1,200,000
1959-63 DB4GT, 6-cyl., 3670cc, 93" wb						
Saloon	48,000	144,000	240,000	540,000	840,000	1,200,000
Cpe by Zagato	value not estimable					
Bertone (1 made)	value not estimable					
1960-61 DB4, 6-cyl., 3670cc, 98" wb, Series 2						
Saloon	48,000	144,000	240,000	540,000	840,000	1,200,000
1961 DB4, 6-cyl., 3670cc, 98" wb, Series 3						
Saloon	48,000	144,000	240,000	540,000	840,000	1,200,000
1961-62 DB4, 6-cyl., 3670cc, 98" wb, Series 4						
Saloon	4,800	14,400	24,000	54,000	84,000	120,000
DHC	60,000	180,000	300,000	675,000	1,050,000	1,500,000
1962-63 DB4, 6-cyl., 3670cc, 98" wb, Series 5						
Saloon	48,000	144,000	240,000	540,000	840,000	1,200,000
DHC	60,000	180,000	300,000	675,000	1,050,000	1,500,000
1963-65 DB5, 6-cyl., 3995cc, 98" wb						
Saloon	58,000	174,000	290,000	652,500	1,015,000	1,450,000
DHC	88,000	264,000	440,000	990,000	1,540,000	2,200,000
Radford Shooting Brake (12 made)	value not estimable					
Volante (37 made)	value not estimable					
1965-69 DB6, 6-cyl., 3995cc, 102" wb						
Saloon	16,000	48,000	80,000	180,000	280,000	400,000
Radford Shooting Brake (6 made)	value not estimable					
Volante	108,000	324,000	540,000	1,215,000	1,890,000	2,700,000
1967-72 6-cyl., 3995cc, 103" wb						
DBS Saloon	10,000	30,000	50,000	112,500	175,000	250,000
DBSC Saloon (2 made)	value not estimable					
1969-70 DB6, 6-cyl., 3995cc, 102" wb						
Mk II Saloon	10,000	30,000	50,000	112,500	175,000	250,000
Mk II Volante	value not estimable					
1970-72 DBSV8, V-8, 5340cc, 103" wb						
Saloon	10,000	30,000	50,000	112,500	175,000	250,000
Saloon by Ogle (2 built)	value not estimable					
1972-73 AM, 6-cyl., 3995cc, 103" wb						
Vantage Saloon (70 made)	value not estimable					
1972-73 AMV8, 5340cc, V-8, 103" wb, Series II						
Saloon	9,200	27,600	46,000	103,500	161,000	230,000
1973-78 AMV8, V-8, 5340cc, 103" wb, Series III						
Saloon	7,600	22,800	38,000	85,500	133,000	190,000
1977-78 AMV8, V-8, 5340cc, 103" wb						
Vantage Saloon	13,000	39,000	65,000	146,250	227,500	325,000
1979 AMV8, V-8, 5340cc, 103" wb						
2d Vantage Cpe	13,000	39,000	65,000	146,250	227,500	325,000
2d Volante Conv	20,000	60,000	100,000	225,000	350,000	500,000
4d Lagonda	5,080	15,240	25,400	57,150	88,900	127,000
1980 AMV8, V-8, 5340cc, 103" wb						
2d Vantage Cpe	13,000	39,000	65,000	146,250	227,500	325,000
2d Volante Conv	20,000	60,000	100,000	225,000	350,000	500,000
4d Lagonda	5,080	15,240	25,400	57,150	88,900	127,000
1981 AMV8, V-8, 5340cc, 103" wb						
2d Vantage Cpe	13,000	39,000	65,000	146,250	227,500	325,000
2d Volante Conv	20,000	60,000	100,000	225,000	350,000	500,000
4d Lagonda	5,080	15,240	25,400	57,150	88,900	127,000
1982 AMV8, V-8, 5340cc, 103" wb						
2d Vantage Cpe	13,000	39,000	65,000	146,250	227,500	325,000
2d Volante Conv	20,000	60,000	100,000	225,000	350,000	500,000
4d Lagonda	5,080	15,240	25,400	57,150	88,900	127,000
1983 AMV8, V-8, 5340cc, 103" wb						
2d Vantage Cpe	13,000	39,000	65,000	146,250	227,500	325,000
2d Volante Conv	20,000	60,000	100,000	225,000	350,000	500,000
4d Lagonda	5,080	15,240	25,400	57,150	88,900	127,000
1984 AMV8, V-8, 5340cc, 103" wb						
2d Vantage Cpe	13,000	39,000	65,000	146,250	227,500	325,000
2d Volante Conv	20,000	60,000	100,000	225,000	350,000	500,000
4d Lagonda	4,880	14,640	24,400	54,900	85,400	122,000
1985 V-8						
2d Vantage Cpe	13,000	39,000	65,000	146,250	227,500	325,000
2d Volante Conv	12,000	36,000	60,000	135,000	210,000	300,000
4d Lagonda	5,080	15,240	25,400	57,150	88,900	127,000

	6	5	4	3	2	1
1986 V-8						
2d Vantage Cpe	14,000	42,000	70,000	157,500	245,000	350,000
2d Volante Conv	20,400	61,200	102,000	229,500	357,000	510,000
4d Lagonda Saloon	5,080	15,240	25,400	57,150	88,900	127,000
1987 V-8						
2d Vantage Cpe	14,000	42,000	70,000	157,500	245,000	350,000
2d Volante Conv	20,400	61,200	102,000	229,500	357,000	510,000
4d Lagonda Saloon	5,080	15,240	25,400	57,150	88,900	127,000
1988 V-8						
2d Vantage Cpe	14,000	42,000	70,000	157,500	245,000	350,000
2d Volante Conv	20,400	61,200	102,000	229,500	357,000	510,000
4d Lagonda Saloon	5,080	15,240	25,400	57,150	88,900	127,000
1989 V-8						
2d Vantage Cpe	14,000	42,000	70,000	157,500	245,000	350,000
2d Volante Conv	20,400	61,200	102,000	229,500	357,000	510,000
4d Lagonda Saloon	5,080	15,240	25,400	57,150	88,900	127,000
1990 V-8						
2d Virage Cpe	2,400	7,200	12,000	27,000	42,000	60,000
1991 Virage						
2d Cpe	2,400	7,200	12,000	27,000	42,000	60,000
1992 Virage						
2d Cpe	2,400	7,200	12,000	27,000	42,000	60,000
1993 Virage						
2d Cpe	2,400	7,200	12,000	27,000	42,000	60,000
1993 Volante						
2d Conv	8,800	26,400	44,000	99,000	154,000	220,000
1994 Virage						
2d Cpe	2,400	7,200	12,000	27,000	42,000	60,000
1994 Volante						
2d Conv	8,800	26,400	44,000	99,000	154,000	220,000

AUDI

	6	5	4	3	2	1
1970 Super 90						
2d Sed	200	610	1,020	2,300	3,570	5,100
4d Sed	100	300	500	1,130	1,750	2,500
4d Sta Wag	120	360	600	1,350	2,100	3,000
1970 100 LS						
2d Sed	120	360	600	1,350	2,100	3,000
4d Sed	100	300	500	1,130	1,750	2,500
1971 Super 90						
2d Sed	120	360	600	1,350	2,100	3,000
4d Sed	100	300	500	1,130	1,750	2,500
4d Sta Wag	120	360	600	1,350	2,100	3,000
1971 100 LS						
2d Sed	120	350	580	1,310	2,030	2,900
4d Sed	100	300	500	1,130	1,750	2,500
1972 Super 90						
2d Sed	120	360	600	1,350	2,100	3,000
4d Sed	100	300	500	1,130	1,750	2,500
4d Sta Wag	120	360	600	1,350	2,100	3,000
1972 100						
2d Sed	120	350	580	1,310	2,030	2,900
4d Sed	100	300	500	1,130	1,750	2,500
1972 100 LS						
2d Sed	120	350	580	1,310	2,030	2,900
4d Sed	100	300	500	1,130	1,750	2,500
1972 100 GL						
2d Sed	120	370	620	1,400	2,170	3,100
4d Sed	110	320	540	1,220	1,890	2,700
1973 100						
2d Sed	120	350	580	1,310	2,030	2,900
4d Sed	100	300	500	1,130	1,750	2,500
1973 100 LS						
2d Sed	120	350	580	1,310	2,030	2,900
4d Sed	100	300	500	1,130	1,750	2,500
1973 100 GL						
2d Sed	120	370	620	1,400	2,170	3,100
4d Sed	110	320	540	1,220	1,890	2,700
1973 Fox						
2d Sed	360	1,080	1,800	4,050	6,300	9,000
4d Sed	340	1,020	1,700	3,830	5,950	8,500
1974 100 LS						
2d Sed	120	350	580	1,310	2,030	2,900
4d Sed	100	300	500	1,130	1,750	2,500
1974 Fox						
2d Sed	360	1,080	1,800	4,050	6,300	9,000
4d Sed	340	1,020	1,700	3,830	5,950	8,500
1975 100 LS						
2d Sed	120	350	580	1,310	2,030	2,900
4d Sed	100	300	500	1,130	1,750	2,500
1975 Fox						
2d Sed	360	1,080	1,800	4,050	6,300	9,000
4d Sed	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag	360	1,080	1,800	4,050	6,300	9,000
1976 100 LS						
2d Sed	120	350	580	1,310	2,030	2,900
4d Sed	100	300	500	1,130	1,750	2,500
1976 Fox						
2d Sed	360	1,080	1,800	4,050	6,300	9,000
4d Sed	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag	360	1,080	1,800	4,050	6,300	9,000
1977 Sedan						
2d	130	380	640	1,440	2,240	3,200
4d	110	340	560	1,260	1,960	2,800
1977 Fox						
2d Sed	360	1,080	1,800	4,050	6,300	9,000
4d Sed	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag	360	1,080	1,800	4,050	6,300	9,000
1978 5000						
4d Sed	150	440	740	1,670	2,590	3,700
1978 Fox						
2d Sed	360	1,080	1,800	4,050	6,300	9,000
4d Sed	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag	360	1,080	1,800	4,050	6,300	9,000
1979 5000						
4d Sed	200	600	1,000	2,250	3,500	5,000
4d Sed S	220	660	1,100	2,480	3,850	5,500
1979 Fox						
2d Sed	360	1,080	1,800	4,050	6,300	9,000
4d Sed	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag	360	1,080	1,800	4,050	6,300	9,000
1980 5000						
4d Sed	240	720	1,200	2,700	4,200	6,000
4d Sed S	270	800	1,340	3,020	4,690	6,700
4d Sed (Turbo)	300	900	1,500	3,380	5,250	7,500

	6	5	4	3	2	1
1980 4000						
2d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Sed	410	1,240	2,060	4,640	7,210	10,300
1981 5000						
4d Sed	200	600	1,000	2,250	3,500	5,000
4d Sed S	270	800	1,340	3,020	4,690	6,700
4d Sed (Turbo)	300	900	1,500	3,380	5,250	7,500
1981 4000						
2d Sed 4E	460	1,380	2,300	5,180	8,050	11,500
4d Sed 4E	390	1,180	1,960	4,410	6,860	9,800
2d Sed (5 plus 5)	480	1,440	2,400	5,400	8,400	12,000
2d Cpe	500	1,500	2,500	5,630	8,750	12,500
1982 5000						
4d Sed S	240	720	1,200	2,700	4,200	6,000
4d Sed (Turbo)	300	900	1,500	3,380	5,250	7,500
1982 4000						
2d Sed	460	1,380	2,300	5,180	8,050	11,500
4d Sed (Diesel)	320	960	1,600	3,600	5,600	8,000
4d Sed S	400	1,200	2,000	4,500	7,000	10,000
2d Cpe	500	1,500	2,500	5,630	8,750	12,500
1983 5000						
4d Sed S	240	720	1,200	2,700	4,200	6,000
4d Sed (Turbo)	300	900	1,500	3,380	5,250	7,500
4d Sed (Turbo Diesel)	300	910	1,520	3,420	5,320	7,600
1983 4000						
2d Sed	60	180	300	680	1,050	1,500
4d Sed S	400	1,200	2,000	4,500	7,000	10,000
4d Sed S (Diesel)	320	960	1,600	3,600	5,600	8,000
2d Cpe	520	1,560	2,600	5,850	9,100	13,000
2d Quattro Cpe (4x4)	2,000	6,000	10,000	22,500	35,000	50,000
1984 5000						
4d Sed S	240	720	1,200	2,700	4,200	6,000
4d Sed (Turbo)	300	900	1,500	3,380	5,250	7,500
4d Sta Wag S	280	840	1,400	3,150	4,900	7,000
1984 4000						
2d Sed S	460	1,380	2,300	5,180	8,050	11,500
4d Sed S	400	1,200	2,000	4,500	7,000	10,000
2d GT Cpe	600	1,800	3,000	6,750	10,500	15,000
4d Sed S Quattro (4x4)	1,600	4,800	8,000	18,000	28,000	40,000
2d Quattro Cpe (4x4)	1,800	5,400	9,000	20,250	31,500	45,000
1985 5000						
4d Sed S	240	720	1,200	2,700	4,200	6,000
4d Sed (Turbo)	300	900	1,500	3,380	5,250	7,500
4d Sta Wag S	280	840	1,400	3,150	4,900	7,000
1985 4000						
4d Sed S	460	1,380	2,300	5,180	8,050	11,500
2d GT Cpe	620	1,860	3,100	6,980	10,850	15,500
4d Sed S Quattro (4x4)	1,520	4,560	7,600	17,100	26,600	38,000
2d Quattro Cpe (4x4)	1,800	5,400	9,000	20,250	31,500	45,000
1986 5000						
4d Sed S	240	720	1,200	2,700	4,200	6,000
4d Sed CS (Turbo)	300	900	1,500	3,380	5,250	7,500
4d Sed CS Quattro (Turbo - 4x4)	1,600	4,800	8,000	18,000	28,000	40,000
4d Sta Wag S	300	900	1,500	3,380	5,250	7,500
4d Sta Wag CS Quattro (Turbo - 4x4)	1,600	4,800	8,000	18,000	28,000	40,000
1986 4000						
4d Sed S	460	1,380	2,300	5,180	8,050	11,500
2d GT Cpe	620	1,860	3,100	6,980	10,850	15,500
4d Sed CS Quattro (4x4)	1,600	4,800	8,000	18,000	28,000	40,000
1987 5000						
4d Sed S	460	1,380	2,300	5,180	8,050	11,500
4d Sed CS (Turbo)	300	900	1,500	3,380	5,250	7,500
4d Sed CS Quattro (Turbo - 4x4)	1,600	4,800	8,000	18,000	28,000	40,000
4d Sta Wag S	300	900	1,500	3,380	5,250	7,500
4d Sta Wag CS Quattro (Turbo - 4x4)	1,600	4,800	8,000	18,000	28,000	40,000
1987 4000						
4d Sed S	460	1,380	2,300	5,180	8,050	11,500
2d GT Cpe	620	1,860	3,100	6,980	10,850	15,500
4d Sed CS Quattro (4x4)	1,600	4,800	8,000	18,000	28,000	40,000
1988 5000						
4d Sed S	460	1,380	2,300	5,180	8,050	11,500
4d Sed CS (Turbo)	300	900	1,500	3,380	5,250	7,500
4d Sed S Quattro (4x4)	1,520	4,560	7,600	17,100	26,600	38,000
4d Sed CS Quattro (Turbo - 4x4)	1,600	4,800	8,000	18,000	28,000	40,000
4d Sta Wag S	300	900	1,500	3,380	5,250	7,500
4d Sta Wag CS Quattro (Turbo - 4x4)	1,600	4,800	8,000	18,000	28,000	40,000
1988 80 and 90						
4d Sed 80	360	1,080	1,800	4,050	6,300	9,000
4d Sed 90	370	1,100	1,840	4,140	6,440	9,200
4d Sed 80 Quattro (4x4)	370	1,100	1,840	4,140	6,440	9,200
4d Sed 90 Quattro	380	1,150	1,920	4,320	6,720	9,600
1989 100						
4d Sed E	310	940	1,560	3,510	5,460	7,800
4d Sed	350	1,060	1,760	3,960	6,160	8,800
4d Sed Quattro (4x4)	380	1,150	1,920	4,320	6,720	9,600
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1989 200						
4d Sed (Turbo)	370	1,100	1,840	4,140	6,440	9,200
4d Sed Quattro (Turbo - 4x4)	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag Quattro (Turbo - 4x4)	600	1,800	3,000	6,750	10,500	15,000
1990 80 and 90, 4 & 5-cyl.						
4d Sed 80	380	1,140	1,900	4,280	6,650	9,500
4d Sed 90	390	1,160	1,940	4,370	6,790	9,700
4d Sed 80 Quattro	390	1,160	1,940	4,370	6,790	9,700
4d Sed 90 Quattro	400	1,210	2,020	4,550	7,070	10,100
2d Cpe	560	1,680	2,800	6,300	9,800	14,000
1990 100						
4d Sed	370	1,120	1,860	4,190	6,510	9,300
4d Sed Quattro	400	1,210	2,020	4,550	7,070	10,100

	6	5	4	3	2	1
1990 200						
4d Sed Turbo	390	1,160	1,940	4,370	6,790	9,700
4d Sed 200T Quattro	420	1,270	2,120	4,770	7,420	10,600
4d Sta Wag 200T Quattro	440	1,320	2,200	4,950	7,700	11,000
4d Sed Quattro V-8	520	1,560	2,600	5,850	9,100	13,000
1991 80 and 90						
2d Cpe Quattro	920	2,760	4,600	10,350	16,100	23,000
4d Sed 80	400	1,200	2,000	4,500	7,000	10,000
4d Sed 90	410	1,220	2,040	4,590	7,140	10,200
4d Sed 80 Quattro	410	1,220	2,040	4,590	7,140	10,200
4d Sed 90 Quattro	420	1,270	2,120	4,770	7,420	10,600
1991 100						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sed Quattro	420	1,260	2,100	4,730	7,350	10,500
1991 200						
4d Sed Turbo	410	1,240	2,060	4,640	7,210	10,300
4d Sed Turbo Quattro	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag Turbo Quattro	460	1,380	2,300	5,180	8,050	11,500
4d Sed Quattro V-8	540	1,620	2,700	6,080	9,450	13,500
1992 80, 5-cyl.						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
4d Sed Quattro	430	1,280	2,140	4,820	7,490	10,700
1992 100, V-6						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
4d Sed S	430	1,280	2,140	4,820	7,490	10,700
4d Sed CS	440	1,310	2,180	4,910	7,630	10,900
4d Sed CS Quattro	440	1,330	2,220	5,000	7,770	11,100
4d Sed S4 (Turbo - 4x4)	800	2,400	4,000	9,000	14,000	20,000
4d Sed Quattro V-8	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag CS	500	1,500	2,500	5,630	8,750	12,500
1993 90, V-6						
4d Sed S	430	1,280	2,140	4,820	7,490	10,700
4d Sed CS	450	1,340	2,240	5,040	7,840	11,200
4d Quattro Sed	460	1,390	2,320	5,220	8,120	11,600
1993 100, V-6						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sed S	410	1,230	2,050	4,610	7,180	10,250
4d Sed CS	420	1,250	2,080	4,680	7,280	10,400
4d Sed CS Quattro	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag CS Quattro	500	1,500	2,500	5,630	8,750	12,500
4d Sed (4x4)	480	1,440	2,400	5,400	8,400	12,000
4d Quattro Sed V-8	560	1,680	2,800	6,300	9,800	14,000
1994 90, V-6						
4d Sed S	440	1,320	2,200	4,950	7,700	11,000
4d Sed CS	460	1,380	2,300	5,180	8,050	11,500
4d Sed Quattro Spt	470	1,420	2,360	5,310	8,260	11,800
1994 Cabriolet, V-6						
2d Conv	720	2,160	3,600	8,100	12,600	18,000
1994 100, V-6						
4d Sed S	420	1,260	2,100	4,730	7,350	10,500
4d Sed CS	430	1,280	2,130	4,790	7,460	10,650
4d Sed CS Quattro	450	1,350	2,250	5,060	7,880	11,250
4d Sta Wag S	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag CS Quattro	510	1,530	2,550	5,740	8,930	12,750
1994 S4, 5-cyl.						
4d Sed (4x4)	2,200	6,600	11,000	24,750	38,500	55,000
1994 Quattro, V-8						
4d Sed	2,400	7,200	12,000	27,000	42,000	60,000
1995 90, V-6						
4d Sed	440	1,330	2,220	5,000	7,770	11,100
4d Sed Spt	460	1,370	2,280	5,130	7,980	11,400
4d Sed Quattro	470	1,400	2,340	5,270	8,190	11,700
4d Sed Quattro Spt	480	1,440	2,400	5,400	8,400	12,000
1995 Cabriolet, V-6						
2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
1995 A6, V-6						
4d Sed	230	700	1,160	2,610	4,060	5,800
4d Sed Quattro	280	850	1,420	3,200	4,970	7,100
4d Sta Wag	440	1,310	2,180	4,910	7,630	10,900
4d Sta Wag Quattro	500	1,500	2,500	5,630	8,750	12,500
1995 S6, 5-cyl. Turbo						
4d Sed (AWD)	640	1,920	3,200	7,200	11,200	16,000
4d Sta Wag (AWD)	660	1,980	3,300	7,430	11,550	16,500
1996 A4, V-6						
4d Sed 2.8	160	480	800	1,800	2,810	4,010
4d Sed 2.8 Quattro	180	540	900	2,030	3,150	4,500
1996 Cabriolet, V-6						
2d Conv	440	1,320	2,200	4,950	7,700	11,000
1996 A6, V-6						
4d Sed	240	720	1,200	2,700	4,200	6,000
4d Sed Quattro	290	880	1,460	3,290	5,110	7,300
4d Sta Wag	450	1,360	2,260	5,090	7,910	11,300
4d Sta Wag Quattro	510	1,540	2,560	5,760	8,960	12,800
1997 A4, Turbo 4-cyl.						
4d Sed 1.8	300	910	1,520	3,420	5,320	7,600
4d Sed 1.8 Quattro	570	1,720	2,860	6,440	10,010	14,300
1997 A4, V-6						
4d Sed 2.8 Quattro	200	600	1,000	2,250	3,500	5,000
1997 Cabriolet, V-6						
2d Conv	450	1,360	2,260	5,090	7,910	11,300
1997 A6, V-6						
4d Sed	240	720	1,200	2,700	4,200	6,000
4d Sed Quattro	290	880	1,460	3,290	5,110	7,300
4d Sta Wag	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag Quattro	510	1,520	2,540	5,720	8,890	12,700
1997 A8, V-8						
4d Sed 3.7	280	830	1,380	3,110	4,830	6,900
4d Sed 4.2 Quattro	400	1,200	2,000	4,500	7,000	10,000
1998 A4, Turbo, 4-cyl.						
4d Sed 1.8	310	940	1,560	3,510	5,460	7,800
4d Sed 1.8 Quattro	580	1,740	2,900	6,530	10,150	14,500
1998 A4, V-6						
4d Sed 2.8	270	820	1,360	3,060	4,760	6,800
4d Sed 2.8 Quattro	320	960	1,600	3,600	5,600	8,000
4d Sta Wag 2.8	390	1,180	1,960	4,410	6,860	9,800
4d Sta Wag 2.8 Quattro	400	1,200	2,000	4,500	7,000	10,000
1998 Cabriolet, V-6						
2d Conv	460	1,370	2,280	5,130	7,980	11,400
1998 A6, V-6						
4d Sed	250	740	1,240	2,790	4,340	6,200
4d Sed Quattro	300	900	1,500	3,380	5,250	7,500

	6	5	4	3	2	1
4d Sta Wag	450	1,360	2,270	5,110	7,950	11,350
4d Sta Wag Quattro	520	1,560	2,600	5,850	9,100	13,000
1998 A8, V-8						
4d Sed 3.7	280	850	1,420	3,200	4,970	7,100
4d Sed 4.2 Quattro	410	1,220	2,040	4,590	7,140	10,200
1999 A4, Turbo 4-cyl.						
4d Sed 1.8	280	830	1,380	3,110	4,830	6,900
4d Sed 1.8 Quattro	400	1,200	2,000	4,500	7,000	10,000
4d Avant 1.8 Sta Wag Quattro	370	1,100	1,840	4,140	6,440	9,200
1999 A4, V-6						
4d Sed 2.8	280	840	1,400	3,150	4,900	7,000
4d Sed 2.8 Quattro	330	980	1,640	3,690	5,740	8,200
4d Avant 2.8 Sta Wag Quattro	410	1,220	2,040	4,590	7,140	10,200
1999 A6, V-6						
4d Sed	260	770	1,280	2,880	4,480	6,400
4d Sed Quattro	310	920	1,540	3,470	5,390	7,700
4d Avant Sta Wag Quattro	530	1,580	2,640	5,940	9,240	13,200
1999 A8, V-8						
4d Sed 3.7	420	1,250	2,080	4,680	7,280	10,400
4d Sed 4.2 Quattro	430	1,300	2,160	4,860	7,560	10,800
2000 A4, Turbo 4-cyl.						
4d Sed 1.8	310	940	1,560	3,510	5,460	7,800
4d Sed 1.8 Quattro	580	1,740	2,900	6,530	10,150	14,500
4d Avant 1.8 Sta Wag Quattro	600	1,800	3,000	6,750	10,500	15,000
2000 A4, V-6						
4d Sed 2.8	290	860	1,440	3,240	5,040	7,200
4d Sed 2.8 Quattro	310	940	1,560	3,510	5,460	7,800
4d Avant 2.8 Sta Wag Quattro	420	1,260	2,100	4,730	7,350	10,500
2000 S4, Turbo V-6						
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
2000 TT, 4-cyl.						
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Cpe Quattro	880	2,640	4,400	9,900	15,400	22,000
2000 A6, V-6						
4d Sed	260	790	1,320	2,970	4,620	6,600
4d Sed Quattro	320	950	1,580	3,560	5,530	7,900
4d Avant Sta Wag Quattro	460	1,380	2,300	5,180	8,050	11,500
NOTE: Add 5% for optional turbo V-6. Add 10% for optional V-8.						
2000 A8, V-8						
4d Sed 4.2 Quattro	310	940	1,560	3,510	5,460	7,800

AUSTIN

	6	5	4	3	2	1
1947-48 A40, 4-cyl., 40 hp, 92.5" wb						
2d Dorset Sed	550	1,700	2,800	6,300	9,800	14,000
2d Devon Sed	550	1,700	2,800	6,300	9,800	14,000
1949 A40, 4-cyl., 40 hp, 92.5" wb						
2d Dorset Sed	550	1,700	2,800	6,300	9,800	14,000
2d Devon Sed	550	1,700	2,800	6,300	9,800	14,000
2d Countryman Wag	580	1,740	2,900	6,530	10,150	14,500
1949 A90 Atlantic, 4-cyl., 88 hp, 96" wb						
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
1949 A125 Sheerline, 6-cyl., 125 hp, 119" wb						
4d Sed	600	1,850	3,100	6,980	10,900	15,500
1950 A40 Devon, 4-cyl., 40 hp, 92.5" wb						
4d Mk II Sed	550	1,700	2,800	6,300	9,800	14,000
4d DeL Sed	550	1,700	2,800	6,300	9,800	14,000
1950 A40 Countryman, 4-cyl., 40 hp, 92.5" wb						
2d Sta Wag	1,160	3,480	5,800	13,050	20,300	29,000
1950 A90 Atlantic, 4-cyl., 88 hp, 96" wb						
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
1950 A125 Sheerline, 6-cyl., 125 hp, 119" wb						
4d Sed	650	1,900	3,200	7,200	11,200	16,000
1951 A40 Devon, 4-cyl., 40 hp, 92.5" wb						
4d Mk II Sed	550	1,600	2,700	6,080	9,450	13,500
4d DeL Sed	550	1,700	2,800	6,300	9,800	14,000
1951 A40 Countryman, 4-cyl., 40 hp, 92.5" wb						
2d Sta Wag	1,160	3,480	5,800	13,050	20,300	29,000
1951 A90 Atlantic, 4-cyl., 88 hp, 96" wb						
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
2d Spt Sed	800	2,400	4,000	9,000	14,000	20,000
1951 A125 Sheerline, 6-cyl., 125 hp, 119" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
1952 A40 Somerset, 4-cyl., 42/50 hp, 92.5" wb						
2d Conv	860	2,570	4,290	9,650	15,020	21,450
2d Spt Conv	880	2,640	4,400	9,900	15,400	22,000
4d Sed	560	1,680	2,800	6,300	9,800	14,000
1952 A40 Countryman, 4-cyl., 42 hp, 92.5" wb						
2d Sta Wag	1,160	3,480	5,800	13,050	20,300	29,000
1952 A90 Atlantic, 4-cyl., 88 hp, 96" wb						
2d Spt Sed	800	2,400	4,000	9,000	14,000	20,000
1952 A125 Sheerline, 6-cyl., 125 hp, 119" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
1953 A30 "Seven", 4-cyl., 30 hp, 79.5" wb						
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
1953 A40 Somerset, 4-cyl., 42/50 hp, 92.5" wb						
2d Conv	860	2,570	4,290	9,650	15,020	21,450
2d Spt Conv	880	2,640	4,400	9,900	15,400	22,000
4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
1953 A40 Countryman, 4-cyl., 42 hp, 92.5" wb						
2d Sta Wag	650	2,000	3,300	7,430	11,600	16,500
1954 A30 "Seven", 4-cyl., 30 hp, 79.5" wb						
2d 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
1954 A40 Somerset, 4-cyl., 42/50 hp, 92.5" wb						
2d Conv	860	2,570	4,290	9,650	15,020	21,450
4d Sed	560	1,680	2,800	6,300	9,800	14,000
1954 A40 Countryman, 4-cyl., 42 hp, 92.5" wb						
2d Sta Wag	1,160	3,480	5,800	13,050	20,300	29,000
1955 A50 Cambridge, 4-cyl., 50 hp, 99" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
1955 A90 Westminster, 6-cyl., 85 hp, 103" wb						
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
1956 A50 Cambridge, 4-cyl., 50 hp, 99" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
1956 A90 Westminster, 6-cyl., 85 hp, 103" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
1957 A35, 4-cyl., 34 hp, 79" wb						
2d Sed	320	950	1,580	3,560	5,530	7,900
1957 A55 Cambridge, 4-cyl., 51 hp, 99" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000

	6	5	4	3	2	1
1957 A95 Westminster, 6-cyl., 92 hp, 106" wb						
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
1958 A35, 4-cyl., 34 hp, 79" wb						
2d Sed	320	950	1,580	3,560	5,530	7,900
1958 A55 Cambridge, 4-cyl., 51 hp, 99" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
1959 A35, 4-cyl., 34 hp, 79" wb						
2d Sed	320	950	1,580	3,560	5,530	7,900
1959 A40, 4-cyl., 34 hp, 83" wb						
2d Std Sed	560	1,680	2,800	6,300	9,800	14,000
2d DeL Sed	640	1,920	3,200	7,200	11,200	16,000
1959 A55 Cambridge, 4-cyl., 51 hp, 99" wb						
4d Sed	940	2,820	4,700	10,580	16,450	23,500
1959 A55 Mk II, 4-cyl., 51 hp, 99" wb						
4d Sed	350	1,000	1,650	3,740	5,800	8,300
1960 850 Mini, 4-cyl., 37 hp, 80" wb						
2d Sed	940	2,820	4,700	10,580	16,450	23,500
1960 A40, 4-cyl., 34 hp, 83" wb						
2d Std Sed	560	1,680	2,800	6,300	9,800	14,000
2d DeL Sed	640	1,920	3,200	7,200	11,200	16,000
1960 A55 Mk II, 4-cyl., 51 hp, 99" wb						
4d Sed	330	1,000	1,660	3,740	5,810	8,300
1960 A99 Westminster, 6-cyl., 112 hp, 108" wb						
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
1961 850 Mini, 4-cyl., 37 hp, 80" wb						
2d Sed	940	2,820	4,700	10,580	16,450	23,500
1961 Mini Cooper, 4-cyl., 55 hp, 80" wb						
2d Sed	1,280	3,840	6,400	14,400	22,400	32,000
1961 A40, 4-cyl., 34 hp, 83" wb						
2d Std Sed	560	1,680	2,800	6,300	9,800	14,000
2d DeL Sed	640	1,920	3,200	7,200	11,200	16,000
2d Std Sta Wag	600	1,800	3,000	6,750	10,500	15,000
2d DeL Sta Wag	680	2,040	3,400	7,650	11,900	17,000
1961 A55 Mk II, 4-cyl., 51 hp, 99" wb						
4d Sed	330	1,000	1,660	3,740	5,810	8,300
1961 A99 Westminster, 6-cyl., 112 hp, 108" wb						
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
1962 850 Mini, 4-cyl., 37 hp, 80" wb						
2d Sed	940	2,820	4,700	10,580	16,450	23,500
1962 Mini Cooper, 4-cyl., 55 hp, 80" wb						
2d Sed	1,280	3,840	6,400	14,400	22,400	32,000
1962 A40, 4-cyl., 34 hp, 83" wb						
2d Sed	560	1,680	2,800	6,300	9,800	14,000
1962 A55 Mk II, 4-cyl., 51 hp, 99" wb						
4d Sed	330	1,000	1,660	3,740	5,810	8,300
1963 850 Mini, 4-cyl., 37 hp, 80" wb						
2d Sed	960	2,880	4,800	10,800	16,800	24,000
2d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
1963 850 Mini Cooper, 4-cyl., 56 hp, 80" wb						
2d Sed	1,280	3,840	6,400	14,400	22,400	32,000
1963 850 Mini Cooper "S", 4-cyl., 75 hp, 80" wb						
2d Sed	2,200	6,600	11,000	24,750	38,500	55,000
1963 A60, 4-cyl., 68 hp, 100" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d Countryman	1,200	3,600	6,000	13,500	21,000	30,000
1964 850 Mini, 4-cyl., 37 hp, 80" wb						
2d Sed	960	2,880	4,800	10,800	16,800	24,000
2d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
1964 850 Mini Cooper, 4-cyl., 56 hp, 80" wb						
2d Sed	1,280	3,840	6,400	14,400	22,400	32,000
1964 850 Mini Cooper "S", 4-cyl., 75 hp, 80" wb						
2d Sed	2,200	6,600	11,000	24,750	38,500	55,000
1964 A60, 4-cyl., 68 hp, 100" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d Countryman	1,200	3,600	6,000	13,500	21,000	30,000
1964 Mk II Princess, 6-cyl., 175 hp, 110" wb						
4d Sed	770	2,310	3,850	8,660	13,480	19,250
1965 850 Mini, 4-cyl., 34 hp, 80" wb						
2d Sed	960	2,880	4,800	10,800	16,800	24,000
1965 850 Mini Cooper "S", 4-cyl., 75 hp, 80" wb						
2d Sed	2,200	6,600	11,000	24,750	38,500	55,000
1965 Mk II Princess, 6-cyl., 175 hp, 110" wb						
4d Sed	770	2,310	3,850	8,660	13,480	19,250
1966 850 Mini, 4-cyl., 34 hp, 80" wb						
2d Sed	960	2,880	4,800	10,800	16,800	24,000
1966 850 Mini Cooper "S", 4-cyl., 75 hp, 80" wb						
2d Sed	2,200	6,600	11,000	24,750	38,500	55,000
1966 Mk II Princess "R", 6-cyl., 175 hp, 110" wb						
4d Sed	770	2,310	3,850	8,660	13,480	19,250
1967 850 Mini Cooper "S", 4-cyl., 75 hp, 80" wb						
2d Sed	2,200	6,600	11,000	24,750	38,500	55,000
1968 850 Mini Cooper "S", 4-cyl., 75 hp, 80" wb						
2d Sed	840	2,520	4,200	9,450	14,700	21,000
1968 America, 4-cyl., 58 hp, 93" wb						
2d Sed	440	1,320	2,200	4,950	7,700	11,000
1969 America, 4-cyl., 58 hp, 93" wb						
2d Sed	200	650	1,100	2,480	3,850	5,500
1970 America, 4-cyl., 58 hp, 93" wb						
2d Sed	200	650	1,100	2,480	3,850	5,500
1971 America, 4-cyl., 58 hp, 93" wb						
2d Sed	200	650	1,100	2,480	3,850	5,500
1972						
NOTE: No Austins imported in 1972.						
1973 Marina, 4-cyl., 68 hp, 96" wb						
2d GT Sed	440	1,320	2,200	4,950	7,700	11,000
4d Sed	420	1,270	2,120	4,770	7,420	10,600
1974 Marina, 4-cyl., 68 hp, 96" wb						
2d GT Sed	200	650	1,100	2,480	3,850	5,500
4d Sed	200	650	1,050	2,390	3,700	5,300
1975 Marina, 4-cyl., 68 hp, 96" wb						
2d GT Sed	200	650	1,100	2,480	3,850	5,500
4d Sed	200	650	1,050	2,390	3,700	5,300

AUSTIN-HEALEY

	6	5	4	3	2	1
1953-56 "100", 4-cyl., 90 hp, 90" wb						
Rds	310	930	1,550	3,490	5,430	7,750
1956 "100-6", 6-cyl., 102 hp, 92" wb						
Rds	7,400	22,200	37,000	83,250	129,500	185,000
1957 "100-6", 6-cyl., 102 hp, 92" wb						
Rds	7,400	22,200	37,000	83,250	129,500	185,000
1958 "100-6", 6-cyl., 117 hp, 92" wb						
Rds	3,400	10,200	17,000	38,250	59,500	85,000
1958 Sprite Mk I, 4-cyl., 43 hp, 80" wb						
Rds	1,340	4,020	6,700	15,080	23,450	33,500
1959 "100-6", 6-cyl., 117 hp, 92" wb						
Rds	7,400	22,200	37,000	83,250	129,500	185,000
1959 Sprite Mk I, 4-cyl., 43 hp, 80" wb						
Rds	1,340	4,020	6,700	15,080	23,450	33,500
1960 "3000" Mk I, 6-cyl., 124 hp, 92" wb						
Rds	2,640	7,920	13,200	29,700	46,200	66,000
1960 Sprite Mk I, 4-cyl., 43 hp, 80" wb						
Rds	1,340	4,020	6,700	15,080	23,450	33,500
1961 "3000" Mk I, 6-cyl., 124 hp, 92" wb						
Rds	2,640	7,920	13,200	29,700	46,200	66,000
1961 "3000" Mk II, 6-cyl., 132 hp, 92" wb						
Rds	2,500	7,500	12,500	28,130	43,750	62,500
1961 Sprite Mk I, 4-cyl., 43 hp, 80" wb						
Rds	1,340	4,020	6,700	15,080	23,450	33,500
1961 Sprite Mk II, 4-cyl., 46 hp, 80" wb						
Rds	710	2,130	3,550	7,990	12,430	17,750
1962 "3000" Mk II, 6-cyl., 132 hp, 92" wb						
Rds	2,500	7,500	12,500	28,130	43,750	62,500
1962 Sprite Mk II, 4-cyl., 46 hp, 80" wb						
Conv	710	2,130	3,550	7,990	12,430	17,750
1963 "3000 Mk II, 6-cyl., 132 hp, 92" wb						
Conv	2,500	7,500	12,500	28,130	43,750	62,500
1963 Sprite Mk II, 4-cyl., 56 hp, 80" wb						
Rds	710	2,130	3,550	7,990	12,430	17,750
1964 "3000" Mk II, 6-cyl., 132 hp, 92" wb						
Conv	2,500	7,500	12,500	28,130	43,750	62,500
1964 "3000" Mk III, 6-cyl., 150 hp, 92" wb						
Conv	3,400	10,200	17,000	38,250	59,500	85,000
1964 Sprite Mk II, 4-cyl., 56 hp, 80" wb						
Rds	710	2,130	3,550	7,990	12,430	17,750
1965 "3000" Mk III, 6-cyl., 150 hp, 92" wb						
Conv	3,400	10,200	17,000	38,250	59,500	85,000
1965 Sprite Mk III, 4-cyl., 59 hp, 80" wb						
Conv	710	2,130	3,550	7,990	12,430	17,750
1966 "3000" Mk III, 6-cyl., 150 hp, 92" wb						
Conv	3,400	10,200	17,000	38,250	59,500	85,000
1966 Sprite Mk III, 4-cyl., 59 hp, 80" wb						
Conv	710	2,130	3,550	7,990	12,430	17,750
1967 "3000" Mk III, 6-cyl., 150 hp, 92" wb						
Conv	3,400	10,200	17,000	38,250	59,500	85,000
1967 Sprite Mk III, 4-cyl., 59 hp, 80" wb						
Conv	710	2,130	3,550	7,990	12,430	17,750
1967 Sprite Mk III, 4-cyl. 59 hp 80" wb						
2d Rds	3,400	10,200	17,000	38,250	59,500	85,000
2d Rds	710	2,130	3,550	7,990	12,430	17,750
1968 Sprite Mk III, 4-cyl., 59 hp, 80" wb						
2d Rds	710	2,130	3,550	7,990	12,430	17,750

BENTLEY

	6	5	4	3	2	1
1951-52 Mk VI, 6-cyl., 4566cc, 120" wb						
Std Steel Saloon	2,000	6,000	10,000	22,500	35,000	50,000
1951-52 Abbott						
DHC	6,800	20,400	34,000	76,500	119,000	170,000
FHC	3,200	9,600	16,000	36,000	56,000	80,000
1951-52 Facel						
FHC	2,800	8,400	14,000	31,500	49,000	70,000
1951-52 Franay						
Sedanca Cpe	3,600	10,800	18,000	40,500	63,000	90,000
1951-52 Freestone & Webb						
Cpe	3,800	11,400	19,000	42,750	66,500	95,000
Saloon	3,520	10,560	17,600	39,600	61,600	88,000
1951-52 Graber						
Cpe	6,000	18,000	30,000	67,500	105,000	150,000
1951-52 Gurney Nutting						
Sedanca Cpe	4,000	12,000	20,000	45,000	70,000	100,000
1951-52 Hooper						
Cpe	3,400	10,200	17,000	38,250	59,500	85,000
Saloon	3,800	11,400	19,000	42,750	66,500	95,000
Sedanca Cpe	4,200	12,600	21,000	47,250	73,500	105,000
1951-52 H.J. Mulliner						
DHC	7,200	21,600	36,000	81,000	126,000	180,000
2d Saloon	3,400	10,200	17,000	38,250	59,500	85,000
4d Saloon	3,200	9,600	16,000	40,000	56,000	80,000
1951-52 Park Ward						
DHC	7,320	21,960	36,600	82,350	128,100	183,000
Cpe	3,760	11,280	18,800	42,300	65,800	94,000
Saloon	2,100	6,300	10,500	23,630	36,750	52,500
1951-52 Radford						
Countryman	4,600	13,800	23,000	51,750	80,500	115,000
1951-52 Windovers						
2d Saloon	3,400	10,200	17,000	38,250	59,500	85,000
1951-52 Worlaufen						
DHC	6,000	18,000	30,000	67,500	105,000	150,000
1951-52 James Young						
Clubman Cpe	11,200	33,600	56,000	126,000	196,000	280,000
Saloon	2,880	8,640	14,400	32,400	50,400	72,000
Spt Saloon	3,200	9,600	16,000	36,000	56,000	80,000
NOTE: Deduct 30% for RHD.						
1952-55 R Type, 6-cyl., 4566cc, 120" wb						
NOTE: Numbers produced in ( ).						
Std Steel Saloon	3,280	9,840	16,400	36,900	57,400	82,000
1952-55 Abbott (16)						
Continental	6,800	20,400	34,000	76,500	119,000	170,000
DHC	6,800	20,400	34,000	76,500	119,000	170,000
1952-55 Frankdale						
Saloon	3,440	10,320	17,200	38,700	60,200	86,000
1952-55 Freestone & Webb (29)						
Saloon	3,520	10,560	17,600	39,600	61,600	88,000
1952-55 Franay (2)						
Cpe	4,000	12,000	20,000	45,000	70,000	100,000
1952-55 Hooper (41)						
4d Saloon	3,160	9,480	15,800	35,550	55,300	79,000
2d Saloon	3,360	10,080	16,800	37,800	58,800	84,000
Sedanca Cpe	4,000	12,000	20,000	45,000	70,000	100,000
1952-55 Graber (7) H.J. Mulliner (67)						
DHC	10,000	30,000	50,000	112,500	175,000	250,000
Saloon	3,800	11,400	19,000	42,750	66,500	95,000
1952-55 Radford (20)						
Countryman	2,840	8,520	14,200	31,950	49,700	71,000
1952-55 Park Ward (50)						
FHC	4,000	12,000	20,000	45,000	70,000	100,000
DHC	6,400	19,200	32,000	72,000	112,000	160,000
Saloon	3,280	9,840	16,400	36,900	57,400	82,000
1952-55 James Young (69)						
Cpe	3,240	9,720	16,200	36,450	56,700	81,000
Saloon	3,160	9,480	15,800	35,550	55,300	79,000
Sedanca Cpe	3,800	11,400	19,000	42,750	66,500	95,000

	6	5	4	3	2	1
1952-55 R Type Continental 6-cyl., 4566cc (A-C series), 4887cc (D-E series) Bertone, 120" wb						
Saloon	64,000	192,000	320,000	720,000	1,120,000	1,600,000
1952-55 Farina						
Cpe (1)			value not estimable			
Franay (5)			value not estimable			
Graber (3)			value not estimable			
1952-55 J.H. Mulliner						
Cpe (193)	4,000	12,000	20,000	45,000	70,000	100,000
Park Ward (6)			value not estimable			
Cpe (2)			value not estimable			
DHC (4)			value not estimable			
NOTE: Deduct 30% for RHD.						
1955-59 S1 Type, 6-cyl., 4887cc, 123" wb, 127" wb						
Std Steel Saloon	2,020	6,060	10,100	22,730	35,350	50,500
LWB Saloon (after 1957)	3,000	9,000	15,000	33,750	52,500	75,000
1955-59 Freestone & Webb						
Saloon	3,640	10,920	18,200	40,950	63,700	91,000
1955-59 Graber						
DHC	10,000	30,000	50,000	112,500	175,000	250,000
1955-59 Hooper						
Saloon	1,000	3,000	5,000	11,250	17,500	25,000
1955-59 H.J. Mulliner						
Saloon	4,200	12,600	21,000	47,250	73,500	105,000
Limo (5)	4,280	12,840	21,400	48,150	74,900	107,000
1955-59 Park Ward						
FHC	4,800	14,400	24,000	54,000	84,000	120,000
1955-59 James Young						
Saloon	3,600	10,800	18,000	40,500	63,000	90,000
1955-59 S1 Type Continental, 6-cyl., 4887cc Franay, 123" wb						
Cpe	12,000	36,000	60,000	135,000	210,000	300,000
1955-59 Graber						
DHC	10,000	30,000	50,000	112,500	175,000	250,000
1955-59 Hooper						
Saloon (6)	3,600	10,800	18,000	40,500	63,000	90,000
1955-59 H.J. Mulliner						
Cpe	14,000	42,000	70,000	157,500	245,000	350,000
DHC	6,000	18,000	30,000	67,500	105,000	150,000
Spt Saloon	1,840	5,520	9,200	20,700	32,200	46,000
Flying Spur (after 1957)	7,400	22,200	37,000	83,250	129,500	185,000
1955-59 Park Ward						
DHC	10,600	31,800	53,000	119,250	185,500	265,000
Spt Saloon	4,400	13,200	22,000	49,500	77,000	110,000
1955-59 James Young						
Saloon	2,800	8,400	14,000	31,500	49,000	70,000
NOTE: Deduct 30% for RHD.						
1959-62 S2 Type V-8, 6230cc, 123" wb, 127" wb						
Std Steel Saloon	2,800	8,400	14,000	31,500	49,000	70,000
LWB Saloon	3,000	9,000	15,000	33,750	52,500	75,000
Franay	4,000	12,000	20,000	45,000	70,000	100,000
Graber	4,000	12,000	20,000	45,000	70,000	100,000
Hooper	3,640	10,920	18,200	40,950	63,700	91,000
1959-62 H.J. Mulliner						
DHC (15)	8,320	24,960	41,600	93,600	145,600	208,000
1959-62 Park Ward						
DHC	6,000	18,000	30,000	67,500	105,000	150,000
1959-62 Radford						
Countryman	280	850	1,420	3,200	4,970	7,100
1959-62 James Young						
Limo (5)	10,000	30,000	50,000	112,500	175,000	250,000
1959-62 S2 Type Continental, V-8, 6230cc H.J. Mulliner, 123" wb						
Flying Spur	5,000	15,000	25,000	56,250	87,500	125,000
Flying Spur	7,000	21,000	35,000	78,750	122,500	175,000
1959-62 James Young						
Saloon	4,400	13,200	22,000	49,500	77,000	110,000
NOTE: Deduct 30% for RHD.						
1962-65 S3 Type V-8, 6230cc, 123" wb, 127" wb						
Std Steel Saloon	2,800	8,400	14,000	31,500	49,000	70,000
LWB Saloon	3,280	9,840	16,400	36,900	57,400	82,000
1962-65 H.J. Mulliner						
Cpe	3,640	10,920	18,200	40,950	63,700	91,000
DHC	6,080	18,240	30,400	68,400	106,400	152,000
1962-65 Park Ward						
Cpe	4,640	13,920	23,200	52,200	81,200	116,000
DHC	6,400	19,200	32,000	72,000	112,000	160,000
1962-65 James Young						
LWB Limo	6,000	18,000	30,000	67,500	105,000	150,000
1962-65 S3 Continental, V-8, 6230cc H.J. Mulliner-Park Ward, 123" wb						
Cpe	5,200	15,600	26,000	58,500	91,000	130,000
DHC	8,200	24,600	41,000	92,250	143,500	205,000
Flying Spur	9,600	28,800	48,000	108,000	168,000	240,000
1962-65 James Young						
Cpe	3,880	11,640	19,400	43,650	67,900	97,000
Saloon	4,160	12,480	20,800	46,800	72,800	104,000
NOTE: Add 10% for factory sunroof. Deduct 30% for RHD.						
1966 James Young						
James Young 2d	2,240	6,720	11,200	25,200	39,200	56,000
Park Ward 2d	2,400	7,200	12,000	27,000	42,000	60,000
1967 James Young						
James Young 2d	2,240	6,720	11,200	25,200	39,200	56,000
Park Ward 2d	2,400	7,200	12,000	27,000	42,000	60,000
Park Ward 2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
T 4d	1,520	4,560	7,600	17,100	26,600	38,000
1968 James Young						
Park Ward 2d	2,400	7,200	12,000	27,000	42,000	60,000
Park Ward 2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
T 4d	1,520	4,560	7,600	17,100	26,600	38,000
1969 James Young						
Park Ward 2d	2,400	7,200	12,000	27,000	42,000	60,000
Park Ward 2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
T 4d	1,640	4,920	8,200	18,450	28,700	41,000
1970 James Young						
Park Ward 2d	3,280	9,840	16,400	36,900	57,400	82,000
Park Ward 2d Conv	4,320	12,960	21,600	48,600	75,600	108,000
T 4d	1,680	5,040	8,400	18,900	29,400	42,000
1971 James Young						
T 4d	1,640	4,920	8,200	18,450	28,700	41,000
1972 James Young						
T 4d	1,640	4,920	8,200	18,450	28,700	41,000
1973 James Young						
T 4d	1,640	4,920	8,200	18,450	28,700	41,000
1974 James Young						
T 4d	1,680	5,040	8,400	18,900	29,400	42,000

	6	5	4	3	2	1
1975 James Young						
T 4d	1,680	5,040	8,400	18,900	29,400	42,000
1976 James Young						
T 4d	1,720	5,160	8,600	19,350	30,100	43,000
1977 James Young						
T2 4d	1,600	4,800	8,000	18,000	28,000	40,000
Corniche 2d	2,600	7,800	13,000	29,250	45,500	65,000
Corniche 2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
1978 James Young						
T2 4d	1,600	4,800	8,000	18,000	28,000	40,000
Corniche 2d	2,600	7,800	13,000	29,250	45,500	65,000
Corniche 2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
1979 James Young						
T2 4d	1,600	4,800	8,000	18,000	28,000	40,000
Corniche 2d	2,600	7,800	13,000	29,250	45,500	65,000
Corniche 2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
1980 James Young						
T2 4d	1,600	4,800	8,000	18,000	28,000	40,000
Mulsanne 4d	880	2,640	4,400	9,900	15,400	22,000
Corniche 2d	2,600	7,800	13,000	29,250	45,500	65,000
Corniche 2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
1981 James Young						
Mulsanne 4d	880	2,640	4,400	9,900	15,400	22,000
Corniche 2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
1982 James Young						
Mulsanne 4d	880	2,640	4,400	9,900	15,400	22,000
Corniche 2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
1983 James Young						
Mulsanne 4d	880	2,640	4,400	9,900	15,400	22,000
Corniche 2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
1984 Mulsanne						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
Turbo 4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
1984 Corniche						
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
1985 Eight						
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1985 Mulsanne-S						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
Turbo 4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
1985 Continental						
2d Conv	4,000	12,000	20,000	45,000	70,000	100,000
1986 Eight						
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1986 Mulsanne-S						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
Turbo 4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
1986 Continental						
2d Conv	4,000	12,000	20,000	45,000	70,000	100,000
1987 Eight						
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1987 Mulsanne-S						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
1987 Continental						
2d Conv	4,000	12,000	20,000	45,000	70,000	100,000
1988 Eight						
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1988 Mulsanne-S						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
1988 Continental						
2d Conv	4,000	12,000	20,000	45,000	70,000	100,000
1989 Eight						
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1989 Mulsanne-S						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
Turbo 4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
1989 Continental						
2d Conv	5,000	15,000	25,000	56,250	87,500	125,000
1990 Eight						
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1990 Mulsanne-S						
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
Turbo 4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1990 Continental						
2d Conv	5,000	15,000	25,000	56,250	87,500	125,000
1991 Eight						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
1991 Mulsanne-S						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
1991 Turbo R						
4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
1991 Continental						
2d Conv	5,000	15,000	25,000	56,250	87,500	125,000
1992 Mulsanne-S, V-8						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
1992 Turbo R, V-8						
4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed LWB	1,200	3,600	6,000	13,500	21,000	30,000
1992 Continental, V-8						
2d Conv	5,400	16,200	27,000	60,750	94,500	135,000
1993 Brooklands						
4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
1993 Brooklands LWB						
4d Limo	1,260	3,780	6,300	14,180	22,050	31,500
1993 Turbo R						
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
1993 Turbo RL LWB						
4d Limo	1,360	4,080	6,800	15,300	23,800	34,000
1993 Continental R						
2d Cpe	5,250	15,700	26,200	58,950	91,500	131,000
1993 Continental						
2d Conv	5,650	16,900	28,200	63,450	98,500	141,000
1994 Continental						
2d Conv	7,650	22,900	38,200	85,950	134,000	191,000
2d Cpe R	1,800	5,400	9,000	20,250	31,500	45,000
1994 Turbo						
4d Sed R	1,280	3,840	6,400	14,400	22,400	32,000
4d Sed R L LWB	1,360	4,080	6,800	15,300	23,800	34,000
1994 Brooklands						
4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
4d Sed LWB	1,260	3,780	6,300	14,180	22,050	31,500
1995 Continental						
2d Conv	6,600	19,800	33,000	74,250	115,500	165,000
2d Cpe R	1,800	5,400	9,000	20,250	31,500	45,000
1995 Turbo						
4d Sed R	1,280	3,840	6,400	14,400	22,400	32,000
4d Sed RL, LWB	1,360	4,080	6,800	15,300	23,800	34,000
1995 Brooklands						
4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
4d Sed, LWB	1,260	3,780	6,300	14,180	22,050	31,500
1995 Azure						
2d Conv	3,000	9,000	15,000	33,750	52,500	75,000
1996 Continental						
2d Cpe R	3,200	9,600	16,000	36,000	56,000	80,000
1996 Turbo						
4d Sed R	1,280	3,840	6,400	14,400	22,400	32,000
4d Sed RL, LWB	1,360	4,080	6,800	15,300	23,800	34,000
1996 Brooklands						
4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
4d Sed, LWB	1,260	3,780	6,300	14,180	22,050	31,500
1996 Azure						
2d Conv	3,040	9,120	15,200	34,200	53,200	76,000
1997 Continental R						
2d Cpe	3,400	10,200	17,000	38,250	59,500	85,000
1997 Turbo RT						
4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
1997 Brooklands R						
4d Sed	1,640	4,920	8,200	18,450	28,700	41,000
1997 Arnage						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
1997 Azure						
2d Conv	2,520	7,560	12,600	28,350	44,100	63,000
1998 Continental R						
2d Cpe	3,640	10,920	18,200	40,950	63,700	91,000
1998 Turbo RT						
4d Sed	1,300	3,900	6,500	14,630	22,750	32,500
1998 Brooklands R						
4d Sed	1,760	5,280	8,800	19,800	30,800	44,000
1998 Arnage						
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1998 Azure						
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
1999 Continental R						
2d Cpe	2,880	8,640	14,400	32,400	50,400	72,000
2d Mulliner Cpe	3,080	9,240	15,400	38,500	53,900	77,000
Mullinar Cpe Stage II	3,280	9,840	16,400	41,000	57,400	82,000
1999 Continental T						
4d Sed	7,200	21,600	36,000	81,000	126,000	180,000
2d Muiner Cpe	3,360	10,080	16,800	42,000	58,800	84,000
2d Mulliner Cpe	3,360	10,080	16,800	42,000	58,800	84,000
2d Mulliner Cpe	3,360	10,080	16,800	42,000	58,800	84,000
1999 Continental SC						
4d Sed	3,240	9,720	16,200	36,450	56,700	81,000
1999 Arnage						
Green Label 4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
Red Label 4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
1999 Azure						
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
2000 Continental R						
2d Cpe	6,800	20,400	34,000	76,500	119,000	170,000
2000 Continental T						
4d Sed	7,200	21,600	36,000	81,000	126,000	180,000
2000 Continental SC						
4d Sed	7,600	22,800	38,000	85,500	133,000	190,000
2000 Arnage						
Green Label 4d Sed	1,440	4,320	7,200	16,200	25,200	36,000
Red Label 4d Sed	1,400	4,200	7,000	15,750	24,500	35,000
2000 Azure						
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000

BMW

	6	5	4	3	2	1
1955 6-cyl., 1971cc, 111.6" wb						
501A 4d Sed	2,640	7,920	13,200	29,700	46,200	66,000
501B 4d Sed	2,800	8,400	14,000	31,500	49,000	70,000
501/6 4d Sed, 2077cc	2,720	8,160	13,600	30,600	47,600	68,000
501 V-8 4d Sed, 2580cc	2,880	8,640	14,400	32,400	50,400	72,000
502/2.6 4d Sed	2,960	8,880	14,800	33,300	51,800	74,000
502/3.2 4d Sed	3,200	9,600	16,000	36,000	56,000	80,000
NOTE: Add 75% for coach-built cpe.; 100% for coach-built 2d and 4d convertibles.						
1956 Isetta 250						
1d Std Sed	1,760	5,280	8,800	19,800	30,800	44,000
1d DeL Sed	1,840	5,520	9,200	20,700	32,200	46,000
501/6 4d Sed	2,720	8,160	13,600	30,600	47,600	68,000
501 V-8 4d Sed	2,880	8,640	14,400	32,400	50,400	72,000
502/2.6 4d Sed	2,960	8,880	14,800	33,300	51,800	74,000
502/3.2 4d Sed	3,200	9,600	16,000	36,000	56,000	80,000
NOTE: Add 25% for coach-built cpe.; 100% for coach-built 2d and 4d convertibles.						
1956 V-8, 3168cc, 111.6" wb						
503 Cpe	14,600	43,800	73,000	164,250	255,500	365,000
503 Conv	24,240	72,720	121,200	272,700	424,200	606,000
507 Rds	92,000	276,000	460,000	1,035,000	1,610,000	2,300,000
1957 Isetta 300						
1d Std Sed	1,760	5,280	8,800	19,800	30,800	44,000
1d DeL Sed	1,840	5,520	9,200	20,700	32,200	46,000
1957 2-cyl., 582cc, 66.9" wb						
600 2d Sed	2,400	7,200	12,000	27,000	42,000	60,000
501/6 4d Sed	2,720	8,160	13,600	30,600	47,600	68,000
501 V-8 4d Sed	2,880	8,640	14,400	32,400	50,400	72,000
502/2.6 4d Sed	2,960	8,880	14,800	33,300	51,800	74,000
502/3.2 4d Sed	3,200	9,600	16,000	36,000	56,000	80,000
502/3.2 Sup 4d Sed	4,400	13,200	22,000	49,500	77,000	110,000
503 Cpe	14,600	43,800	73,000	164,250	255,500	365,000
503 Conv	24,240	72,720	121,200	272,700	424,200	606,000
507 Rds	92,000	276,000	460,000	1,035,000	1,610,000	2,300,000
1958 Isetta 300						
1d Std Sed	1,760	5,280	8,800	19,800	30,800	44,000
1d DeL Sed	1,840	5,520	9,200	20,700	32,200	46,000
1958 2-cyl., 582cc, 66.9" wb						
600 2d Sed	2,400	7,200	12,000	27,000	42,000	60,000
501/3 4d Sed	2,760	8,280	13,800	31,050	48,300	69,000
501 V-8 4d Sed	2,880	8,640	14,400	32,400	50,400	72,000
502/2.6 4d Sed	2,960	8,880	14,800	33,300	51,800	74,000
502/3.2 4d Sed	3,200	9,600	16,000	36,000	56,000	80,000
502/3.2 Sup 4d Sed	4,400	13,200	22,000	49,500	77,000	110,000
NOTE: Add 75% for coach-built cpe.; 100% for coach-built 2d and 4d convertibles.						
503 Cpe	14,600	43,800	73,000	164,250	255,500	365,000
503 Conv	24,240	72,720	121,200	272,700	424,200	606,000
507 Rds	92,000	276,000	460,000	1,035,000	1,610,000	2,300,000
507 Rds	92,000	276,000	460,000	1,035,000	1,610,000	2,300,000
1959 Isetta 300						
1d Std Sed	1,760	5,280	8,800	19,800	30,800	44,000
1d DeL Sed	2,080	6,240	10,400	23,400	36,400	52,000
600 2d Sed	2,720	8,160	13,600	30,600	47,600	68,000
1959 2-cyl., 697cc, 83.5" wb						
Cpe	1,440	4,320	7,200	16,200	25,200	36,000
2d Sed	1,400	4,200	7,000	15,750	24,500	35,000
501 V-8 4d Sed	2,880	8,640	14,400	32,400	50,400	72,000
502/2.6 4d Sed	2,960	8,880	14,800	33,300	51,800	74,000
502/3.2 4d Sed	3,200	9,600	16,000	36,000	56,000	80,000
502/3.2 Sup 4d Sed	4,400	13,200	22,000	49,500	77,000	110,000
503 Cpe	14,600	43,800	73,000	164,250	255,500	365,000
503 Conv	24,240	72,720	121,200	272,700	424,200	606,000
507 Rds	92,000	276,000	460,000	1,035,000	1,610,000	2,300,000
1960 Isetta 300						
1d Std Sed	2,160	6,480	10,800	24,300	37,800	54,000
1d DeL Sed	2,240	6,720	11,200	25,200	39,200	56,000
600 2d Sed	2,400	7,200	12,000	27,000	42,000	60,000
700 Cpe	960	2,880	4,800	10,800	16,800	24,000
700 2d Sed	720	2,160	3,600	8,100	12,600	18,000
700 Spt Cpe	1,600	4,800	8,000	18,000	28,000	40,000
501 V-8 4d Sed	2,880	8,640	14,400	32,400	50,400	72,000
502/2.6 4d Sed	2,960	8,880	14,800	33,300	51,800	74,000
502/3.2 4d Sed	3,200	9,600	16,000	36,000	56,000	80,000
502/3.2 Sup 4d Sed	4,400	13,200	22,000	49,500	77,000	110,000
1961 Isetta 300						
1d Std Sed	2,160	6,480	10,800	24,300	37,800	54,000
1d DeL Sed	2,240	6,720	11,200	25,200	39,200	56,000
700 Cpe	960	2,880	4,800	10,800	16,800	24,000
700 2d Sed	720	2,160	3,600	8,100	12,600	18,000
700 Spt Cpe	1,600	4,800	8,000	18,000	28,000	40,000
700 2d Luxus Sed	1,040	3,120	5,200	11,700	18,200	26,000
700 Conv	1,800	5,400	9,000	20,250	31,500	45,000
501 V-8 4d Sed	2,880	8,640	14,400	32,400	50,400	72,000
502/2.6 4d Sed	2,960	8,880	14,800	33,300	51,800	74,000
2600 4d Sed	2,000	6,000	10,000	22,500	35,000	50,000
2600L 4d Sed	2,080	6,240	10,400	23,400	36,400	52,000
502/3.2 4d Sed	3,200	9,600	16,000	36,000	56,000	80,000
502/3.2 4d Sup Sed	4,400	13,200	22,000	49,500	77,000	110,000
3200L 4d Sed	2,200	6,600	11,000	24,750	38,500	55,000
3200S 4d Sed	2,100	6,300	10,500	23,630	36,750	52,500
1962 Isetta 300						
1d Std Sed	2,160	6,480	10,800	24,300	37,800	54,000
1d DeL Sed	2,240	6,720	11,200	25,200	39,200	56,000
700 Cpe	960	2,880	4,800	10,800	16,800	24,000
700CS Cpe	1,560	4,680	7,800	17,550	27,300	39,000
700 Spt Cpe	1,600	4,800	8,000	18,000	28,000	40,000
700 2d Sed	3,120	9,360	15,600	35,100	54,600	78,000
700 Conv	1,800	5,400	9,000	20,250	31,500	45,000
700LS 2d Sed	1,040	3,120	5,200	11,700	18,200	26,000
700LS Luxus 2d Sed	800	2,400	4,000	9,000	14,000	20,000
1962 4-cyl., 1499cc, 100.4" wb						
1500 4d Sed	760	2,280	3,800	8,550	13,300	19,000
2600 4d Sed	2,000	6,000	10,000	22,500	35,000	50,000
2600L 4d Sed	2,080	6,240	10,400	23,400	36,400	52,000
3200L 4d Sed	2,200	6,600	11,000	24,750	38,500	55,000
3200S 4d Sed	2,100	6,300	10,500	23,630	36,750	52,500
3200CS Cpe	5,600	16,800	28,000	63,000	98,000	140,000
1963 4-cyl., 1499cc, 100.4" wb						
700 Cpe	960	2,880	4,800	10,800	16,800	24,000
700 Spt Cpe	1,600	4,800	8,000	18,000	28,000	40,000
700CS Cpe	1,560	4,680	7,800	17,550	27,300	39,000
700 Conv	1,800	5,400	9,000	20,250	31,500	45,000
700LS 2d Sed	1,040	3,120	5,200	11,700	18,200	26,000
700LS Luxus 2d Sed	800	2,400	4,000	9,000	14,000	20,000
1500 4d Sed	760	2,280	3,800	8,550	13,300	19,000
1800 4d Sed	750	2,260	3,760	8,460	13,160	18,800
2600L 4d Sed	2,080	6,240	10,400	23,400	36,400	52,000
3200S 4d Sed	2,100	6,300	10,500	23,630	36,750	52,500
3200CS Cpe	5,600	16,800	28,000	63,000	98,000	140,000
1964 4-cyl., 1499cc, 100.4" wb						
700 C Cpe	960	2,880	4,800	10,800	16,800	24,000
700CS Cpe	1,560	4,680	7,800	17,550	27,300	39,000
700 Conv	1,800	5,400	9,000	20,250	31,500	45,000
700LS Cpe	1,040	3,120	5,200	11,700	18,200	26,000
700 Luxus 2d Sed	800	2,400	4,000	9,000	14,000	20,000
1500 4d Sed	760	2,280	3,800	8,550	13,300	19,000
1600 4d Sed	960	2,880	4,800	10,800	16,800	24,000
1800 4d Sed	750	2,260	3,760	8,460	13,160	18,800
1800TI 4d Sed	840	2,520	4,200	9,450	14,700	21,000
1800TI/SA 4d Sed	2,000	6,000	10,000	22,500	35,000	50,000
2600L 4d Sed	2,100	6,300	10,500	23,630	36,750	52,500
3200CS Cpe	5,600	16,800	28,000	63,000	98,000	140,000
1965 4-cyl., 1499cc, 100.4" wb						
700LS Cpe	1,040	3,120	5,200	11,700	18,200	26,000
700 Luxus 2d Sed	800	2,400	4,000	9,000	14,000	20,000
1600 4d Sed	940	2,820	4,700	10,580	16,450	23,500
1800 4d Sed	840	2,520	4,200	9,450	14,700	21,000
1800TI 4d Sed	860	2,580	4,300	9,680	15,050	21,500
1800TI/SA 4d Sed	1,960	5,880	9,800	22,050	34,300	49,000
1965 4-cyl., 100.4" wb						
2000C Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2000CS Cpe	2,400	7,200	12,000	27,000	42,000	60,000
1965 V-8, 111.4" wb						
3200CS Cpe	5,600	16,800	28,000	63,000	98,000	140,000
1966 4-cyl., 98.4" wb						
1600-2 2d Sed	1,400	4,200	7,000	15,750	24,500	35,000
1600 4d Sed	940	2,820	4,700	10,580	16,450	23,500
1800 4d Sed	840	2,520	4,200	9,450	14,700	21,000
1800TI 4d Sed	860	2,580	4,300	9,680	15,050	21,500
2000 4d Sed	900	2,700	4,500	10,130	15,750	22,500
2000TI 4d Sed	980	2,940	4,900	11,030	17,150	24,500
2000TI Lux 4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
2000C Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2000CA Cpe	1,520	4,560	7,600	17,100	26,600	38,000
2000CS Cpe	2,400	7,200	12,000	27,000	42,000	60,000
1967 4-cyl., 98.4" wb						
1602 2d Sed	1,340	4,020	6,700	15,080	23,450	33,500
1600TI 2d Sed	1,600	4,800	8,000	18,000	28,000	40,000
Glas 1600GT Cpe	2,000	6,000	10,000	22,500	35,000	50,000
1800 4d Sed	840	2,520	4,200	9,450	14,700	21,000
2000 4d Sed	900	2,700	4,500	10,130	15,750	22,500
2000TI 4d Sed	980	2,940	4,900	11,030	17,150	24,500
2000TI Lux 4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
2000C Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2000CA Cpe	1,520	4,560	7,600	17,100	26,600	38,000

	6	5	4	3	2	1
2000CS Cpe	2,200	6,600	11,000	24,750	38,500	55,000
Glas 3000 V-8 Cpe			value not estimable			
1968 4-cyl., 98.4" wb						
1600 2d Sed	1,340	4,020	6,700	15,080	23,450	33,500
1600 Cabr	2,200	6,600	11,000	24,750	38,500	55,000
Glas 1600GT Cpe	2,000	6,000	10,000	22,500	35,000	50,000
1800 4d Sed	840	2,520	4,200	9,450	14,700	21,000
2002 2d Sed	1,240	3,720	6,200	13,950	21,700	31,000
2002TI 2d Sed, Non-USA	1,060	3,180	5,300	11,930	18,550	26,500
2000 4d Sed	940	2,820	4,700	10,580	16,450	23,500
2000TI 4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
2000TI Lux 4d Sed	980	2,940	4,900	11,030	17,150	24,500
2000C Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2000CA Cpe	1,520	4,560	7,600	17,100	26,600	38,000
2000CS Cpe	2,400	7,200	12,000	27,000	42,000	60,000
2500 4d Sed, E-3	880	2,640	4,400	9,900	15,400	22,000
2800 4d Sed, E-3	1,100	3,300	5,500	12,380	19,250	27,500
2800CS Cpe, E-9	2,400	7,200	12,000	27,000	42,000	60,000
Glas 3000 V-8 Cpe			value not estimable			
2000 4d Sed	2,040	6,120	10,200	22,950	35,700	51,000
1969 4-cyl., 98.4" wb						
1600 2d Sed	1,340	4,020	6,700	15,080	23,450	33,500
1600 Cabr	2,200	6,600	11,000	24,750	38,500	55,000
1800 4d Sed	840	2,520	4,200	9,450	14,700	21,000
2002 2d Sed	2,160	6,480	10,800	24,300	37,800	54,000
2002TI 2d Sed, Non-USA	1,060	3,180	5,300	11,930	18,550	26,500
2000TI Lux 4d Sed	1,520	4,560	7,600	17,100	26,600	38,000
2000CA Cpe	1,520	4,560	7,600	17,100	26,600	38,000
2000CS Cpe	2,400	7,200	12,000	27,000	42,000	60,000
2500 4d Sed	880	2,640	4,400	9,900	15,400	22,000
2800 4d Sed	1,100	3,300	5,500	12,380	19,250	27,500
2800CSA Cpe	2,320	6,960	11,600	26,100	40,600	58,000
2800CS Cpe	2,400	7,200	12,000	27,000	42,000	60,000
1970 4-cyl., 98.4" wb						
1600 2d Sed	1,340	4,020	6,700	15,080	23,450	33,500
1600 Cabr	2,200	6,600	11,000	24,750	38,500	55,000
1800 4d Sed	840	2,520	4,200	9,450	14,700	21,000
2002 2d Sed	2,020	6,060	10,100	22,730	35,350	50,500
2002TI Lux 4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
2000TII 4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
2500 4d Sed	880	2,640	4,400	9,900	15,400	22,000
2800 4d Sed	1,100	3,300	5,500	12,380	19,250	27,500
2800CSA	2,320	6,960	11,600	26,100	40,600	58,000
2800CS Cpe	2,400	7,200	12,000	27,000	42,000	60,000
1971 4-cyl., 98.4" wb						
1600 2d Sed	1,340	4,020	6,700	15,080	23,450	33,500
1600 Cabr	2,200	6,600	11,000	24,750	38,500	55,000
1800 4d Sed	840	2,520	4,200	9,450	14,700	21,000
2002 2d Sed	2,440	7,320	12,200	27,450	42,700	61,000
2002 Cabr	4,120	12,370	20,620	46,400	72,170	103,100
2002 Targa	1,720	5,160	8,600	19,350	30,100	43,000
2000TII 4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
2500 4d Sed	910	2,740	4,560	10,260	15,960	22,800
2800 4d Sed	1,080	3,250	5,420	12,200	18,970	27,100
Bavaria 4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
3.0S 4d Sed	1,440	4,320	7,200	16,200	25,200	36,000
Bavaria 4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
2800CSA Cpe	2,320	6,960	11,600	26,100	40,600	58,000
2800CS Cpe	2,400	7,200	12,000	27,000	42,000	60,000
3.0CSA Cpe	3,920	11,760	19,600	44,100	68,600	98,000
3.0CS Cpe	4,000	12,000	20,000	45,000	70,000	100,000
3.0CSi Cpe	4,400	13,200	22,000	49,500	77,000	110,000
3.0CSL Cpe, Non-USA	12,000	36,000	60,000	135,000	210,000	300,000
1972 4-cyl., 98.4" wb						
1800 4d Sed	840	2,520	4,200	9,450	14,700	21,000
2000TII 4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
2002 2d Sed	2,750	8,260	13,760	30,960	48,160	68,800
2002 Targa	1,720	5,160	8,600	19,350	30,100	43,000
2002TII 2d Sed	3,740	11,220	18,700	42,080	65,450	93,500
2800 4d Sed	4,400	13,200	22,000	49,500	77,000	110,000
Bavaria 4d Sed, 2788cc	1,100	3,300	5,500	12,380	19,250	27,500
3.0S 4d Sed	1,480	4,440	7,400	16,650	25,900	37,000
Bavaria 4d Sed, 2985cc	1,000	3,000	5,000	11,250	17,500	25,000
3.0CS Cpe	2,120	6,360	10,600	23,850	37,100	53,000
3.0CSA Cpe	3,920	11,760	19,600	44,100	68,600	98,000
3.0CSi Cpe	440	1,320	2,200	4,950	7,700	11,000
3.0CSL Cpe, Non-USA	1,200	3,600	6,000	13,500	21,000	30,000
3.0CSL Cpe, Non-USA	9,000	27,000	45,000	101,250	157,500	225,000
1973 4-cyl. 98.4" wb						
2002 2d conv	1,720	5,160	8,600	21,500	30,100	43,000
2002 2d conv	1,720	5,160	8,600	21,500	30,100	43,000
1973 4-cyl., 98.4" wb						
2002 2d Sed	2,880	8,640	14,400	32,400	50,400	72,000
2000 Targa	1,000	3,000	5,000	11,250	17,500	25,000
2002TII 2d Sed	3,740	11,220	18,700	42,080	65,450	93,500
2002 Turbo, Non-USA	920	2,760	4,600	10,350	16,100	23,000
2800 4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
Bavaria 4d Sed, 2788cc	920	2,760	4,600	10,350	16,100	23,000
3.0S 4d Sed	1,480	4,440	7,400	16,650	25,900	37,000
Bavaria 4d Sed, 2985cc	800	2,400	4,000	9,000	14,000	20,000
3.0CSA Cpe	3,920	11,760	19,600	44,100	68,600	98,000
3.0CS Cpe	3,080	9,240	15,400	34,650	53,900	77,000
3.0CSi Cpe	4,400	13,200	22,000	49,500	77,000	110,000
3.0CSL Cpe, Non-USA	11,200	33,600	56,000	126,000	196,000	280,000
1974 3153cc						
2002 2d Sed	1,400	4,200	7,000	15,750	24,500	35,000
2002 Targa	1,000	3,000	5,000	11,250	17,500	25,000
2002TII 2d Sed	2,840	8,520	14,200	31,950	49,700	71,000
2002 Turbo, Non-USA	7,720	23,160	38,600	86,850	135,100	193,000
2800 4d Sed	1,100	3,300	5,500	12,380	19,250	27,500
Bavaria 4d Sed, 2788cc	1,000	3,000	5,000	11,250	17,500	25,000
3.0S 4d Sed	1,520	4,560	7,600	17,100	26,600	38,000
Bavaria 4d Sed, 2985cc	1,480	4,440	7,400	16,650	25,900	37,000
3.0CSA Cpe	3,920	11,760	19,600	44,100	68,600	98,000
3.0CS Cpe	3,080	9,240	15,400	34,650	53,900	77,000
3.0CSi Cpe	4,400	13,200	22,000	49,500	77,000	110,000
3.0CSL Cpe, Non-USA	11,200	33,600	56,000	126,000	196,000	280,000
530i 4d Sed, E-12	600	1,790	2,980	6,710	10,430	14,900
3.0CSL Cpe, Non-USA	10,000	30,000	50,000	112,500	175,000	250,000
1975 3153cc						
2002 2d Sed	2,600	7,800	13,000	29,250	45,500	65,000
2002TII 2d Sed	1,360	4,080	6,800	15,300	23,800	34,000
2002 Targa	1,930	5,790	9,650	21,710	33,780	48,250
320i 2d Sed, E-21	600	1,800	3,000	6,750	10,500	15,000
2800 4d Sed	1,100	3,300	5,500	12,380	19,250	27,500
Bavaria, 2788cc	1,040	3,120	5,200	11,700	18,200	26,000
3.0S 4d Sed	1,480	4,440	7,400	16,650	25,900	37,000
Bavaria, 2985cc	1,520	4,560	7,600	17,100	26,600	38,000
3.0CSA Cpe	3,920	11,760	19,600	44,100	68,600	98,000
3.0CS Cpe	3,080	9,240	15,400	34,650	53,900	77,000
3.0CSi Cpe	4,400	13,200	22,000	49,500	77,000	110,000
3.0CSL Cpe, Non-USA	9,480	28,440	47,400	106,650	165,900	237,000
530i 4d Sed	620	1,860	3,100	6,980	10,850	15,500
1976 3153cc						
2002 2d Sed	1,140	3,420	5,700	12,830	19,950	28,500
320i 2d Sed	600	1,800	3,000	6,750	10,500	15,000
2800 4d Sed	1,100	3,300	5,500	12,380	19,250	27,500
Bavaria, 2788cc	1,000	3,000	5,000	11,250	17,500	25,000
3.0Si 4d Sed	720	2,160	3,600	8,100	12,600	18,000
Bavaria, 2985cc	1,000	3,000	5,000	11,250	17,500	25,000
530i 4d Sed	740	2,220	3,700	8,330	12,950	18,500
630CS Cpe, E-24	600	1,800	3,000	6,750	10,500	15,000
1977 3153cc						
320i 2d Sed	600	1,800	3,000	6,750	10,500	15,000
2800 4d Sed	1,100	3,300	5,500	12,380	19,250	27,500
Bavaria, 2788cc	1,100	3,300	5,500	12,380	19,250	27,500
3.0S 4d Sed	1,480	4,440	7,400	16,650	25,900	37,000
Bavaria, 2985cc	1,000	3,000	5,000	11,250	17,500	25,000
530i 4d Sed	740	2,220	3,700	8,330	12,950	18,500
630CS Cpe	700	2,100	3,500	7,880	12,250	17,500
630CSi Cpe	740	2,220	3,700	8,330	12,950	18,500
633CSi Cpe	880	2,640	4,400	9,900	15,400	22,000
1978 3153cc						
320i 2d Sed	600	1,800	3,000	6,750	10,500	15,000
528i 4d Sed	290	860	1,440	3,240	5,040	7,200
530i 4d Sed	720	2,160	3,600	8,100	12,600	18,000
630CS Cpe	400	1,200	2,000	4,500	7,000	10,000
630CSi Cpe	740	2,220	3,700	8,330	12,950	18,500
633CSi Cpe	880	2,640	4,400	9,900	15,400	22,000
733i 4d Sed, E-23	680	2,040	3,400	7,650	11,900	17,000
1979 3153cc						
320i 2d Sed	600	1,800	3,000	6,750	10,500	15,000
528i 4d Sed	340	1,020	1,700	3,830	5,950	8,500
M535i 4d Sed, Non-USA	1,000	3,000	4,950	11,160	17,400	24,800
733i 4d Sed	340	1,020	1,700	3,830	5,950	8,500
633CSi 2d Cpe	880	2,640	4,400	9,900	15,400	22,000
M1 Cpe, E-26, Non-USA	26,200	78,600	131,000	294,750	458,500	655,000
1980 3153cc						
320i 2d Sed	600	1,800	3,000	6,750	10,500	15,000
528i 4d Sed	600	1,800	3,000	6,750	10,500	15,000
M535i 4d Sed, Non-USA	1,000	3,000	5,000	11,250	17,500	25,000
733i 4d Sed	700	2,100	3,500	7,880	12,250	17,500
633CSi 2d Cpe	880	2,640	4,400	9,900	15,400	22,000
M1 Cpe, Non-USA	26,200	78,600	131,000	294,750	458,500	655,000
1981 3153cc						
320i 2d Sed	600	1,800	3,000	6,750	10,500	15,000
528i 4d Sed	600	1,800	3,000	6,750	10,500	15,000
733i 4d Sed	700	2,100	3,500	7,880	12,250	17,500
633CSi 2d Cpe	880	2,640	4,400	9,900	15,400	22,000
1982 3153cc						
320i 2d Sed	600	1,800	3,000	6,750	10,500	15,000
528E 4d Sed	680	2,040	3,400	7,650	11,900	17,000
733i 4d Sed	700	2,100	3,500	7,880	12,250	17,500
633CSi 2d Cpe	880	2,640	4,400	9,900	15,400	22,000
1983 3153cc						
320i 2d Sed	600	1,800	3,000	6,750	10,500	15,000
528E 4d Sed	680	2,040	3,400	7,650	11,900	17,000
533i 4d Sed	690	2,070	3,450	7,760	12,080	17,250
733i 4d Sed	700	2,100	3,500	7,880	12,250	17,500
633CSi 2d Cpe	880	2,640	4,400	9,900	15,400	22,000
1984 3153cc						
318i 2d Sed	560	1,680	2,800	6,300	9,800	14,000
318i 4d Sed	570	1,720	2,860	7,150	10,010	14,300
318i 4d Sed	570	1,720	2,860	7,150	10,010	14,300
325E 2d Sed	620	1,860	3,100	6,980	10,850	15,500
325E 4d Sed	580	1,750	2,920	7,300	10,220	14,600
325E 4d Sed	580	1,750	2,920	7,300	10,220	14,600
325E 4d Sed	580	1,750	2,920	7,300	10,220	14,600
528E 4d Sed	680	2,040	3,400	7,650	11,900	17,000
533i 4d Sed	690	2,070	3,450	7,760	12,080	17,250
733i 4d Sed	700	2,100	3,500	7,880	12,250	17,500
633CSi Cpe	880	2,640	4,400	9,900	15,400	22,000
1985 3153cc						
318i 2d Sed	560	1,680	2,800	6,300	9,800	14,000
318i 4d Sed	520	1,560	2,600	5,850	9,100	13,000
325E 2d Sed	620	1,860	3,100	6,980	10,850	15,500
325E 4d Sed	580	1,750	2,920	6,570	10,220	14,600
528E 4d Sed	680	2,040	3,400	7,650	11,900	17,000
535i 4d Sed	710	2,130	3,550	7,990	12,430	17,750
524TD 4d Sed	480	1,440	2,400	5,400	8,400	12,000
735i 4d Sed	600	1,800	3,000	6,750	10,500	15,000
635CSi 2d Cpe	1,440	4,320	7,200	16,200	25,200	36,000
1986 3153cc						
325 2d Sed	720	2,160	3,600	8,100	12,600	18,000
325 4d Sed	680	2,040	3,400	7,650	11,900	17,000
325ES 4d Sed	620	1,860	3,100	6,980	10,850	15,500
325E 4d Sed	620	1,860	3,100	6,980	10,850	15,500
524TD 4d Sed	480	1,440	2,400	5,400	8,400	12,000
528E 4d Sed	680	2,040	3,400	7,650	11,900	17,000
535i 4d Sed	710	2,130	3,550	7,990	12,430	17,750
735i 4d Sed	600	1,800	3,000	6,750	10,500	15,000
L7 4d Sed	680	2,030	3,380	7,610	11,830	16,900
635CSi 2d Cpe	1,440	4,320	7,200	16,200	25,200	36,000
1987 3153cc						
325 2d Sed	720	2,160	3,600	8,100	12,600	18,000
325 4d Sed	680	2,040	3,400	7,650	11,900	17,000
325ES 2d Sed	620	1,860	3,100	6,980	10,850	15,500
325E 4d Sed	620	1,860	3,100	6,980	10,850	15,500
325is 2d Sed	1,800	5,400	9,000	20,250	31,500	45,000
325i 4d Sed	800	2,400	4,000	9,000	14,000	20,000
325i 2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
528E 4d Sed	680	2,040	3,400	7,650	11,900	17,000
528i 4d Sed	600	1,800	3,000	6,750	10,500	15,000
528is 4d Sed	640	1,920	3,200	7,200	11,200	16,000
735i 4d Sed	600	1,800	3,000	6,750	10,500	15,000
L7 4d Sed	680	2,030	3,380	7,610	11,830	16,900
635CSi 2d Cpe	1,440	4,320	7,200	16,200	25,200	36,000
L6 2d Cpe	500	1,500	2,500	5,630	8,750	12,500
M6 2d Cpe	1,920	5,760	9,600	21,600	33,600	48,000
1988 3153cc						
325 2d	400	1,200	2,000	4,500	7,000	10,000
325 4d	820	2,470	4,120	9,270	14,420	20,600
325i 2d	1,140	3,420	5,700	12,830	19,950	28,500
325i 4d	1,020	3,060	5,100	11,480	17,850	25,500
325i 2d Conv	1,060	3,180	5,300	11,930	18,550	26,500
325iX 2d	1,080	3,240	5,400	12,150	18,900	27,000
M3 2d Sed	6,600	19,800	33,000	74,250	115,500	165,000
528E 4d	680	2,040	3,400	7,650	11,900	17,000
535i 4d	720	2,160	3,600	8,100	12,600	18,000
535is 4d	740	2,220	3,700	8,330	12,950	18,500
M5 4d	4,200	12,600	21,000	47,250	73,500	105,000
735i 4d	600	1,800	3,000	6,750	10,500	15,000
735iL 4d	620	1,860	3,100	6,980	10,850	15,500
750iL 4d	900	2,700	4,500	10,130	15,750	22,500
635CSi 2d	880	2,640	4,400	9,900	15,400	22,000
M6 2d	3,600	10,800	18,000	40,500	63,000	90,000
1989 3153cc						
325i 2d Sed	1,140	3,420	5,700	12,830	19,950	28,500
325i 4d Sed	1,020	3,060	5,100	11,480	17,850	25,500
325is 2d Sed	1,140	3,420	5,700	12,830	19,950	28,500
325i Conv	1,060	3,180	5,300	11,930	18,550	26,500
325ix 2d Sed (4x4)	1,080	3,240	5,400	12,150	18,900	27,000
325ix 4d Sed (4x4)	960	2,880	4,800	10,800	16,800	24,000
M3 2d Sed	6,600	19,800	33,000	74,250	115,500	165,000
525i 4d Sed	420	1,260	2,100	4,730	7,350	10,500
535i 4d Sed	440	1,320	2,200	4,950	7,700	11,000
735i 4d Sed	600	1,800	3,000	6,750	10,500	15,000
735iL 4d Sed	1,020	3,060	5,100	11,480	17,850	25,500
750iL 4d Sed	900	2,700	4,500	10,130	15,750	22,500
635CSi Cpe	880	2,640	4,400	9,900	15,400	22,000
1990 3153cc						
325i 2d Sed	1,140	3,420	5,700	12,830	19,950	28,500
325i 4d Sed	900	2,700	4,500	10,130	15,750	22,500
325is 2d Sed	1,140	3,420	5,700	12,830	19,950	28,500
325i 2d Conv	1,060	3,180	5,300	11,930	18,550	26,500
325i 2d Sed (4x4)	1,140	3,420	5,700	12,830	19,950	28,500
325i 4d Sed (4x4)	1,020	3,060	5,100	11,480	17,850	25,500
M3 2d Sed	6,600	19,800	33,000	74,250	115,500	165,000
525i 4d Sed	410	1,240	2,060	4,640	7,210	10,300
535i 4d Sed	440	1,320	2,200	4,950	7,700	11,000
735i 4d Sed	600	1,800	3,000	6,750	10,500	15,000
735iL 4d Sed	900	2,700	4,500	10,130	15,750	22,500
750iL 4d Sed	1,020	3,060	5,100	11,480	17,850	25,500
1991 3153cc						
318i 2d Sed	880	2,640	4,400	9,900	15,400	22,000
318i 4d Sed	860	2,580	4,300	9,680	15,050	21,500
318i 2d Conv	520	1,560	2,600	5,850	9,100	13,000
325i 2d Sed	440	1,320	2,200	4,950	7,700	11,000
325i 4d Sed	420	1,260	2,100	4,730	7,350	10,500
325i 2d Conv	480	1,440	2,400	5,400	8,400	12,000
325i 2d Sed (4x4)	520	1,560	2,600	5,850	9,100	13,000
325i 4d Sed (4x4)	520	1,560	2,600	5,850	9,100	13,000
M3 2d Sed	850	2,600	4,300	9,680	15,000	21,500
525i 4d Sed	420	1,260	2,100	4,730	7,350	10,500
535i 4d Sed	440	1,320	2,200	4,950	7,700	11,000
M5 4d Sed	760	2,280	3,800	8,550	13,300	19,000
735i 4d Sed	460	1,380	2,300	5,180	8,050	11,500
735iL 4d Sed	480	1,440	2,400	5,400	8,400	12,000
750iL 4d Sed	900	2,700	4,500	10,130	15,750	22,500
850i 2d Cpe	1,120	3,360	5,600	12,600	19,600	28,000
1992 3153cc						
318is 2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
318i 4d Sed	1,140	3,420	5,700	12,830	19,950	28,500
318i 2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
325is 2d Cpe	1,140	3,420	5,700	12,830	19,950	28,500
325i 4d Sed	1,020	3,050	5,080	11,430	17,780	25,400
325i 2d Conv	1,050	3,140	5,240	11,790	18,340	26,200
525i 4d Sed	720	2,160	3,600	8,100	12,600	18,000
535i 4d Sed	710	2,130	3,550	7,990	12,430	17,750
525i 4d Sta Wag	730	2,180	3,640	8,190	12,740	18,200
M5 4d Sed	2,800	8,400	14,000	31,500	49,000	70,000
735i 4d Sed	610	1,840	3,060	6,890	10,710	15,300
735L 4d Sed	620	1,860	3,100	6,980	10,850	15,500
750L 4d Sed	680	2,040	3,400	7,650	11,900	17,000
850i 2d Cpe	1,600	4,800	8,000	18,000	28,000	40,000
1993 3 Series						
318is 2d Cpe	960	2,880	4,800	10,800	16,800	24,000
318i 4d Sed	860	2,580	4,300	9,680	15,050	21,500
325 is 2d Cpe	1,120	3,360	5,600	12,600	19,600	28,000
325i 4d Sed	980	2,940	4,900	11,030	17,150	24,500
318i 2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
325i 2d Conv	1,050	3,140	5,240	11,790	18,340	26,200
1993 5 Series						
525i 4d Sed	680	2,040	3,400	7,650	11,900	17,000
530i 4d Sed	700	2,150	3,600	8,100	12,600	18,000
540i 4d Sed	850	2,500	4,200	9,450	14,700	21,000
525i 4d Sta Wag	730	2,180	3,640	8,190	12,740	18,200
530i 4d Sta Wag	750	2,300	3,800	8,550	13,300	19,000
1993 7 Series						
740i 4d Sed	1,100	3,250	5,400	12,150	18,900	27,000
740iL 4d Sed	1,100	3,350	5,600	12,600	19,600	28,000
750iL 4d Sed	1,150	3,500	5,800	13,050	20,300	29,000
1993 8 Series						
850ci 2d Cpe	1,600	4,800	8,000	18,000	28,000	40,000
850ci 2d Cpe	1,680	5,040	8,400	18,900	29,400	42,000
850csi 2d Cpe	14,000	42,000	70,000	157,500	245,000	350,000
1994 3 Series						
318is 2d Cpe	960	2,880	4,800	10,800	16,800	24,000
325is 2d Cpe	1,120	3,360	5,600	12,600	19,600	28,000
318i 4d Sed	860	2,580	4,300	9,680	15,050	21,500
325i 4d Sed	1,020	3,050	5,080	11,430	17,780	25,400
318i 2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
325i 2d Conv	1,050	3,140	5,240	11,790	18,340	26,200
1994 5 Series						
525i 4d Sed	700	2,100	3,500	7,880	12,250	17,500
530i 4d Sed	740	2,220	3,700	8,330	12,950	18,500
540i 4d Sed	860	2,580	4,300	9,680	15,050	21,500
525i 4d Sta Wag	960	2,880	4,800	10,800	16,800	24,000
530i 4d Sta Wag	780	2,340	3,900	8,780	13,650	19,500
1994 7 Series						
740i 4d Sed	1,100	3,300	5,500	12,380	19,250	27,500
740il 4d Sed	1,140	3,420	5,700	12,830	19,950	28,500
750il 4d Sed	1,180	3,540	5,900	13,280	20,650	29,500
1994 8 Series						
840ci 2d Cpe	1,620	4,860	8,100	18,230	28,350	40,500
850ci 2d Cpe	1,700	5,100	8,500	19,130	29,750	42,500
850csi 2d Cpe	14,080	42,240	70,400	158,400	246,400	352,000
1995 3 Series						
318ti 2d Cpe	980	2,940	4,900	11,030	17,150	24,500

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318is 2d Cpe	880	2,640	4,400	9,900	15,400	22,000
325is 2d Cpe	1,140	3,420	5,700	12,830	19,950	28,500
M3 2d Cpe	1,800	5,400	9,000	20,250	31,500	45,000
318i 4d Sed	860	2,580	4,300	9,680	15,050	21,500
325i 4d Sed	1,040	3,110	5,180	11,660	18,130	25,900
318i 2d Conv	1,040	3,120	5,200	11,700	18,200	26,000
325i 2d Conv	1,070	3,200	5,340	12,020	18,690	26,700
1995 5 Series						
525i 4d Sed	720	2,160	3,600	8,100	12,600	18,000
530i 4d Sed	760	2,280	3,800	8,550	13,300	19,000
540i 4d Sed	880	2,640	4,400	9,900	15,400	22,000
525i 4d Sta Wag	980	2,940	4,900	11,030	17,150	24,500
530i 4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1995 7 Series						
740i 4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
740iL 4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
750iL 4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
1995 8 Series						
840ci 2d Cpe	1,640	4,920	8,200	18,450	28,700	41,000
850ci 2d Cpe	1,720	5,160	8,600	19,350	30,100	43,000
850csi 2d Cpe	14,160	42,480	70,800	159,300	247,800	354,000
1996 3 Series						
318ti 2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
318is 2d Cpe	900	2,700	4,500	10,130	15,750	22,500
328is 2d Cpe	1,120	3,360	5,600	12,600	19,600	28,000
M3 2d Cpe	1,800	5,400	9,000	20,250	31,500	45,000
318i 4d Sed	860	2,580	4,300	9,680	15,050	21,500
328i 4d Sed	1,140	3,420	5,700	12,830	19,950	28,500
318i 2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
328i 2d Conv	1,040	3,120	5,200	11,700	18,200	26,000
1996 Z Series						
Z3 2d Rds	1,040	3,120	5,200	11,700	18,200	26,000
1996 7 Series						
740iL 4d Sed	1,140	3,420	5,700	12,830	19,950	28,500
750iL 4d Sed	1,180	3,540	5,900	13,280	20,650	29,500
1996 8 Series						
840Ci 2d Cpe	1,660	4,980	8,300	18,680	29,050	41,500
850Ci 2d Cpe	1,740	5,220	8,700	19,580	30,450	43,500
NOTE: Add 5% for detachable hardtop.						
1997 3 Series						
318ti 2d Cpe	480	1,440	2,400	5,400	8,400	12,000
318is 2d Cpe	960	2,880	4,800	10,800	16,800	24,000
328is 2d Cpe	1,120	3,360	5,600	12,600	19,600	28,000
M3 2d Cpe	1,800	5,400	9,000	20,250	31,500	45,000
M3 4d Sed	920	2,760	4,600	10,350	16,100	23,000
318i 4d Sed	860	2,580	4,300	9,680	15,050	21,500
328i 4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
318i 2d Conv	1,040	3,120	5,200	11,700	18,200	26,000
328i 2d Conv	960	2,880	4,800	10,800	16,800	24,000
1997 Z Series, 6-cyl.						
Z3 2d Rds	1,040	3,120	5,200	11,700	18,200	26,000
Z3 "M" 2d Rds	1,440	4,320	7,200	16,200	25,200	36,000
NOTE: Deduct 5% for 4-cyl. on Z3 Rds.						
1997 5 Series						
528i 4d Sed	440	1,330	2,220	5,000	7,770	11,100
540i 4d Sed	540	1,620	2,700	6,080	9,450	13,500
1997 7 Series						
740i 4d Sed	550	1,660	2,760	6,210	9,660	13,800
740iL 4d Sed	580	1,730	2,880	6,480	10,080	14,400
750iL 4d Sed	670	2,020	3,360	7,560	11,760	16,800
1997 8 Series						
840Ci 2d Cpe	1,520	4,560	7,600	17,100	26,600	38,000
850Ci 2d Cpe	960	2,880	4,800	10,800	16,800	24,000
NOTE: Add 5% for detachable hardtop.						
1998 3 Series						
318ti 2d Cpe	280	850	1,420	3,180	4,950	7,075
323is 2d Cpe	340	1,030	1,710	3,850	5,990	8,550
328is 2d Cpe	440	1,310	2,190	4,920	7,650	10,925
M3 2d Cpe	1,060	3,190	5,310	11,950	18,590	26,550
M3 4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
318i 4d Sed	330	990	1,650	3,720	5,780	8,260
328i 4d Sed	430	1,280	2,130	4,780	7,440	10,625
323i 2d Conv	460	1,370	2,280	5,130	7,980	11,400
328i 2d Conv	520	1,560	2,600	5,840	9,080	12,975
M3 2d Conv	640	1,910	3,180	7,160	11,130	15,900
1998 Z Series, 6-cyl.						
Z3 1.9 2d Rds (4-cyl.)	450	1,340	2,240	5,040	7,840	11,200
Z3 2.8 2d Rds	470	1,420	2,360	5,310	8,260	11,800
M 2d Rds	540	1,630	2,720	6,110	9,500	13,575
NOTE: Add 5% for detachable HT.						
1998 5 Series						
528i 4d Sed	440	1,310	2,180	4,910	7,640	10,915
540i 4d Sed	530	1,590	2,660	5,970	9,290	13,275
1998 7 Series						
740i 4d Sed	540	1,630	2,710	6,110	9,500	13,570
740iL 4d Sed	570	1,700	2,840	6,380	9,920	14,175
750iL 4d Sed	650	1,950	3,250	7,310	11,380	16,250
1999 E36 3 Series, 6-cyl.						
318ti 2d Cpe (4-cyl.)	290	860	1,440	3,240	5,040	7,200
323is 2d Cpe	350	1,040	1,740	3,920	6,090	8,700
328is 2d Cpe	440	1,330	2,220	5,000	7,770	11,100
M3 2d Cpe	1,800	5,400	9,000	20,250	31,500	45,000
323i 2d Conv	460	1,370	2,280	5,130	7,980	11,400
328i 2d Conv	530	1,580	2,640	5,940	9,240	13,200
M3 2d Conv	640	1,910	3,180	7,160	11,130	15,900
1999 E46 3 Series, 6-cyl.						
323i 4d Sed	340	1,010	1,680	3,780	5,880	8,400
328i 4d Sed	430	1,300	2,160	4,860	7,560	10,800
1999 Z Series, 6-cyl.						
Z3 2.3 2d Rds	470	1,400	2,340	5,270	8,190	11,700
Z3 2.8 2d Rds	550	1,660	2,760	6,210	9,660	13,800
Z3 2.8 2d Cpe	780	2,340	3,900	8,780	13,650	19,500
M 2d Rds	550	1,660	2,760	6,210	9,660	13,800
M 2d Cpe	540	1,620	2,700	6,080	9,450	13,500
NOTE: Add 5% for detachable HT.						
1999 5 Series, 6-cyl.						
528i 4d Sed	440	1,310	2,190	4,920	7,650	10,925
528i 4d Sta Wag	450	1,340	2,240	5,040	7,840	11,200
540i 4d Sed (V-8)	530	1,590	2,660	5,970	9,290	13,275
540i 4d Sta Wag (V-8)	540	1,630	2,720	6,110	9,500	13,575
1999 7 Series, V-8						
740i 4d Sed	540	1,630	2,720	6,110	9,500	13,575
740iL 4d Sed	570	1,700	2,830	6,370	9,910	14,150
750iL 4d Sed (V-12)	660	1,980	3,310	7,440	11,570	16,525
2000 3 Series, 6-cyl.						
328Ci 4d Sed	360	1,080	1,800	4,050	6,300	9,000
323i 2d Conv	420	1,250	2,090	4,700	7,320	10,450
328i 2d Conv	440	1,320	2,210	4,960	7,720	11,025
323i 4d Sta Wag	370	1,110	1,860	4,180	6,500	9,280
2000 Z Series, 6-cyl.						
Z3 2.3 2d Rds	450	1,360	2,260	5,090	7,910	11,300
Z3 2.8 2d Rds	460	1,390	2,320	5,220	8,120	11,600
Z3 2.8 2d Cpe	450	1,360	2,260	5,090	7,910	11,300
M 2d Rds	530	1,600	2,670	6,010	9,350	13,350
M 2d Cpe	520	1,570	2,610	5,870	9,140	13,050
NOTE: Add 5% for detachable HT.						
2000 5 Series, 6-cyl.						
528i 4d Sed	430	1,300	2,170	4,880	7,600	10,850
528i 4d Sta Wag	450	1,340	2,230	5,020	7,810	11,150
540i 4d Sed (V-8)	530	1,580	2,640	5,930	9,220	13,175
540i 4d Sta Wag (V-8)	540	1,610	2,690	6,050	9,420	13,450
M5 4d Sed (V-8)	880	2,650	4,410	9,920	15,440	22,050
2000 7 Series, V-8						
740i 4d Sed	540	1,610	2,690	6,050	9,420	13,450
740iL 4d Sed	560	1,680	2,810	6,320	9,820	14,035
750iL 4d Sed (V-12)	650	1,960	3,270	7,360	11,450	16,350

BORGWARD

	6	5	4	3	2	1
1949-53 Hansa 1500, 4-cyl., 96" wb						
2d Sed	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1949-53 Hansa 1800, 4-cyl., 102"						
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1949-53 Hansa 2400, 4-cyl., 102" wb or 111" wb						
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1954-55 Isabella, 4-cyl., 102"						
2d Sed	1,600	4,800	8,000	18,000	28,000	40,000
1954-55 Hansa 1500, 4-cyl., 96"						
2d Sed	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1954-55 Hansa 1800, 4-cyl., 102"						
4d Sed	1,020	3,060	5,100	11,480	17,850	25,500
1954-55 Hansa 2400, 4-cyl., 102" or 111"						
4d Sed	1,020	3,060	5,100	11,480	17,850	25,500
1956 Isabella, 4-cyl., 102"						
2d Sed	1,600	4,800	8,000	18,000	28,000	40,000
2d TS Sed	1,680	5,040	8,400	18,900	29,400	42,000
2d Sta Wag	1,720	5,160	8,600	19,350	30,100	43,000
2d Cabr	2,000	6,000	10,000	22,500	35,000	50,000
1957 Isabella, 4-cyl., 102"						
2d Sed	1,600	4,800	8,000	18,000	28,000	40,000
2d Sta Wag	1,720	5,160	8,600	19,350	30,100	43,000
2d TS Sed	1,680	5,040	8,400	18,900	29,400	42,000
2d TS Conv Cpe	2,000	6,000	10,000	22,500	35,000	50,000
2d TS Spt Cpe	1,800	5,400	9,000	20,250	31,500	45,000
1958 Isabella, 4-cyl., 102"						
2d Sed	1,600	4,800	8,000	18,000	28,000	40,000
2d Sta Wag	1,720	5,160	8,600	19,350	30,100	43,000
2d TS Sed	1,680	5,040	8,400	18,900	29,400	42,000
2d TS Spt Cpe	1,800	5,400	9,000	20,250	31,500	45,000
1959 Isabella, 4-cyl., 102" wb						
2d Sed	1,600	4,800	8,000	18,000	28,000	40,000
2d SR Sed	1,640	4,920	8,200	18,450	28,700	41,000
2d Combi Wag	1,720	5,160	8,600	19,350	30,100	43,000
2d TS Spt Sed	1,680	5,040	8,400	18,900	29,400	42,000
2d TS DeL Sed	1,700	5,100	8,500	19,130	29,750	42,500
2d TS Spt Cpe	1,800	5,400	9,000	20,250	31,500	45,000
1960 Isabella, 4-cyl., 102" wb						
2d Sed	1,600	4,800	8,000	18,000	28,000	40,000
2d SR Sed	1,640	4,920	8,200	18,450	28,700	41,000
2d Combi Wag	1,720	5,160	8,600	19,350	30,100	43,000
2d TS Spt Sed	1,680	5,040	8,400	18,900	29,400	42,000
2d TS DeL Sed	1,680	5,040	8,400	18,900	29,400	42,000
2d TS Spt Cpe	1,800	5,400	9,000	20,250	31,500	45,000

CITROEN

	6	5	4	3	2	1
1945-48 11 Legere, 4-cyl., 1911cc, 114.5" wb						
4d Sed	710	2,140	3,570	8,030	12,500	17,850
1945-48 11 Normale, 4-cyl., 1911cc, 119" wb						
4d Sed	1,050	3,150	5,250	11,810	18,380	26,250
1945-48 15, 6-cyl., 2867cc, 119" wb						
4d Sed	1,050	3,150	5,250	11,810	18,380	26,250
1949-54 2CV, 2-cyl., 375cc, 94.4" wb						
4d Sed	360	1,070	1,790	4,020	6,250	8,925
1949-54 11 Legere, 4-cyl., 1911cc, 114.5" wb						
4d Sed	710	2,140	3,570	8,030	12,500	17,850
1949-54 11 Normale, 4-cyl., 1911cc, 119" wb						
4d Sed	800	2,390	3,990	8,980	13,970	19,950
1949-54 15, 6-cyl., 2867cc, 119" wb						
4d Sed	1,160	3,470	5,780	12,990	20,210	28,875
1955-56 2CV, 2-cyl., 425cc, 94.4" wb						
4d Sed	370	1,110	1,850	4,160	6,480	9,250
1955-56 DS19, 4-cyl., 1911cc, 123" wb						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
1955-56 11, 4-cyl., 1911cc, 114.5" wb						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
1955-56 15, 6-cyl., 2867cc, 121.5" wb						
4d Sed	1,260	3,780	6,300	14,180	22,050	31,500
1957 2CV, 2-cyl., 425cc, 94.4" wb						
4d Sed	370	1,110	1,850	4,160	6,480	9,250
1957 ID19, 4-cyl., 1911cc, 123" wb						
4d Sed	400	1,200	2,000	4,490	6,980	9,975
1957 DS19, 4-cyl., 1911cc, 123" wb						
4d DeL Sed	420	1,260	2,100	4,730	7,350	10,500
1958 2CV, 2-cyl., 425cc, 94.4" wb						
4d DeL Sed	370	1,110	1,850	4,160	6,480	9,250
1958 ID19, 4-cyl., 1911cc, 123" wb						
4d Sed	400	1,200	2,000	4,490	6,980	9,975
1958 DS19, 4-cyl., 1911cc, 123" wb						
4d DeL Sed	420	1,260	2,100	4,730	7,350	10,500
1959 2CV, 2-cyl., 425cc, 94.4" wb						
2d Sed	370	1,110	1,850	4,160	6,480	9,250
1959 ID19, 4-cyl., 1911cc, 123" wb						
4d Sed	400	1,210	2,020	4,550	7,070	10,100
1959 DS19, 4-cyl., 1911cc, 123" wb						
4d DeL Sed	430	1,280	2,140	4,820	7,490	10,700
1960 AMI-6, 2-cyl., 602cc, 94.5" wb						
4d Sed	400	1,200	2,000	4,490	6,980	9,975
1960 ID19, 4-cyl., 1911cc, 123" wb						
4d Luxe Sed	420	1,250	2,080	4,680	7,280	10,400
4d Confort Sed	430	1,300	2,170	4,870	7,580	10,825
4d Sta Wag	420	1,260	2,100	4,730	7,350	10,500
1960 DS19, 4-cyl., 1911cc, 123" wb						
4d DeL Sed	410	1,240	2,060	4,640	7,210	10,300
1961 AMI-6, 2-cyl., 602cc, 94.5" wb						
4d Sed	400	1,200	2,000	4,490	6,980	9,975
1961 ID19, 4-cyl., 1911cc, 123" wb						
4d Luxe Sed	420	1,260	2,100	4,730	7,350	10,500
4d Luxe Sta Wag	420	1,260	2,100	4,730	7,350	10,500
4d Confort Sed	430	1,280	2,140	4,820	7,490	10,700
4d Confort Sta Wag	430	1,280	2,140	4,820	7,490	10,700
1961 DS19, 4-cyl., 1911cc, 123" wb						
4d DeL Sed	420	1,260	2,100	4,730	7,350	10,500
2d Chapron Sed	1,260	3,780	6,300	14,180	22,050	31,500
4d Prestige Limo	710	2,140	3,570	8,030	12,500	17,850
1962 AMI-6, 2-cyl., 602cc, 94.5" wb						
4d Sed	400	1,200	2,000	4,490	6,980	9,975
1962 ID19, 4-cyl., 1911cc, 123" wb						
4d Normale Sed	410	1,240	2,060	4,640	7,210	10,300
4d Luxe Sed	420	1,260	2,100	4,730	7,350	10,500
4d Luxe Sta Wag	420	1,260	2,100	4,730	7,350	10,500
4d Confort Sed	430	1,280	2,140	4,820	7,490	10,700
4d Confort Sta Wag	430	1,280	2,140	4,820	7,490	10,700
1962 DS19, 4-cyl., 1911cc, 123" wb						
4d Sup 83 Sed	440	1,320	2,210	4,960	7,720	11,025
1963 AMI-6, 2-cyl., 602cc, 94.5" wb						
4d Sed	400	1,200	2,000	4,490	6,980	9,975
1963 ID19, 4-cyl., 1911cc, 123" wb						
4d Normale Sed	410	1,240	2,060	4,640	7,210	10,300
4d Luxe Sed	420	1,260	2,100	4,730	7,350	10,500
4d Luxe Sta Wag	420	1,260	2,100	4,730	7,350	10,500
4d Confort Sed	430	1,280	2,140	4,820	7,490	10,700
4d Confort Sta Wag	410	1,220	2,040	4,590	7,140	10,200
2d Confort Conv	1,260	3,780	6,300	14,180	22,050	31,500
1963 DS19, 4-cyl., 1911cc, 123" wb						
4d Sup 83 Sed	440	1,320	2,210	4,960	7,720	11,025
2d Sup 83 Conv	1,320	3,970	6,620	14,880	23,150	33,075
4d Aero Sup Sed	630	1,890	3,150	7,090	11,030	15,750
2d Aero Sup Conv	1,410	4,220	7,040	15,830	24,620	35,175
1964 AMI-6, 2-cyl., 602cc, 94.5" wb						
4d Sed	400	1,200	2,000	4,490	6,980	9,975
1964 ID19, 4-cyl., 1911cc, 123" wb						
4d Sup Sed	420	1,260	2,100	4,730	7,350	10,500
2d Sup Conv	1,270	3,800	6,330	14,240	22,160	31,650
4d DeL Sta Wag	420	1,260	2,100	4,730	7,350	10,500
4d Confort Sta Wag	430	1,280	2,140	4,820	7,490	10,700
1964 DS19, Grande Route, 4-cyl., 1911cc, 94.5" wb						
4d Sed	440	1,320	2,210	4,960	7,720	11,025
2d Conv	1,320	3,960	6,610	14,860	23,120	33,025
1964 DS19, Aero Super, 4-cyl., 1911cc, 94.5" wb						
4d Sed	630	1,890	3,150	7,090	11,030	15,750
2d Conv	1,410	4,220	7,040	15,830	24,620	35,175
1965 AMI-6, 2-cyl., 602cc, 94.5" wb						
4d Sed	400	1,200	2,000	4,490	6,980	9,975
1965 ID19, 4-cyl., 1911cc, 123" wb						
4d Luxe Sed	420	1,260	2,100	4,730	7,350	10,500
4d Luxe Sta Wag	420	1,260	2,100	4,730	7,350	10,500
4d Sup Sed	420	1,260	2,100	4,730	7,350	10,500
4d Confort Sta Wag	430	1,280	2,140	4,820	7,490	10,700
1965 DS19, Grande Route, 4-cyl., 1911cc, 123" wb						
4d Sed	440	1,320	2,210	4,960	7,720	11,025
4d Pallas Sed	450	1,340	2,230	5,010	7,790	11,125
1965 DS19, Aero Super, 4-cyl., 1911cc, 123" wb						
4d Sed	630	1,890	3,150	7,090	11,030	15,750
4d Pallas Sed	620	1,870	3,110	7,000	10,890	15,550
1966-67 AMI-6, 2-cyl., 602cc, 94.5" wb						
4d Sed	400	1,200	2,000	4,490	6,980	9,975
4d Sta Wag	400	1,200	2,000	4,490	6,980	9,975
1966-67 ID19, 4-cyl., 1911cc, 123" wb						
4d Luxe Sed	420	1,260	2,100	4,730	7,350	10,500
4d Sup Sed	420	1,260	2,100	4,730	7,350	10,500
1966-67 DS19, Grand Route, 4-cyl., 1985cc, 123" wb						
4d Sed	440	1,320	2,210	4,960	7,720	11,025
4d Pallas Sed	740	2,210	3,680	8,270	12,860	18,375
1966-67 DS19, Aero Super, 4-cyl., 1985cc, 123" wb						
4d Sed	440	1,320	2,210	4,960	7,720	11,025
4d Pallas Sed	740	2,210	3,680	8,270	12,860	18,375
1966-67 DS21, Grande Route, 4-cyl., 2175cc, 123" wb						
4d Sed	450	1,360	2,270	5,110	7,950	11,350
4d Pallas Sed	630	1,890	3,150	7,090	11,030	15,750
1966-67 DS21, Aero Super, 4-cyl., 2175cc, 123" wb						
4d Sed	780	2,330	3,890	8,740	13,600	19,425
4d Pallas Sed	840	2,520	4,200	9,450	14,700	21,000
1966-67 DS21, Chapron, 4-cyl., 2175cc, 123" wb						
2d Conv Cpe	1,470	4,410	7,350	16,540	25,730	36,750
1966-67 D21, 4-cyl., 2175cc, 123" wb						
4d Luxe Sta Wag	630	1,890	3,150	7,090	11,030	15,750
4d Confort Sta Wag	690	2,080	3,470	7,800	12,130	17,325
1968 ID19, 4-cyl., 1985cc, 123" wb						
4d Luxe Sed	420	1,260	2,100	4,730	7,350	10,500
4d Grande Rte Sed	440	1,320	2,210	4,960	7,720	11,025
1968 DS21, Grande Route, 4-cyl., 2175cc, 123" wb						
4d Sed	450	1,360	2,270	5,110	7,950	11,350
4d Pallas Sed	630	1,890	3,150	7,090	11,030	15,750
1968 DS21, Aero Super, 4-cyl., 2175cc, 123" wb						
4d Sed	780	2,330	3,890	8,740	13,600	19,425
4d Pallas Sed	840	2,520	4,200	9,450	14,700	21,000
1968 D21, 4-cyl., 2175cc, 123" wb						
4d Luxe Sta Wag	630	1,890	3,150	7,090	11,030	15,750
4d Confort Sta Wag	690	2,080	3,470	7,800	12,130	17,325
1969 ID19, 4-cyl., 1985cc, 123" wb						
4d Luxe Sed	400	1,200	2,000	4,490	6,980	9,975
4d Grande Rte Sed	420	1,260	2,100	4,730	7,350	10,500
1969 DS21, Grande Route, 4-cyl., 2175cc, 123" wb						
4d Sed	430	1,300	2,170	4,870	7,580	10,825
4d Pallas Sed	610	1,830	3,050	6,850	10,660	15,225
1969 DS21, Aero Super, 4-cyl., 2175cc, 123" wb						
4d Sed	440	1,310	2,180	4,890	7,610	10,875
4d Pallas Sed	610	1,830	3,050	6,850	10,660	15,225
1969 Luxe, 4-cyl., 2175cc, 123" wb						
4d D19 Sta Wag	610	1,830	3,050	6,850	10,660	15,225
4d D21 Sta Wag	610	1,830	3,050	6,850	10,660	15,225
1970 ID19/D Special, 4-cyl., 1985cc, 123" wb						
4d Grande Rte Sed	440	1,310	2,180	4,890	7,610	10,875
1970 DS21, Aero Super, 4-cyl., 2175cc, 123" wb						
4d Sed	430	1,280	2,140	4,820	7,490	10,700
4d Pallas Sed	610	1,830	3,050	6,850	10,660	15,225
4d Grande Rte Sed	420	1,260	2,100	4,730	7,350	10,500

	6	5	4	3	2	1
1970 D21, 4-cyl., 2175cc, 123" wb						
4d Luxe Sta Wag	590	1,760	2,940	6,620	10,290	14,700
4d Confort Sta Wag	650	1,950	3,260	7,320	11,390	16,275
1971-72 D Special, 4-cyl., 1985cc, 123" wb						
4d DS20 Sed	590	1,760	2,940	6,620	10,290	14,700
1971-72 DS21, Aero Super, 4-cyl., 2175cc, 123" wb						
4d Sed	430	1,280	2,140	4,820	7,490	10,700
4d Pallas Sed	610	1,830	3,050	6,850	10,660	15,225
1971-72 DS21, Grande Route, 4-cyl., 2175cc, 123" wb						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
1971-72 D21, 4-cyl., 2175cc, 123" wb						
4d Sta Wag	590	1,760	2,940	6,620	10,290	14,700
1971-72 SM Maserati, V-6, 2670cc, 116.1" wb						
2d Cpe (2+2)	1,180	3,530	5,880	13,230	20,580	29,400
1973-75 SM-Maserati, V-6, 2670-2695cc, 116.1" wb						
2d Cpe	1,050	3,150	5,250	11,810	18,380	26,250
1973-75 SM-Maserati, V-6, 2670-2965cc, 116.1" wb						

NOTE: Although still in production in the '80s and '90s, cars were not exported to U.S. after mid-'70s.

DAIHATSU

1988						
2d HBk CLS	190	570	950	2,130	3,310	4,725
2d HBk CLX	210	620	1,030	2,320	3,600	5,145
2d HBk CSX	230	690	1,160	2,600	4,040	5,775
1989						
2d HBk CES	230	690	1,160	2,600	4,040	5,775
2d HBk CLS	250	740	1,240	2,790	4,340	6,200
2d HBk CLX	270	820	1,370	3,070	4,780	6,825
1990 Charade						
2d HBk SE	260	780	1,300	2,930	4,550	6,500
2d HBk SX	270	800	1,330	2,980	4,640	6,625
4d Sed SE	260	780	1,300	2,930	4,550	6,500
4d Sed SX	270	800	1,330	2,980	4,640	6,625
1990 Rocky 4x4						
2d Conv SE	340	1,010	1,680	3,780	5,880	8,400
2d Conv SX	350	1,040	1,730	3,880	6,040	8,625
2d Utly SE	290	880	1,470	3,310	5,150	7,350
2d Utly SX	300	910	1,510	3,400	5,290	7,550
1991 Charade						
2d HBk SE	130	380	630	1,420	2,210	3,150
4d Sed SE	130	400	670	1,510	2,350	3,350
4d Sed SX	150	450	750	1,690	2,630	3,750
1992 Charade						
2d HBk SE	130	400	670	1,510	2,350	3,350
4d Sed SE	140	410	680	1,520	2,360	3,375
4d Sed SX	150	440	740	1,650	2,570	3,675

DATSUN

1960 4-cyl., 1189cc, 87.4" wb						
Fairlady Rds SPL 212	2,000	6,000	10,000	22,500	35,000	50,000
1961-62 4-cyl., 1189cc, 86.6" wb						
Fairlady Rds SPL 213	2,000	6,000	10,000	22,500	35,000	50,000
1963-65 4-cyl., 1488cc, 89.8" wb						
1500 Rds SPL 310	2,000	6,000	10,000	22,500	35,000	50,000
1966 4-cyl., 1595cc, 89.8" wb						
1600 Rds SPL 311	2,000	6,000	10,000	22,500	35,000	50,000
1967 4-cyl., 1595cc, 89.8" wb						
1600 Rds SPL 311, (Early)	2,080	6,240	10,400	23,400	36,400	52,000
2000 Rds SRL 311, (Late)	2,160	6,480	10,800	24,300	37,800	54,000
1968 4-cyl., 1595cc, 89.8" wb						
4d Sed 510	800	2,400	4,000	9,000	14,000	20,000
1600 Rds SPL 311	2,280	6,840	11,400	25,650	39,900	57,000
1968 4-cyl., 1982cc, 89.8" wb						
2000 Rds SRL 311	1,870	5,610	9,350	21,040	32,730	46,750
1969 4-cyl., 1595cc, 95.3" wb						
2d 510 Sed	1,820	5,460	9,100	20,480	31,850	45,500
4d 510 Sed	1,000	3,000	5,000	11,250	17,500	25,000
1969 4-cyl. 1595cc, 93.5" wb						
4d sta wag	1,960	5,880	9,800	24,500	34,300	49,000
1969 4-cyl., 1595cc, 89.8" wb						
1600 Rds SPL 311	2,760	8,280	13,800	31,050	48,300	69,000
1969 4-cyl., 1982cc, 89.8" wb						
2000 Rds SRL 311	2,800	8,400	14,000	31,500	49,000	70,000
1970 4-cyl., 1959cc, 95.3" wb						
2d 510 Sed	1,520	4,560	7,600	17,100	26,600	38,000
1970 4-cyl., 1595cc, 95.3" wb						
4d 510 Sed	1,000	3,000	5,000	11,250	17,500	25,000
1970 4-cyl., 1595cc, 89.8" wb						
1600 Rds SPL 311	2,760	8,280	13,800	31,050	48,300	69,000
1970 4-cyl., 1982cc, 89.8" wb						
2000 Rds SRL 311	2,800	8,400	14,000	31,500	49,000	70,000
1970 6-cyl., 2393cc, 90.7" wb						
240Z 2d Cpe	4,970	14,910	24,850	55,910	86,980	124,250
1971 4-cyl., 1595cc, 95.3" wb						
2d 510 Sed	1,520	4,560	7,600	17,100	26,600	38,000
4d 510 Sed	1,000	3,000	5,000	11,250	17,500	25,000
1971 4-cyl. 1959cc, 95.3" wb						
4d 510 sta wag	2,200	6,600	11,000	27,500	38,500	55,000
4d 510 sta wag	2,200	6,600	11,000	27,500	38,500	55,000
4d 510 sta wag	2,200	6,600	11,000	27,500	38,500	55,000
1971 6-cyl., 2393cc, 90.7" wb						
240Z 2d Cpe	5,000	15,000	25,000	56,250	87,500	125,000
1972 4-cyl., 1595cc, 95.3" wb						
2d 510 Sed	1,520	4,560	7,600	17,100	26,600	38,000
4d 510 Sed	1,000	3,000	5,000	11,250	17,500	25,000
1972 6-cyl., 2393cc, 90.7" wb						
240Z 2d Cpe	5,000	15,000	25,000	56,250	87,500	125,000
1973 4-cyl., 1595cc, 95.3" wb						
2d 510 Sed	1,520	4,560	7,600	17,100	26,600	38,000
1973 6-cyl., 2393cc, 90.7" wb						
240Z 2d Cpe	5,000	15,000	25,000	56,250	87,500	125,000
1974 6-cyl., 2565cc, 90.7" wb						
260Z 2d Cpe	2,000	6,000	10,000	22,500	35,000	50,000
1974 6-cyl., 2565cc, 102.6" wb						
260Z 2d Cpe 2+2	2,000	6,000	10,000	22,500	35,000	50,000
1975 6-cyl., 2565cc, 90.7" wb						
260Z 2d Cpe	2,000	6,000	10,000	22,500	35,000	50,000
1975 6-cyl., 2565cc, 102.6" wb						
260Z 2d Cpe 2+2	2,000	6,000	10,000	22,500	35,000	50,000
1975 6-cyl., 2753cc, 90.7" wb						
280Z 2d Cpe	5,600	16,800	28,000	63,000	98,000	140,000
1975 6-cyl., 2753cc, 102.6" wb						
280Z 2d Cpe 2+2	5,600	16,800	28,000	63,000	98,000	140,000
1976 6-cyl., 2753cc, 90.7" wb						
280Z 2d Cpe	5,600	16,800	28,000	63,000	98,000	140,000
1976 6-cyl., 2753cc, 102.6" wb						
280Z 2d Cpe 2+2	5,600	16,800	28,000	63,000	98,000	140,000
1977 6-cyl., 2393cc, 104.3" wb						
4d 810 Sed	400	1,200	2,000	4,500	7,000	10,000
1977 6-cyl., 2753cc, 90.7" wb						
280Z 2d Cpe	5,600	16,800	28,000	63,000	98,000	140,000
1977 6-cyl., 2753cc, 102.6" wb						
280Z 2d Cpe 2+2	5,600	16,800	28,000	63,000	98,000	140,000

DATSUN/NISSAN

1978 6-cyl., 149 hp, 90.7" wb						
280Z Cpe	1,400	4,200	7,000	15,750	24,500	35,000
280Z Cpe 2+2	2,280	6,840	11,400	25,650	39,900	57,000
1978-79 4-cyl., 1952cc, 92.1" wb						
200SX Cpe	400	1,200	2,000	4,500	7,000	10,000
1979 6-cyl., L28E/L28ET, 2753cc, 90.7" wb						
280ZX Cpe	2,440	7,320	12,200	27,450	42,700	61,000
280ZX Cpe 2+2	2,280	6,840	11,400	25,650	39,900	57,000
1980 6-cyl., L28E/L28ET, 2753cc, 90.7" wb						
280ZX Cpe	2,440	7,320	12,200	27,450	42,700	61,000
280ZX Cpe 2+2	2,280	6,840	11,400	25,650	39,900	57,000

NOTE: Add 10% for 10th Anniversary Edition (Black Gold).

1981 6-cyl, L28E/L28ET, 27533cc, 90.7" wb						
280ZX Cpe	2,440	7,320	12,200	27,450	42,700	61,000
1981 6-cyl., L28E/L28ET, 2753cc, 90.7" wb						
280ZX Cpe	1,000	3,010	5,020	11,300	17,570	25,100
1981 6-cyl., L28E/L28ET, 27353cc, 90.7" wb						
280ZK Cpe 2+2	2,280	6,840	11,400	25,650	39,900	57,000
1981 6-cyl., L28E/L28ET, 2753cc, 90.7" wb						
280ZX Cpe Turbo GL2,440	7,320	12,200	27,450	42,700	61,000	
1982 6-cyl., L28E/L28ET, 2753cc, 90.7" wb						
280ZX Cpe 2+2	2,280	6,840	11,400	25,650	39,900	57,000
280ZX Cpe Turbo	2,440	7,320	12,200	27,450	42,700	61,000
280ZX Cpe 2+2 Turbo	2,480	7,440	12,400	27,900	43,400	62,000
1983 6-cyl., L28E/L28ET, 2753cc, 90.7" wb						
280ZX Cpe	2,280	6,840	11,400	25,650	39,900	57,000
280ZX Cpe 2+2	2,200	6,600	11,000	24,750	38,500	55,000
280ZX Cpe Turbo	2,560	7,680	12,800	28,800	44,800	64,000
280ZX Cpe 2+2 Turbo	23,600	70,800	118,000	265,500	413,000	590,000
1984 Sentra (FWD)						
2d Sed	130	380	640	1,440	2,240	3,200
2d DeL Sed	140	410	680	1,530	2,380	3,400
4d DeL Sed	140	420	700	1,580	2,450	3,500
4d DeL Wag	150	440	740	1,670	2,590	3,700
2d HBk XE	120	360	600	1,350	2,100	3,000
1984 300ZX						
Cpe GL	600	1,810	3,020	6,800	10,570	15,100
2d 2+2 GL	620	1,860	3,100	6,980	10,850	15,500
2d Turbo GL	640	1,920	3,200	7,200	11,200	16,000
1985 Sentra						
2d Std Sed	80	250	420	950	1,470	2,100
2d DeL Sed	90	260	440	990	1,540	2,200
4d DeL Sed	90	280	460	1,040	1,610	2,300
4d DeL Sta Wag	140	430	720	1,620	2,520	3,600
2d Diesel Sed	90	260	440	990	1,540	2,200
XE 2d Sed	90	280	460	1,040	1,610	2,300
XE 4d Sed	100	290	480	1,080	1,680	2,400
XE 4d Sta Wag	150	460	760	1,710	2,660	3,800
XE 2d HBk	110	320	540	1,220	1,890	2,700
SE 2d HBk	110	340	560	1,260	1,960	2,800
1985 Pulsar						
2d Cpe	100	290	480	1,080	1,680	2,400
1985 Stanza						
4d HBk	100	310	520	1,170	1,820	2,600
4d Sed	100	310	520	1,170	1,820	2,600
1985 200SX						
2d DeL Sed	110	340	560	1,260	1,960	2,800
2d DeL HBk	120	350	580	1,310	2,030	2,900
XE 2d Sed	120	360	600	1,350	2,100	3,000
XE 2d HBk	120	360	600	1,350	2,100	3,000
Turbo 2d HBk	120	360	600	1,350	2,100	3,000
1985 Maxima						
SE 4d Sed	120	360	600	1,350	2,100	3,000
GL 4d Sed	1,280	3,840	6,400	14,400	22,400	32,000
GL 4d Sta Wag	170	520	860	1,940	3,010	4,300
1985 300ZX						
2d Cpe	520	1,560	2,600	5,850	9,100	13,000
2d Cpe 2+2	400	1,200	2,000	4,500	7,000	10,000
Turbo 2d Cpe	580	1,740	2,900	6,530	10,150	14,500
1986 Sentra						
2d Sed	80	250	420	950	1,470	2,100
2d DeL Sed	90	260	440	990	1,540	2,200
4d DeL Sed	90	280	460	1,040	1,610	2,300
4d Sta Wag	140	430	720	1,620	2,520	3,600
2d Diesel Sed	90	280	460	1,040	1,610	2,300
XE 2d Sed	100	290	480	1,080	1,680	2,400
XE 4d Sed	100	290	480	1,080	1,680	2,400
XE 4d Sta Wag	150	460	760	1,710	2,660	3,800
XE 2d HBk	110	320	540	1,220	1,890	2,700
SE 2d HBk	110	340	560	1,260	1,960	2,800
1986 Pulsar						
2d Cpe	100	290	480	1,080	1,680	2,400
1986 Stanza						
GL 4d Sed	100	310	520	1,170	1,820	2,600
XE 4d Sta Wag	160	490	820	1,850	2,870	4,100
XE 4d Sta Wag 4WD	170	500	840	1,890	2,940	4,200
1986 200SX						
E 2d Sed	120	360	600	1,350	2,100	3,000
E 2d HBk	120	360	600	1,350	2,100	3,000
XE 2d Sed	120	370	620	1,400	2,170	3,100
XE 2d HBk	120	370	620	1,400	2,170	3,100
Turbo 2d HBk	140	420	700	1,580	2,450	3,500
1986 Maxima						
SE 4d Sed	130	380	640	1,440	2,240	3,200
GL 4d Sed	140	410	680	1,530	2,380	3,400
GL 4d Sta Wag	180	530	880	1,980	3,080	4,400
1986 300ZX						
2d Cpe	600	1,810	3,020	6,800	10,570	15,100
2d Cpe 2+2	620	1,860	3,100	6,980	10,850	15,500
2d Turbo Cpe	640	1,920	3,200	7,200	11,200	16,000
1987 Sentra						
2d Sed	80	250	420	950	1,470	2,100
E 2d Sed	90	260	440	990	1,540	2,200
E 4d Sed	90	280	460	1,040	1,610	2,300
E 2d HBk	100	290	480	1,080	1,680	2,400
E 4d Sta Wag	140	430	720	1,620	2,520	3,600
XE 2d Sed	90	280	460	1,040	1,610	2,300
XE 4d Sed	100	290	480	1,080	1,680	2,400
XE 4d Sta Wag	150	460	760	1,710	2,660	3,800
XE 4d Sta Wag 4WD	160	480	800	1,800	2,800	4,000
GXE 4d Sed	100	300	500	1,130	1,750	2,500
XE 2d Cpe	110	320	540	1,220	1,890	2,700
SE 2d Cpe	110	340	560	1,260	1,960	2,800
1987 Pulsar						
XE 2d Cpe	110	320	540	1,220	1,890	2,700
SE 2d Cpe 16V	130	380	640	1,440	2,240	3,200
1987 Stanza						
E 4d NBk	120	350	580	1,310	2,030	2,900
GXE 4d NBk	120	360	600	1,350	2,100	3,000
4d HBk	120	370	620	1,400	2,170	3,100
XE 4d Sta Wag	170	500	840	1,890	2,940	4,200
XE 4d Sta Wag 4WD	170	520	860	1,940	3,010	4,300
1987 200SX						
XE 2d NBk	130	380	640	1,440	2,240	3,200
XE 2d HBk	130	400	660	1,490	2,310	3,300
SE 2d HBk V-6	140	410	680	1,530	2,380	3,400
1987 Maxima						
SE 4d Sed	130	400	660	1,490	2,310	3,300
GXE 4d Sed	140	410	680	1,530	2,380	3,400
GXE 4d Sta Wag	190	560	940	2,120	3,290	4,700
1987 300ZX						
GS 2d Cpe	580	1,740	2,900	6,530	10,150	14,500
GS 2d Cpe 2+2	590	1,780	2,960	6,660	10,360	14,800
2d Turbo Cpe	630	1,900	3,160	7,110	11,060	15,800
1988 Sentra						
2d Sed	100	290	480	1,080	1,680	2,400
E 2d Sed	100	300	500	1,130	1,750	2,500
E 4d Sed	100	310	520	1,170	1,820	2,600
E 2d HBk	110	320	540	1,220	1,890	2,700
E 4d Sta Wag	160	490	820	1,850	2,870	4,100
XE 2d Sed	100	310	520	1,170	1,820	2,600
XE 4d Sed	110	320	540	1,220	1,890	2,700
XE 4d Sta Wag	160	490	820	1,850	2,870	4,100
XE 4d Sta Wag 4x4	170	500	840	1,890	2,940	4,200
XE 2d Cpe	90	280	460	1,040	1,610	2,300
SE 2d Cpe	90	280	470	1,060	1,650	2,350
GXE 4d Sed	110	340	560	1,260	1,960	2,800
1988 Pulsar						
XE 2d Cpe	110	340	560	1,260	1,960	2,800
SE 2d Cpe	120	370	620	1,400	2,170	3,100
1988 Stanza						
E 4d Sed	120	350	580	1,310	2,030	2,900
GXE 4d Sed	120	360	600	1,350	2,100	3,000
XE 4d Sta Wag	170	500	840	1,890	2,940	4,200
XE 4d Sta Wag 4x4	170	520	860	1,940	3,010	4,300
1988 200 SX						
XE 2d Cpe	130	380	640	1,440	2,240	3,200
XE 2d HBk	130	400	660	1,490	2,310	3,300
SE 2d HBk V-6	140	410	680	1,530	2,380	3,400
1988 Maxima						
SE 4d Sed	140	410	680	1,530	2,380	3,400
GXE 4d Sed	140	420	700	1,580	2,450	3,500
GXE 4d Sta Wag	190	580	960	2,160	3,360	4,800
1988 300ZX						
GS 2d Cpe	580	1,740	2,900	6,530	10,150	14,500
GS 2d Cpe 2+2	590	1,780	2,960	6,660	10,360	14,800
2d Turbo Cpe	600	1,810	3,020	6,800	10,570	15,100
1989 Sentra						
2d Sed	110	320	540	1,220	1,890	2,700
E 2d Sed	110	340	560	1,260	1,960	2,800
E 4d Sed	120	350	580	1,310	2,030	2,900
E 4d Sta Wag	170	520	860	1,940	3,010	4,300
XE 2d Sed	120	350	580	1,310	2,030	2,900
XE 4d Sed	120	360	600	1,350	2,100	3,000
XE 4d Sta Wag	170	520	860	1,940	3,010	4,300
XE 4d Sta Wag 4x4	180	540	900	2,030	3,150	4,500
XE Cpe	120	350	580	1,310	2,030	2,900
SE Cpe	120	360	600	1,350	2,100	3,000
1989 Pulsar						
XE Cpe	120	360	600	1,350	2,100	3,000
SE Cpe (16V)	120	370	620	1,400	2,170	3,100
1989 Stanza						
E 4d Sed	120	350	580	1,310	2,030	2,900
GXE 4d Sed	120	360	600	1,350	2,100	3,000
1989 240 SX						
XE 2d Sed	140	420	700	1,580	2,450	3,500
SE 2d HBk	160	490	820	1,850	2,870	4,100
1989 Maxima						
SE 4d Sed	140	420	700	1,580	2,450	3,500
GXE 4d Sed	140	430	720	1,620	2,520	3,600
1989 300 ZX						
GS Cpe	600	1,800	3,000	6,750	10,500	15,000
GS 2d Cpe 2+2	610	1,820	3,040	6,840	10,640	15,200
Cpe Turbo	620	1,850	3,080	6,930	10,780	15,400
1990 Sentra, 4-cyl.						
2d Sed	110	340	560	1,260	1,960	2,800
XE 2d Sed	120	360	600	1,350	2,100	3,000
XE 4d Sed	120	370	620	1,400	2,170	3,100
XE 4d Sta Wag	380	1,140	1,900	4,280	6,650	9,500
XE 2d Cpe	120	360	600	1,350	2,100	3,000
SE 2d Cpe	130	380	640	1,440	2,240	3,200
1990 Pulsar, 4-cyl.						
XE 2d Cpe	120	370	620	1,400	2,170	3,100
1990 Stanza, 4-cyl.						
XE 4d Sed	130	380	640	1,440	2,240	3,200
GXE 4d Sed	130	400	660	1,490	2,310	3,300
1990 240 SX, 4-cyl.						
XE 2d Cpe	140	430	720	1,620	2,520	3,600
SE 2d FBk	150	440	740	1,670	2,590	3,700
1990 Maxima, V-6						
SE 4d Sed	130	400	660	1,490	2,310	3,300
GXE 4d Sed	120	350	580	1,310	2,030	2,900
1990 300ZX, V-6						
GS 2d Cpe	570	1,720	2,860	6,440	10,010	14,300
GS 2d Cpe 2+2	590	1,780	2,960	6,660	10,360	14,800

	6	5	4	3	2	1
2d Turbo Cpe	600	1,810	3,020	6,800	10,570	15,100
1990 Axxess, 4-cyl.						
XE 4d Sta Wag	170	520	860	1,940	3,010	4,300
XE 4d Sta Wag 4x4	180	540	900	2,030	3,150	4,500
1991 Sentra						
E 2d Sed	120	350	580	1,310	2,030	2,900
XE 2d Sed	120	370	620	1,400	2,170	3,100
SE 2d Sed	130	400	660	1,490	2,310	3,300
SE-R 2d Sed	140	410	680	1,530	2,380	3,400
E 4d Sed	120	360	600	1,350	2,100	3,000
XE 4d Sed	120	370	620	1,400	2,170	3,100
GXE 4d Sed	110	320	540	1,220	1,890	2,700
1991 Stanza						
XE 4d Sed	130	400	660	1,490	2,310	3,300
GXE 4d Sed	140	420	700	1,580	2,450	3,500
1991 NX						
2d Cpe 1600	130	380	640	1,440	2,240	3,200
2d Cpe 2000	130	400	660	1,490	2,310	3,300
1991 240SX						
2d Cpe	140	420	700	1,580	2,450	3,500
SE 2d Cpe	140	430	720	1,620	2,520	3,600
2d FBk	140	430	710	1,600	2,490	3,550
SE 2d FBk	150	440	740	1,670	2,590	3,700
LE 2d FBk	150	460	760	1,710	2,660	3,800
1991 Maxima, V-6						
SE 4d Sed	140	410	680	1,530	2,380	3,400
GXE 4d Sed	120	350	580	1,310	2,030	2,900
1991 300ZX, V-6						
2d Cpe	640	1,920	3,200	7,200	11,200	16,000
2d Cpe 2+2	550	1,650	2,750	6,190	9,630	13,750
2d Turbo Cpe	1,400	4,200	7,000	15,750	24,500	35,000
1992 Sentra, 4-cyl.						
E 2d Sed	120	360	600	1,350	2,100	3,000
E 4d Sed	120	370	620	1,400	2,170	3,100
XE 2d Sed	130	380	640	1,440	2,240	3,200
XE 4d Sed	130	380	640	1,440	2,240	3,200
SE 2d Sed	130	400	660	1,490	2,310	3,300
SE-R 4d Sed	140	420	700	1,580	2,450	3,500
GXE 4d Sed	110	340	560	1,260	1,960	2,800
1992 NX, 4-cyl.						
2d Cpe 1600	130	400	660	1,490	2,310	3,300
2d Cpe 2000	140	410	680	1,530	2,380	3,400
1992 Stanza, 4-cyl.						
XE 4d Sed	130	400	660	1,490	2,310	3,300
SE 4d Sed	140	410	680	1,530	2,380	3,400
GXE 4d Sed	140	430	720	1,620	2,520	3,600
1992 240SX, 4-cyl.						
2d Cpe	140	420	700	1,580	2,450	3,500
2d FBk	140	430	720	1,620	2,520	3,600
SE 2d Cpe	140	430	720	1,620	2,520	3,600
SE 2d FBk	150	460	760	1,710	2,660	3,800
LE 2d FBk	160	480	800	1,800	2,800	4,000
SE 2d Conv	180	530	880	1,980	3,080	4,400
1992 Maxima, V-6						
GXE 4d Sed	120	360	600	1,350	2,100	3,000
SE 4d Sed	140	410	680	1,530	2,380	3,400
1992 300ZX, V-6						
2d Cpe	570	1,720	2,860	6,440	10,010	14,300
2d Cpe 2+2	600	1,790	2,980	6,710	10,430	14,900
2d Cpe Turbo	620	1,860	3,100	6,980	10,850	15,500
1993 Sentra, 4-cyl.						
E 2d Sed	130	380	640	1,440	2,240	3,200
E 4d Sed	130	400	660	1,490	2,310	3,300
XE 2d Sed	140	410	680	1,530	2,380	3,400
XE 4d Sed	140	410	680	1,530	2,380	3,400
SE 2d Sed	140	420	700	1,580	2,450	3,500
SE-R 2d Sed	140	430	720	1,620	2,520	3,600
GXE 4d Sed	120	350	580	1,310	2,030	2,900
1993 NX, 4-cyl.						
2d Cpe 1600	140	420	700	1,580	2,450	3,500
2d Cpe 2000	140	430	710	1,600	2,490	3,550
1993 Altima, 4-cyl.						
XE 4d Sed	120	360	600	1,350	2,100	3,000
GXE 4d Sed	140	420	700	1,580	2,450	3,500
SE 4d Sed	100	310	520	1,170	1,820	2,600
GLE 4d Sed	130	400	660	1,490	2,310	3,300
1993 240SX, 4-cyl.						
2d Cpe	140	430	720	1,620	2,520	3,600
2d FBk	150	440	740	1,670	2,590	3,700
SE 2d Cpe	150	460	760	1,710	2,660	3,800
SE 2d FBk	160	470	780	1,760	2,730	3,900
SE 2d Conv	200	600	1,000	2,250	3,500	5,000
1993 Maxima, V-6						
GXE 4d Sed	130	380	640	1,440	2,240	3,200
SE 4d Sed	140	430	720	1,620	2,520	3,600
1993 300ZX, V-6						
2d Cpe	550	1,650	2,750	6,190	9,630	13,750
2d Cpe 2+2	560	1,680	2,800	6,300	9,800	14,000
2d Cpe Turbo	600	1,800	3,000	6,750	10,500	15,000
2d Conv	640	1,920	3,200	7,200	11,200	16,000
1994 Sentra, 4-cyl.						
E 2d Sed	130	400	660	1,490	2,310	3,300
XE 2d Sed	140	420	700	1,580	2,450	3,500
LE 2d Sed	150	460	760	1,710	2,660	3,800
SE 2d Sed	140	430	720	1,620	2,520	3,600
SE-R 2d Sed	150	440	740	1,670	2,590	3,700
E 4d Sed	140	410	680	1,530	2,380	3,400
XE 4d Sed	140	420	700	1,580	2,450	3,500
LE 4d Sed	150	440	740	1,670	2,590	3,700
GXE 4d Sed	120	360	600	1,350	2,100	3,000
1994 Altima, 4-cyl.						
XE 4d Sed	130	380	640	1,440	2,240	3,200
GXE 4d Sed	150	440	740	1,670	2,590	3,700
SE 4d Sed	110	340	560	1,260	1,960	2,800
GLE 4d Sed	140	420	700	1,580	2,450	3,500
1994 240SX, 4-cyl.						
SE 2d Conv	200	610	1,020	2,300	3,570	5,100
1994 Maxima, V-6						
GXE 4d Sed	140	410	680	1,530	2,380	3,400
SE 4d Sed	150	460	760	1,710	2,660	3,800
1994 300ZX, V-6						
2d Cpe	550	1,650	2,750	6,190	9,630	13,750
2d Cpe 2+2	560	1,680	2,800	6,300	9,800	14,000
2d Cpe Turbo	600	1,800	3,000	6,750	10,500	15,000
2d Conv	640	1,920	3,200	7,200	11,200	16,000

	6	5	4	3	2	1
1995 Sentra, 4-cyl.						
E 4d Sed	140	420	700	1,580	2,450	3,500
XE 4d Sed	120	350	580	1,310	2,030	2,900
GXE 4d Sed	120	370	620	1,400	2,170	3,100
GLE 4d Sed	140	420	700	1,580	2,450	3,500
1995 200SX, 4-cyl.						
2d Cpe	110	340	560	1,260	1,960	2,800
SE 2d Cpe	130	380	640	1,440	2,240	3,200
SER 2d Cpe	140	430	720	1,620	2,520	3,600
1995 Altima, 4-cyl.						
XE 4d Sed	130	400	660	1,490	2,310	3,300
GXE 4d Sed	140	420	700	1,580	2,450	3,500
SE 4d Sed	110	340	560	1,260	1,960	2,800
GLE 4d Sed	140	430	720	1,620	2,520	3,600
1995 240SX, 4-cyl.						
2d Cpe	140	430	720	1,620	2,520	3,600
SE 2d Cpe	160	470	780	1,760	2,730	3,900
1995 Maxima, V-6						
GXE 4d Sed	140	430	720	1,620	2,520	3,600
SE 4d Sed	160	490	820	1,850	2,870	4,100
GLE 4d Sed	170	520	860	1,940	3,010	4,300
1995 300ZX, V-6						
2d Cpe	660	1,980	3,300	7,430	11,550	16,500
2d Cpe 2+2	560	1,680	2,800	6,300	9,800	14,000
2d Turbo Cpe	1,420	4,260	7,100	15,980	24,850	35,500
2d Conv	570	1,700	2,840	6,390	9,940	14,200
1996 Sentra, 4-cyl.						
4d Sed	140	430	720	1,620	2,520	3,600
XE 4d Sed	120	360	600	1,350	2,100	3,000
GXE 4d Sed	130	380	640	1,440	2,240	3,200
GLE 4d Sed	150	440	740	1,670	2,590	3,700
1996 200SX, 4-cyl.						
2d Cpe	120	350	580	1,310	2,030	2,900
SE 2d Cpe	120	360	600	1,350	2,100	3,000
SER 2d Cpe	150	440	740	1,670	2,590	3,700
1996 Altima, 4-cyl.						
XE 4d Sed	140	410	680	1,530	2,380	3,400
GXE 4d Sed	140	430	720	1,620	2,520	3,600
SE 4d Sed	120	350	580	1,310	2,030	2,900
GLE 4d Sed	160	470	780	1,760	2,730	3,900
1996 240SX, 4-cyl.						
2d Cpe	180	530	880	1,980	3,080	4,400
SE 2d Cpe	190	560	940	2,120	3,290	4,700
1996 Maxima, V-6						
GXE 4d Sed	150	460	760	1,710	2,660	3,800
SE 4d Sed	170	500	840	2,100	2,940	4,200
GLE 4d Sed	180	530	880	1,980	3,080	4,400
1996 300ZX, V-6						
2d Cpe	560	1,680	2,800	6,300	9,800	14,000
2d Cpe 2+2	570	1,700	2,840	6,390	9,940	14,200
Turbo Cpe	610	1,820	3,040	6,840	10,640	15,200
2d Conv	650	1,940	3,240	7,290	11,340	16,200
1997 Sentra, 4-cyl.						
4d Sed	120	350	580	1,310	2,030	2,900
XE 4d Sed	120	370	620	1,400	2,170	3,100
GXE 4d Sed	130	380	640	1,440	2,240	3,200
GLE 4d Sed	130	400	660	1,490	2,310	3,300
1997 200SX, 4-cyl.						
2d Cpe	130	380	640	1,440	2,240	3,200
SE 2d Cpe	140	410	680	1,530	2,380	3,400
SER 2d Cpe	150	460	760	1,710	2,660	3,800
1997 Altima, 4-cyl.						
XE 4d Sed	140	410	680	1,530	2,380	3,400
GXE 4d Sed	140	430	720	1,620	2,520	3,600
SE 4d Sed	120	350	580	1,310	2,030	2,900
GLE 4d Sed	120	360	600	1,350	2,100	3,000
NOTE: Add 5% for Limited Ed Pkg on GXE.						
1997 240SX, 4-cyl.						
2d Cpe	180	540	900	2,030	3,150	4,500
SE 2d Cpe	190	560	940	2,120	3,290	4,700
LE 2d Cpe	200	590	980	2,210	3,430	4,900
1997 Maxima, V-6						
GXE 4d Sed	160	470	780	1,760	2,730	3,900
SE 4d Sed	170	500	840	1,890	2,940	4,200
GLE 4d Sed	180	530	880	1,980	3,080	4,400
1998 Sentra, 4-cyl.						
4d Sed	120	350	580	1,310	2,030	2,900
XE 4d Sed	120	360	600	1,350	2,100	3,000
GXE 4d Sed	130	380	640	1,440	2,240	3,200
GLE 4d Sed	130	400	660	1,490	2,310	3,300
SE 4d Sed	160	470	780	1,760	2,730	3,900
1998 200SX, 4-cyl.						
2d Cpe	130	380	640	1,440	2,240	3,200
SE 2d Cpe	140	410	680	1,530	2,380	3,400
SER 2d Cpe	150	460	760	1,710	2,660	3,800
1998 Altima, 4-cyl.						
XE 4d Sed	140	410	680	1,530	2,380	3,400
GXE 4d Sed	140	430	720	1,620	2,520	3,600
SE 4d Sed	120	350	580	1,310	2,030	2,900
GLE 4d Sed	120	370	620	1,400	2,170	3,100
1998 240SX, 4-cyl.						
2d Cpe	180	540	900	2,030	3,150	4,500
SE 2d Cpe	190	560	940	2,120	3,290	4,700
LE 2d Cpe	200	590	980	2,210	3,430	4,900
1998 Maxima, V-6						
GXE 4d Sed	160	470	780	1,760	2,730	3,900
SE 4d Sed	170	500	840	1,890	2,940	4,200
GLE 4d Sed	180	530	880	1,980	3,080	4,400
1999 Sentra, 4-cyl.						
4d Sed	120	360	600	1,350	2,100	3,000
XE 4d Sed	120	370	620	1,400	2,170	3,100
GXE 4d Sed	130	400	660	1,490	2,310	3,300
GLE 4d Sed	140	410	680	1,530	2,380	3,400
SE 4d Sed	160	470	780	1,760	2,730	3,900
1999 Altima, 4-cyl.						
XE 4d Sed	140	410	680	1,530	2,380	3,400
GXE 4d Sed	140	430	720	1,620	2,520	3,600
SE 4d Sed	120	350	580	1,310	2,030	2,900
GLE 4d Sed	120	360	600	1,350	2,100	3,000
1999 Maxima, V-6						
GXE 4d Sed	160	470	780	1,760	2,730	3,900
SE 4d Sed	170	500	840	1,890	2,940	4,200
2000 Altima, 4-cyl.						
SE 4d Sed	120	350	580	1,310	2,030	2,900
GLE 4d Sed	120	360	600	1,350	2,100	3,000

	6	5	4	3	2	1
2000 Maxima, V-6						
GXE 4d Sed	150	460	760	1,710	2,660	3,800
SE 4d Sed	160	470	780	1,760	2,730	3,900
GLE 4d Sed	160	490	820	1,850	2,870	4,100

DE TOMASO

1967-71 V-8, 302 cid, 98.4" wb						
Mangusta 2d Cpe	12,120	36,360	60,600	136,350	212,100	303,000
1971-74 V-8, 351 cid, 99" wb						
Pantera 2d Cpe	4,200	12,600	21,000	47,250	73,500	105,000
1975-78 V-8, 351 cid, 99" wb						
Pantera 2d Cpe	4,280	12,840	21,400	48,150	74,900	107,000

NOTE: After 1974 the Pantera was not officially available in the U.S. Add 5% for GTS models.

FACEL VEGA

1954 FV, V-8, 103" wb						
2d HT Cpe	6,080	18,240	30,400	68,400	106,400	152,000
1955 FV, V-8, 103" wb						
2d HT Cpe	6,200	18,600	31,000	69,750	108,500	155,000
1956 FV2, V-8, 103" wb						
2d HT Cpe	6,080	18,240	30,400	68,400	106,400	152,000
1956 Excellence, V-8, 122" wb						
4d HT Sed	6,080	18,240	30,400	68,400	106,400	152,000
1957 FV2, V-8, 103" wb						
2d HT Cpe	6,080	18,240	30,400	68,400	106,400	152,000
1957 Excellence, V-8, 122" wb						
4d HT Sed	7,200	21,600	36,000	81,000	126,000	180,000
1958 FV2, V-8, 105" wb						
2d HT Cpe	8,920	26,760	44,600	100,350	156,100	223,000
1958 Excellence, V-8, 122" wb						
4d HT Sed	7,200	21,600	36,000	81,000	126,000	180,000
1959 HK500, V-8, 105" wb						
2d HT Cpe	6,400	19,200	32,000	72,000	112,000	160,000
1959 Excellence, V-8, 125" wb						
4d HT Sed	7,200	21,600	36,000	81,000	126,000	180,000
1960 Facellia, 4-cyl., 96" wb						
2d Cpe	2,800	8,400	14,000	31,500	49,000	70,000
2d Conv	3,200	9,600	16,000	36,000	56,000	80,000
1960 HK500, V-8, 105" wb						
2d HT Cpe	6,720	20,160	33,600	75,600	117,600	168,000
1960 Excellence, V-8, 125" wb						
4d HT Sed	7,200	21,600	36,000	81,000	126,000	180,000
1961 Facellia, 4-cyl., 96" wb						
2d Cpe	2,800	8,400	14,000	31,500	49,000	70,000
2d Conv	3,200	9,600	16,000	36,000	56,000	80,000
1961 HK500, V-8, 105" wb						
2d HT Cpe	6,720	20,160	33,600	75,600	117,600	168,000
1961 Excellence, V-8, 125" wb						
4d HT Sed	7,200	21,600	36,000	81,000	126,000	180,000
1962 Facellia, 4-cyl., 96" wb						
2d Cpe	2,800	8,400	14,000	31,500	49,000	70,000
2d Conv	3,200	9,600	16,000	36,000	56,000	80,000
1962 Facel II, V-8, 105" wb						
2d HT Cpe	23,000	69,000	115,000	258,750	402,500	575,000
1962 Excellence, V-8, 125" wb						
4d HT Sed	7,200	21,600	36,000	81,000	126,000	180,000
1963 Facellia, 4-cyl., 96" wb						
2d Cpe	2,800	8,400	14,000	31,500	49,000	70,000
2d Conv	3,200	9,600	16,000	36,000	56,000	80,000
1963 Facel II, V-8, 105" wb						
2d HT Cpe	23,000	69,000	115,000	258,750	402,500	575,000
1963 Facel III, 4-cyl., 97" wb						
2d HT Cpe	3,800	11,400	19,000	42,750	66,500	95,000
1963 Facel 6, 6-cyl., 97" wb						
2d HT Cpe	5,600	16,800	28,000	63,000	98,000	140,000
1963 Excellence, V-8, 125" wb						
4d HT Sed	7,200	21,600	36,000	81,000	126,000	180,000
1964-65 Facellia, 4-cyl., 96" wb						
2d Cpe	2,800	8,400	14,000	31,500	49,000	70,000
2d Conv	3,200	9,600	16,000	36,000	56,000	80,000
1964-65 Facel II, V-8, 105" wb						
2d HT Cpe	23,000	69,000	115,000	258,750	402,500	575,000
1964-65 Facel III, 4-cyl., 97" wb						
2d HT Cpe	3,800	11,400	19,000	42,750	66,500	95,000
1964-65 Facel 6, 6-cyl., 97" wb						
2d HT Cpe	5,600	16,800	28,000	63,000	98,000	140,000

FIAT

1947-52 4-cyl., 570cc, 78.75" wb						
500 2d Sed	2,000	6,000	10,000	22,500	35,000	50,000
1947-52 4-cyl., 1089cc, 95.4" wb						
1100B 4d Sed	2,000	6,000	10,000	22,500	35,000	50,000
1100BL 4d Sed	2,000	6,000	10,000	22,500	35,000	50,000
1947-52 4-cyl., 1089cc, 95.25" wb						
1100E 4d Sed	2,000	6,000	10,000	22,500	35,000	50,000
1947-52 4-cyl., 1089cc, 106" wb						
1100EL 4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1100S 2d Spt Cpe	2,000	6,000	10,000	22,500	35,000	50,000
1100ES 2d Spt Cpe	2,000	6,000	10,000	22,500	35,000	50,000
1947-52 4-cyl., 1395cc, 104.2" wb						
1400 4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1947-52 4-cyl., 1395cc, 104.2"						
1400 2d Cabr	2,800	8,400	14,000	35,000	49,000	70,000
1947-52 6-cyl., 1493cc, 110" wb						
1500 4d Sed	800	2,400	4,000	9,000	14,000	20,000
2d Conv Cpe	2,200	6,600	11,000	24,750	38,500	55,000
1947-54 500C Topolino Transformable						
2d sed	1,600	4,800	8,000	20,000	28,000	40,000
1953-56 500, 4-cyl., 570cc, 78.75" wb						
2d Sed	2,200	6,600	11,000	24,750	38,500	55,000
2d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1953-56 600, 4-cyl., 633cc, 78.75" wb						
2d Sed	720	2,160	3,600	8,100	12,600	18,000
2d Conv (S/R)	2,000	6,000	10,000	22,500	35,000	50,000
1953-56 600 Multipla, 4-cyl., 633cc, 78.75" wb						
4d Sta Wag	2,000	6,000	10,000	22,500	35,000	50,000
1953-56 1100, 4-cyl., 1089cc, 92.1" wb						
103 4d Sed	800	2,400	4,000	9,000	14,000	20,000
103E 4d Sed	840	2,520	4,200	9,450	14,700	21,000
103E TV 4d Sed	800	2,400	4,000	9,000	14,000	20,000
103E 4d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
103F TV 2d Spt Rds	2,840	8,520	14,200	31,950	49,700	71,000
1953-56 1400, 4-cyl., 1395cc, 104.2" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000

	6	5	4	3	2	1
2d Cabr	1,040	3,120	5,200	11,700	18,200	26,000
1953-56 1900, 4-cyl., 1901cc, 104" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
1953-56 8V, V-8, 1996cc, 94.5" wb						
2d Cpe	value not estimable					
1957 500, 2-cyl., 479cc, 72.4" wb						
2d Sed	640	1,920	3,200	7,200	11,200	16,000
1957 600, 4-cyl., 633cc, 78.75" wb						
2d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Conv (S/R)	1,000	3,000	5,000	11,250	17,500	25,000
1957 600 Multipla, 4-cyl., 633cc, 78.75" wb						
4d Sta Wag (4/5P)	2,000	6,000	10,000	22,500	35,000	50,000
4d Sta Wag (6P)	2,040	6,120	10,200	22,950	35,700	51,000
1957 1100, 4-cyl., 1089cc, 92.1" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1957 1100 TV, 4-cyl., 1089cc, 92.1" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Conv	2,880	8,640	14,400	32,400	50,400	72,000
1958 500, 2-cyl., 479cc, 72.4" wb						
2d Sed	640	1,920	3,200	7,200	11,200	16,000
1958 600, 4-cyl., 633cc, 78.75" wb						
2d Sed	1,010	3,030	5,050	11,360	17,680	25,250
2d Conv (S/R)	1,000	3,000	5,000	11,250	17,500	25,000
1958 600 Multipla, 4-cyl., 633cc, 78.75" wb						
4d Sta Wag (4/5P)	2,000	6,000	10,000	22,500	35,000	50,000
4d Sta Wag (6P)	2,040	6,120	10,200	22,950	35,700	51,000
1958 1100, 4-cyl., 1089cc, 92.1" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Familiare Sta Wag	560	1,680	2,800	6,300	9,800	14,000
1958 1100 TV, 4-cyl., 1089cc, 92.1" wb						
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	2,880	8,640	14,400	32,400	50,400	72,000
1958 1200 Gran Luce, 4-cyl., 1221cc, 92.1" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
TV, 2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
1959 500, 2-cyl., 479cc, 72.4" wb						
2d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Bianchina Cpe	520	1,560	2,600	5,850	9,100	13,000
2d Jolly Sed	5,680	17,040	28,400	63,900	99,400	142,000
1959 500 Sport, 2-cyl., 499cc, 72.4" wb						
2d Sed	250	760	1,260	2,840	4,410	6,300
2d Bianchina Cpe	520	1,560	2,600	5,850	9,100	13,000
1959 600, 4-cyl., 633cc, 78.75" wb						
2d Sed	880	2,640	4,400	9,900	15,400	22,000
2d Sed (S/R)	920	2,760	4,600	10,350	16,100	23,000
1959 600 Multipla, 4-cyl., 633cc, 78.75" wb						
4d Sta Wag (4/5P)	2,000	6,000	10,000	22,500	35,000	50,000
4d Sta Wag (6P)	2,000	6,000	10,000	22,500	35,000	50,000
1959 1100, 4-cyl., 1089cc, 92.1" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1959 1200, 4-cyl., 1221cc, 92.1" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Spider Conv	1,240	3,720	6,200	13,950	21,700	31,000
1959 1500, 1500S, 4-cyl., 1491cc, 92.1" wb						
2d Spider Conv	2,800	8,400	14,000	31,500	49,000	70,000
1960 500, 2-cyl., 479cc, 72.4" wb						
2d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Bianchina Cpe	540	1,620	2,700	6,080	9,450	13,500
2d Jolly Sed	5,680	17,040	28,400	63,900	99,400	142,000
1960 500 Sport, 2-cyl., 499cc, 72.4" wb						
2d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Bianchina Cpe	550	1,650	2,750	6,190	9,630	13,750
1960 600, 4-cyl., 633cc, 78.75" wb						
2d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Sed (S/R)	520	1,560	2,600	5,850	9,100	13,000
2d Jolly Sed	5,680	17,040	28,400	63,900	99,400	142,000
1960 600 Multipla, 4-cyl., 633cc, 78.75" wb						
4d Sta Wag (4/5P)	2,000	6,000	10,000	22,500	35,000	50,000
4d Sta Wag (6P)	2,040	6,120	10,200	22,950	35,700	51,000
1960 1100, 4-cyl., 1089cc, 92.1" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d DeL Sed	500	1,500	2,500	5,630	8,750	12,500
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1960 1200, 4-cyl., 1221cc, 92.1" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Spider Conv	1,240	3,720	6,200	13,950	21,700	31,000
1960 1500, 1500S, 4-cyl., 1491cc, 92.1" wb						
2d Spider Conv	2,800	8,400	14,000	31,500	49,000	70,000
1960 2100, 6-cyl., 2054cc, 104.3" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1961 500, 2-cyl., 479cc, 72.4" wb						
Bianchina DeL Cpe	540	1,620	2,700	6,080	9,450	13,500
2d Jolly Sed	5,680	17,040	28,400	63,900	99,400	142,000
1961 500 Sport, 2-cyl., 499cc, 72.4" wb						
2d Sed	640	1,920	3,200	7,200	11,200	16,000
2d Bianchina Cpe	540	1,620	2,700	6,080	9,450	13,500
1961 600, 4-cyl., 633cc, 78.75" wb						
2d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Sed (S/R)	520	1,560	2,600	5,850	9,100	13,000
2d Jolly Sed	4,000	12,000	20,000	45,000	70,000	100,000
2d Jolly Sed	5,680	17,040	28,400	63,900	99,400	142,000
1961 600 Multipla, 4-cyl., 633cc, 78.75" wb						
4d Sta Wag (6P)	580	1,740	2,900	6,530	10,150	14,500
1961 1100, 4-cyl., 1089cc, 92.1" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d DeL Sed	500	1,500	2,500	5,630	8,750	12,500
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1961 1200, 4-cyl., 1225cc, 92.1" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Spider Conv	1,240	3,720	6,200	13,950	21,700	31,000
1961 1500, 1500S, 4-cyl., 1491cc, 92.1" wb						
Spider Conv	1,280	3,840	6,400	14,400	22,400	32,000
1961 2100, 6-cyl., 2054cc, 104.3" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag	190	560	940	2,120	3,290	4,700
1962 600D, 4-cyl., 767cc, 78.75" wb						
2d Sed	190	560	940	2,120	3,290	4,700
1962 1100, 4-cyl., 1089cc, 92.1" wb						
4d Export Sed	480	1,440	2,400	5,400	8,400	12,000
4d Spl Sed	500	1,500	2,500	5,630	8,750	12,500
1962 1200 Spider, 4-cyl., 1221cc, 92.1" wb						
2d Conv	1,240	3,720	6,200	13,950	21,700	31,000
1963 600D, 4-cyl., 767cc, 78.5" wb						
2d Sed	560	1,680	2,800	6,300	9,800	14,000
1963 1100 Special, 4-cyl., 1089cc, 92.1" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
1963 1100D, 4-cyl., 1221cc, 92.1" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
1963 1200 Spider, 4-cyl., 1221cc, 92.1" wb						
2d Conv	1,240	3,720	6,200	13,950	21,700	31,000
1964 600D, 4-cyl., 767cc, 78.5" wb						
2d Sed	290	880	1,470	3,310	5,150	7,350
1964 1100D, 4-cyl., 1221cc, 92.1" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
1964 1500 Spider, 4-cyl., 1481cc, 92.1" wb						
2d Conv	1,280	3,840	6,400	14,400	22,400	32,000
1965 600D, 4-cyl., 767cc, 78.5" wb						
2d Sed	560	1,680	2,800	6,300	9,800	14,000
1965 1100D, 4-cyl., 1221cc, 92.1" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1965 1500 Spider, 4-cyl., 1481cc, 92." wb						
2d Conv	1,280	3,840	6,400	14,400	22,400	32,000
1966 600D, 4-cyl., 767cc, 78.5" wb						
2d Sed	320	960	1,600	3,600	5,600	8,000
1966 1100D, 4-cyl., 1221cc, 92.1" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1966 1500 Spider, 4-cyl., 1481cc, 92.1" wb						
2d Conv	1,280	3,840	6,400	14,400	22,400	32,000
1967 600D, 4-cyl., 767cc, 78.7" wb						
2d Sed	320	960	1,600	3,600	5,600	8,000
1967 850, 4-cyl., 843cc, 79.8" wb						
FBk Cpe 2+2	840	2,520	4,200	9,450	14,700	21,000
2d Spider Conv	640	1,920	3,200	7,200	11,200	16,000
1967 124, 4-cyl., 1197cc, 95.3" wb						
4d 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
1967 1100R, 4-cyl., 1089cc, 92.2" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
1967 1500 Spider, 4-cyl., 1481cc, 92.1" wb						
2d Conv	810	2,430	4,050	9,110	14,180	20,250
1968 850, 4-cyl., 817cc, 79.8" wb						
2d Sed	320	960	1,600	3,600	5,600	8,000
2d FBk Cpe	480	1,440	2,400	5,400	8,400	12,000
2d Spider Conv	720	2,160	3,600	8,100	12,600	18,000
1968 124, 4-cyl., 1197cc, 95.3" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
1968 124, 4-cyl., 1438cc, 95.3" wb						
2d Spt Cpe	640	1,920	3,200	7,200	11,200	16,000
1968 124 Spider, 4-cyl., 1438cc, 89.8" wb						
2d Conv	800	2,400	4,000	9,000	14,000	20,000
1969 850, 4-cyl., 817cc, 79.8" wb						
2d Sed	320	960	1,600	3,600	5,600	8,000
2d FBk Cpe 2+2	480	1,440	2,400	5,400	8,400	12,000
2d Spider Conv	920	2,760	4,600	10,350	16,100	23,000
1969 124, 4-cyl., 1197cc, 95.3" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
1969 124, 4-cyl., 1438cc, 95.3" wb						
2d Spt Cpe	620	1,860	3,100	6,980	10,850	15,500
1969 124 Spider, 4-cyl., 1438cc, 89.8" wb						
2d Conv	800	2,400	4,000	9,000	14,000	20,000
1970 850, 4-cyl., 817cc, 79.8" wb						
2d Sed	320	960	1,600	3,600	5,600	8,000
1970 850, 4-cyl., 903cc, 79.8" wb						
Spt FBk Cpe 2+2	520	1,560	2,600	5,850	9,100	13,000
Racer 2d HT Cpe	590	1,770	2,950	6,640	10,330	14,750
1970 850 Spider, 4-cyl., 903cc, 79.8" wb						
2d Conv	720	2,160	3,600	8,100	12,600	18,000
1970 124, 4-cyl., 1438cc, 95.3" wb						
4d Spl Sed	480	1,440	2,400	5,400	8,400	12,000
4d Spl Sta Wag	500	1,500	2,500	5,630	8,750	12,500
2d Spt Cpe	720	2,160	3,600	8,100	12,600	18,000
1970 124 Spider, 4-cyl., 1438cc, 89.8" wb						
2d Conv	1,160	3,480	5,800	13,050	20,300	29,000
1971 850, 4-cyl., 817cc, 79.8" wb						
2d Sed	320	960	1,600	3,600	5,600	8,000
1971 850, 4-cyl., 903cc, 79.8" wb						
2d FBk Cpe, 2+2	560	1,680	2,800	6,300	9,800	14,000
Racer, 2d HT Cpe	590	1,770	2,950	6,640	10,330	14,750
1971 850 Spider, 4-cyl., 903cc, 79.8" wb						
2d Conv	720	2,160	3,600	8,100	12,600	18,000
2d Conv	480	1,440	2,400	5,400	8,400	12,000
1971 124, 4-cyl., 1438cc, 95.3" wb						
4d Spl Sta Wag	520	1,560	2,600	5,850	9,100	13,000
2d Spt Cpe	620	1,860	3,100	6,980	10,850	15,500
1971 124 Spider, 4-cyl., 1438cc, 89.8" wb						
2d Conv	800	2,400	4,000	9,000	14,000	20,000

NOTE: The 124 coupe and convertible could be ordered with the larger 1.6-liter engine (1608cc).

1972 850 Spider, 4-cyl., 903cc, 79.8" wb						
2d Conv	720	2,160	3,600	8,100	12,600	18,000
1972 128, 4-cyl., 1116cc, 96.4" wb						
2d Sed	460	1,380	2,300	5,180	8,050	11,500
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1972 124, 4-cyl., 1438cc, 95.3" wb						
4d Spl Sed	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1972 124, 4-cyl., 1608cc, 95.3" wb						
2d Spt Cpe	540	1,620	2,700	6,080	9,450	13,500
1972 124 Spider, 4-cyl., 1608cc, 89.8" wb						
2d Conv	800	2,400	4,000	9,000	14,000	20,000
1973 850 Spider, 4-cyl., 903cc, 79.8" wb						
2d Conv	720	2,160	3,600	8,100	12,600	18,000
1973 128, 4-cyl., 1116cc, 96.4" wb						
2d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
SL 1300 2d Cpe	510	1,530	2,550	5,740	8,930	12,750
1973 124, 4-cyl., 1438cc, 95.3" wb						
4d Spl 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
1973 124, 4-cyl., 1608cc, 95.3" wb						
2d Spt Cpe	800	2,400	4,000	9,000	14,000	20,000
1973 124 Spider, 4-cyl., 1608cc, 89.8" wb						
2d Conv	800	2,400	4,000	9,000	14,000	20,000
1974 128, 4-cyl., 1290cc, 96.4" wb						
2d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
1974 128, 4-cyl., 1290cc, 87.5" wb						
SL 2d Cpe	560	1,680	2,800	6,300	9,800	14,000
1974 X1/9, 4-cyl., 1290cc, 86.7" wb						
2d Targa Cpe	1,000	3,000	5,000	11,250	17,500	25,000
1974 124, 4-cyl., 1593cc, 95.3" wb						
4d Spl Sed	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1974 124, 4-cyl., 1756cc, 95.3" wb						
2d Spt Cpe	520	1,560	2,600	5,850	9,100	13,000
1974 124 Spider, 4-cyl., 1756cc, 89.8" wb						
2d Conv	800	2,400	4,000	9,000	14,000	20,000
1975 128, 4-cyl., 1290cc, 96.4" wb						
2d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Sta Wag	500	1,490	2,480	5,580	8,680	12,400
1975 128, 4-cyl., 1290cc, 87.5" wb						
SL 2d Cpe	500	1,510	2,520	5,670	8,820	12,600
1975 X1/9, 4-cyl., 1290cc, 86.7" wb						
2d Targa Cpe	1,000	3,000	5,000	11,250	17,500	25,000
1975 131, 4-cyl., 1756cc, 98" wb						
2d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag	500	1,510	2,520	5,670	8,820	12,600
1975 124, 4-cyl., 1756cc, 95.3" wb						
2d Spt Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d Spt Cpe	520	1,560	2,600	5,850	9,100	13,000
1976 128, 4-cyl., 1290cc, 96.4" wb						
2d Sed	800	2,400	4,000	9,000	14,000	20,000
2d Cus Sed	480	1,440	2,400	5,400	8,400	12,000
4d Cus Sed	490	1,460	2,440	5,490	8,540	12,200
2d Sta Wag	490	1,460	2,440	5,490	8,540	12,200
1976 128 Sport, 4-cyl., 1290cc, 87.5" wb						
3P HBk Cpe	500	1,510	2,520	5,670	8,820	12,600
1976 X1/9, 4-cyl., 1290cc, 86.7" wb						
AS Targa Cpe	1,000	3,000	5,000	11,250	17,500	25,000
1976 131, 4-cyl., 1756cc, 98" wb						
A3 2d Sed	540	1,620	2,700	6,080	9,450	13,500
A3 4d Sed	480	1,440	2,400	5,400	8,400	12,000
AF2 4d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
1976 124 Sport Spider, 4-cyl., 1756cc, 89.7" wb						
CS 2d Conv	80	240	400	900	1,400	2,000
1977 128, 4-cyl., 1290cc, 96.4" wb						
2d 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 Sed	460	1,380	2,300	5,180	8,050	11,500
2d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
1977 128, 4-cyl., 1290cc, 87.5" wb						
3P Cus HBk Cpe	640	1,920	3,200	7,200	11,200	16,000
1977 X1/9, 4-cyl., 1290cc, 86.7" wb						
AS Targa Cpe	1,000	3,000	5,000	11,250	17,500	25,000
1977 131, 4-cyl., 1756cc, 98" wb						
A3 2d Sed	540	1,620	2,700	6,080	9,450	13,500
A3 4d Sed	480	1,440	2,400	5,400	8,400	12,000
AF2 4d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
1977 124 Sport Spider, 4-cyl., 1756cc, 89.7" wb						
CS 2d Conv	800	2,400	4,000	9,000	14,000	20,000
1978 128, 4-cyl., 1290cc, 96.4" wb						
A1 2d Sed	520	1,560	2,600	5,850	9,100	13,000
A1 4d Sed	480	1,440	2,400	5,400	8,400	12,000
1978 128, 4-cyl., 1290cc, 87.5" wb						
AC Spt HBk	500	1,510	2,520	5,670	8,820	12,600
1978 X1/9, 4-cyl., 1290cc, 86.7" wb						
AS Targa Cpe	1,000	3,000	5,000	11,250	17,500	25,000
1978 131, 4-cyl., 1756cc, 98" wb						
A 2d Sed	540	1,620	2,700	6,080	9,450	13,500
A 4d Sed	480	1,440	2,400	5,400	8,400	12,000
AF 4d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
1978 Brava, 4-cyl., 1756cc, 98" wb						
2d Sed	420	1,260	2,100	4,730	7,350	10,500
2d Sup Sed	440	1,320	2,200	4,950	7,700	11,000
4d Sup Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sup Sta Wag	460	1,380	2,300	5,180	8,050	11,500
1978 Spider 124, 4-cyl., 1756cc, 89.7" wb						
2d Conv	800	2,400	4,000	9,000	14,000	20,000
1978 X1/9						

NOTE: At mid-year the Brava series and Spider contained the new twin-cam 2.0-liter four (1995cc).

1979 128A1, 4-cyl., 1290cc, 96.4" wb						
2d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Sed	480	1,440	2,400	5,400	8,400	12,000
1979 128AC, 4-cyl., 1290cc, 87.5" wb						
2d Spt HBk	520	1,560	2,600	5,850	9,100	13,000
1979 X1/9, 4-cyl. 1290cc, 86.7" wb						
AS Targa Cpe	1,000	3,000	5,000	12,500	17,500	25,000
1979 Strada 138A, 1498cc, 96.4" wb						
2d HBk	400	1,200	2,000	4,500	7,000	10,000
2d Cus HBk	420	1,260	2,100	4,730	7,350	10,500
4d Cus HBk	410	1,220	2,040	4,590	7,140	10,200
1979 Brava 131, 4-cyl., 1995cc, 98" wb						
A4 2d Sed	420	1,250	2,080	4,680	7,280	10,400
A4 4d Sed	400	1,200	2,000	4,500	7,000	10,000
AF 4d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
1979 Spider 2000, 4-cyl., 1995cc, 89.7" wb						
2d Conv	800	2,400	4,000	9,000	14,000	20,000
1980 Strada 138, 4-cyl., 1498cc, 96.4" wb						
2d HBk	400	1,200	2,000	4,500	7,000	10,000
2d Cus HBk	420	1,260	2,100	4,730	7,350	10,500
4d Cus HBk	410	1,220	2,040	4,590	7,140	10,200
1980 X1/9, 4-cyl., 1498cc, 86.7" wb						
128 Targa Cpe	1,000	3,000	5,000	11,250	17,500	25,000
1980 Brava 131, 4-cyl., 1995cc, 98" wb						
2d Sed	420	1,250	2,080	4,680	7,280	10,400
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1980 Spider 2000, 4-cyl., 1995cc, 89.7" wb						
124 2d Conv	800	2,400	4,000	9,000	14,000	20,000

NOTE The Brava series and Spider 2000 were also available with fuel injection in 1980.

1981 Strada 138, 4-cyl., 1498cc, 96.4" wb						
2d HBk	400	1,200	2,000	4,500	7,000	10,000
2d Cus HBk	420	1,260	2,100	4,730	7,350	10,500
4d Cus HBk	410	1,220	2,040	4,590	7,140	10,200

	6	5	4	3	2	1
1981 X1/9, 4-cyl., 1498cc, 86.7" wb						
128 Targa Cpe	1,000	3,000	5,000	11,250	17,500	25,000
1981 Brava 131, 4-cyl., 1995cc, 98" wb						
2d Sed	420	1,250	2,080	4,680	7,280	10,400
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1981 Spider 2000, 4-cyl., 1995cc, 89.7" wb						
124 2d Conv	900	2,700	4,500	10,130	15,750	22,500
124 2d Turbo Conv	1,280	3,840	6,400	14,400	22,400	32,000
1982 Strada, 4-cyl., 1498cc, 96.4" wb						
DD 2d HBk	400	1,200	2,000	4,500	7,000	10,000
DD 2d Cus HBk	420	1,260	2,100	4,730	7,350	10,500
DE Cus 4d HBk	410	1,220	2,040	4,590	7,140	10,200
1982 X1/9, 4-cyl., 1498cc, 86.7" wb						
BS Targa Cpe	800	2,400	4,000	9,000	14,000	20,000
1982 Spider 2000, 4-cyl., 1995cc, 89.7" wb						
AS 2d Conv	900	2,700	4,500	10,130	15,750	22,500
2d Turbo Conv	1,280	3,840	6,400	14,400	22,400	32,000
1983 X1/9, 4-cyl., 1498cc, 86.7" wb						
BS Targa Cpe	800	2,400	4,000	9,000	14,000	20,000
1983 Spider 2000, 4-cyl., 1995cc, 89.7" wb						
AS 2d Conv	1,240	3,720	6,200	13,950	21,700	31,000
2d Turbo Conv	1,320	3,960	6,600	14,850	23,100	33,000

NOTE: The Spider 2000 convertible was produced under the Pininfarina nameplate during 1984-85. The X1/9 Targa Coupe was produced under the Bertone nameplate during 1984-90.

FORD - BRITISH

1948 Anglia, 4-cyl., 90" wb						
2d Sed	420	1,260	2,100	4,730	7,350	10,500
1948 Prefect, 4-cyl., 94" wb						
4d Sed	400	1,200	2,000	4,490	6,980	9,975
1949 Anglia, 4-cyl., 90" wb						
2d Sed	420	1,260	2,100	4,730	7,350	10,500
1949 Prefect, 4-cyl., 94" wb						
4d Sed	400	1,200	2,000	4,490	6,980	9,975
1950 Anglia, 4-cyl., 90" wb						
2d Sed	420	1,260	2,100	4,730	7,350	10,500
1950 Prefect, 4-cyl., 94" wb						
4d Sed	400	1,200	2,000	4,490	6,980	9,975
1951 Anglia, 4-cyl., 90" wb						
2d Sed	340	1,030	1,720	3,870	6,020	8,600
1951 Prefect, 4-cyl., 90" wb						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
1951 Consul, 4-cyl., 100" wb						
4d Sed	340	1,030	1,720	3,870	6,020	8,600
1952 Anglia, 4-cyl., 90" wb						
2d Sed	340	1,030	1,720	3,870	6,020	8,600
1952 Prefect, 4-cyl., 94" wb						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
1952 Consul, 4-cyl., 100" wb						
4d Sed	340	1,030	1,720	3,870	6,020	8,600
1952 Zephyr, 6-cyl., 104" wb						
4d Sed	360	1,070	1,790	4,020	6,250	8,925
1953 Anglia, 4-cyl., 90" wb						
2d Sed	340	1,030	1,720	3,870	6,020	8,600
1953 Prefect, 4-cyl., 94" wb						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
1953 Consul, 4-cyl., 100" wb						
4d Sed	340	1,030	1,720	3,870	6,020	8,600
1953 Zephyr, 6-cyl., 104" wb						
4d Sed	360	1,070	1,790	4,020	6,250	8,925
1954 Anglia, 4-cyl., 87" wb						
2d Sed	340	1,030	1,720	3,870	6,020	8,600
1954 Prefect, 4-cyl., 87" wb						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
1954 Consul, 4-cyl., 100" wb						
4d Sed	340	1,030	1,720	3,870	6,020	8,600
1954 Zephyr, 6-cyl., 104" wb						
4d Sed	360	1,070	1,780	4,010	6,230	8,900
1955 Anglia, 4-cyl., 87" wb						
2d Sed	340	1,030	1,720	3,870	6,020	8,600
1955 Prefect, 4-cyl., 87" wb						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
1955 Consul, 4-cyl., 100" wb						
4d Sed	3,530	10,590	17,650	39,710	61,780	88,250
2d Conv	420	1,260	2,100	4,730	7,350	10,500
1955 Zephyr, 6-cyl., 104" wb						
4d Sed	3,570	10,710	17,850	40,160	62,480	89,250
1955 Zodiac, 6-cyl., 104" wb						
4d Sed	360	1,080	1,810	4,060	6,320	9,025
2d Conv	420	1,260	2,100	4,730	7,350	10,500
1956 Anglia, 4-cyl., 87" wb						
2d Sed	340	1,030	1,720	3,870	6,020	8,600
1956 Prefect, 4-cyl., 87" wb						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
1956 Escort/Squire, 4-cyl., 87" wb						
2d Sta Wag	350	1,060	1,770	3,970	6,180	8,825
1956 Consul, 4-cyl., 100" wb						
4d Sed	350	1,060	1,770	3,970	6,180	8,825
2d Conv	420	1,260	2,100	4,730	7,350	10,500
1956 Zephyr, 6-cyl., 104" wb						
4d Sed	360	1,070	1,790	4,020	6,250	8,925
2d Conv	420	1,260	2,100	4,730	7,350	10,500
1956 Zodiac, 6-cyl., 104" wb						
4d Sed	360	1,090	1,810	4,070	6,340	9,050
1957 Anglia, 4-cyl., 87" wb						
2d Sed	340	1,030	1,720	3,870	6,020	8,600
1957 Prefect, 4-cyl., 87" wb						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
1957 Escort/Squire, 4-cyl., 87" wb						
2d Sta Wag	350	1,060	1,770	3,970	6,180	8,825
1957 Consul, 4-cyl., 104" wb						
4d Sed	350	1,060	1,770	3,970	6,180	8,825
2d Conv	420	1,260	2,100	4,730	7,350	10,500
1957 Zephyr, 6-cyl., 107" wb						
4d Sed	360	1,070	1,790	4,020	6,250	8,925
2d Conv	420	1,260	2,100	4,730	7,350	10,500
1957 Zodiac, 6-cyl., 107" wb						
4d Sed	360	1,080	1,810	4,060	6,320	9,025
2d Conv	610	1,830	3,050	6,850	10,660	15,225
1958 Anglia, 4-cyl., 87" wb						
2d Sed	340	1,030	1,720	3,870	6,020	8,600
2d DeL Sed	340	1,030	1,720	3,870	6,020	8,600
1958 Prefect, 4-cyl., 87" wb						
4d Sed	340	1,030	1,720	3,870	6,020	8,600
1958 Escort/Squire, 4-cyl., 87" wb						
2d Sta Wag	350	1,060	1,770	3,970	6,180	8,825
1958 Consul, 4-cyl., 104" wb						
4d Sed	3,530	10,590	17,650	39,710	61,780	88,250
2d Conv	420	1,260	2,100	4,730	7,350	10,500
1958 Zephyr, 6-cyl., 107" wb						
4d Sed	360	1,070	1,790	4,020	6,250	8,925
2d Conv	420	1,260	2,100	4,730	7,350	10,500
1958 Zodiac, 6-cyl., 107" wb						
4d Sed	360	1,080	1,810	4,060	6,320	9,025
2d Conv	610	1,830	3,050	6,850	10,660	15,225
1959 Anglia, 4-cyl., 87" wb						
2d DeL Sed	340	1,030	1,720	3,870	6,020	8,600
1959 Prefect, 4-cyl., 87" wb						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
1959 Escort/Squire, 4-cyl., 87" wb						
2d Sta Wag	350	1,060	1,770	3,970	6,180	8,825
1959 Consul, 4-cyl., 104" wb						
4d Sed	350	1,060	1,770	3,970	6,180	8,825
2d Conv	420	1,260	2,100	4,730	7,350	10,500
4d Sta Wag	360	1,070	1,790	4,020	6,250	8,925
1959 Zephyr, 6-cyl., 107" wb						
4d Sed	360	1,070	1,790	4,020	6,250	8,925
2d Conv	420	1,260	2,100	4,730	7,350	10,500
4d Sta Wag	360	1,080	1,810	4,060	6,320	9,025
1959 Zodiac, 6-cyl., 107" wb						
4d Sed	360	1,080	1,810	4,060	6,320	9,025
2d Conv	420	1,260	2,100	4,730	7,350	10,500
4d Sta Wag	370	1,100	1,830	4,110	6,390	9,125
1960 Anglia, 4-cyl., 90" wb						
2d Sed	340	1,020	1,700	3,830	5,950	8,500
1960 Prefect, 4-cyl., 90" wb						
4d Sed	290	880	1,470	3,310	5,150	7,350
1960 Escort/Squire, 4-cyl., 87" wb						
2d Sta Wag	350	1,060	1,770	3,970	6,180	8,825
1960 Consul, 4-cyl., 104" wb						
4d Sed	350	1,060	1,770	3,970	6,180	8,825
2d Conv	400	1,200	2,000	4,490	6,980	9,975
1960 Zephyr, 6-cyl., 107" wb						
4d Sed	360	1,070	1,790	4,020	6,250	8,925
2d Conv	390	1,170	1,960	4,400	6,840	9,775
1960 Zodiac, 6-cyl., 107" wb						
4d Sed	360	1,080	1,810	4,060	6,320	9,025
2d Conv	420	1,260	2,100	4,730	7,350	10,500
1961 Anglia, 4-cyl., 90" wb						
2d Sed	300	890	1,490	3,350	5,220	7,450
1961 Prefect, 4-cyl., 90" wb						
4d Sed	290	880	1,470	3,310	5,150	7,350
1961 Escort, 4-cyl., 87" wb						
2d Sta Wag	350	1,060	1,770	3,970	6,180	8,825
1961 Consul, 4-cyl., 104" wb						
4d Sed	350	1,060	1,770	3,970	6,180	8,825
2d Conv	350	1,060	1,770	3,970	6,180	8,825
1961 Zephyr, 6-cyl., 107" wb						
4d Sed	630	1,890	3,150	7,090	11,030	15,750
2d Conv	360	1,070	1,790	4,020	6,250	8,925
1961 Zodiac, 6-cyl., 107" wb						
4d Sed	360	1,080	1,810	4,060	6,320	9,025
2d Conv	660	1,980	3,300	7,410	11,530	16,475
1962 Anglia, 4-cyl., 90" wb						
2d Sed	300	890	1,490	3,350	5,220	7,450
2d DeL Sed	300	910	1,510	3,400	5,290	7,550
2d Sta Wag	300	910	1,510	3,400	5,290	7,550
1962 Consul 315, 4-cyl., 99" wb						
2d Sed	310	920	1,540	3,450	5,370	7,675
4d DeL Sed	310	930	1,560	3,500	5,440	7,775
1962 Consul Capri, 4-cyl., 99" wb						
2d HT Cpe	360	1,070	1,790	4,020	6,250	8,925
1963 Anglia, 4-cyl., 90" wb						
2d Sed	300	890	1,490	3,350	5,220	7,450
2d DeL Sed	300	910	1,510	3,400	5,290	7,550
2d Sta Wag	300	910	1,510	3,400	5,290	7,550
1963 Consul 315, 4-cyl., 99" wb						
2d Sed	310	920	1,540	3,450	5,370	7,675
4d DeL Sed	310	930	1,560	3,500	5,440	7,775
1963 Capri, 4-cyl., 99" wb						
2d HT Cpe	360	1,070	1,790	4,020	6,250	8,925
1963 Cortina, 4-cyl., 98" wb						
2d DeL Sed	300	910	1,510	3,400	5,290	7,550
4d DeL Sed	310	920	1,540	3,450	5,370	7,675
4d Sta Wag	310	920	1,540	3,450	5,370	7,675
1963 Zephyr, 6-cyl., 107" wb						
4d Sed	310	930	1,560	3,500	5,440	7,775
1963 Zodiac, 6-cyl., 107" wb						
4d Sed	320	950	1,580	3,540	5,510	7,875
1964 Anglia, 4-cyl., 90" wb						
2d Sed	300	890	1,490	3,350	5,220	7,450
2d DeL Sed	300	910	1,510	3,400	5,290	7,550
2d Sta Wag	300	910	1,510	3,400	5,290	7,560
1964 Consul 315, 4-cyl., 99" wb						
2d Sed	310	920	1,540	3,450	5,370	7,675
4d DeL Sed	310	930	1,560	3,500	5,440	7,775
1964 Consul Capri, 4-cyl., 99" wb						
2d Cpe	360	1,070	1,790	4,020	6,250	8,925
2d GT Cpe	370	1,100	1,830	4,110	6,390	9,125
1964 Cortina, 4-cyl., 98" wb						
2d GT Sed	320	960	1,600	3,590	5,580	7,975
2d DeL Sed	320	950	1,580	3,540	5,510	7,875
4d DeL Sed	310	930	1,560	3,500	5,440	7,775
4d Sta Wag	3,110	9,330	15,550	34,990	54,430	77,750
1964 Zodiac, 6-cyl., 107" wb						
4d Sed	320	950	1,580	3,540	5,510	7,875
1965 Anglia, 4-cyl., 90" wb						
2d DeL Sed	300	910	1,510	3,400	5,290	7,550
1965 Capri, 4-cyl., 99" wb						
2d Cpe	310	920	1,540	3,450	5,370	7,675
2d GT Cpe	310	930	1,560	3,500	5,440	7,775
1965 Cortina, 4-cyl., 98" wb						
2d GT Sed	340	1,010	1,680	3,780	5,880	8,400
2d Sed	300	910	1,510	3,400	5,290	7,550
4d Sed	310	920	1,540	3,450	5,370	7,675
4d Sta Wag	300	890	1,490	3,350	5,220	7,450
1966 Anglia 1200, 4-cyl., 90" wb						
2d DeL Sed	300	910	1,510	3,400	5,290	7,550
1966 Cortina 1500, 4-cyl., 98" wb						
2d GT Sed	340	1,010	1,680	3,780	5,880	8,400
2d Sed	300	910	1,520	3,420	5,320	7,600
4d Sed	310	920	1,540	3,450	5,370	7,675
4d Sta Wag	310	930	1,560	3,500	5,440	7,775
1966 Cortina Lotus, 4-cyl., 98" wb						
2d Sed	690	2,080	3,470	7,800	12,130	17,325
1967 Anglia 113E, 4-cyl., 90" wb						
2d DeL Sed	300	910	1,510	3,400	5,290	7,550
1967 Cortina 116E, 4-cyl., 98" wb						
2d GT Sed	310	920	1,540	3,450	5,370	7,675
2d Sed	300	890	1,490	3,350	5,220	7,450
4d Sed	300	910	1,510	3,400	5,290	7,550
4d Sta Wag	310	920	1,540	3,450	5,370	7,675
1968 Cortina, 4-cyl., 98" wb						
2d Sed	310	920	1,540	3,450	5,370	7,675
4d Sed	310	930	1,560	3,500	5,440	7,775
2d GT Sed	320	950	1,580	3,540	5,510	7,875
4d GT Sed	320	950	1,580	3,540	5,510	7,875
4d Sta Wag	320	950	1,580	3,540	5,510	7,875
1969 Cortina, 4-cyl., 98" wb						
2d Sed	310	920	1,540	3,450	5,370	7,675
4d Sed	310	930	1,560	3,500	5,440	7,775
2d GT Sed	320	960	1,600	3,590	5,580	7,975
4d GT Sed	320	960	1,600	3,590	5,580	7,975
2d DeL Sed	320	950	1,580	3,540	5,510	7,875
4d DeL Sed	320	950	1,580	3,540	5,510	7,875
4d Sta Wag	320	960	1,600	3,590	5,580	7,975
1970 Cortina, 4-cyl., 98" wb						
2d Sed	310	920	1,540	3,450	5,370	7,675
4d Sed	310	930	1,560	3,500	5,440	7,775
2d GT Sed	320	960	1,600	3,590	5,580	7,975
4d GT Sed	320	960	1,600	3,590	5,580	7,975
2d DeL Sed	320	950	1,580	3,540	5,510	7,875
4d DeL Sed	320	950	1,580	3,540	5,510	7,875
4d Sta Wag	320	960	1,600	3,590	5,580	7,975

FORD-CAPRI

1969-70 1600, 4-cyl., 1599cc, 100.8" wb						
2d Spt Cpe	200	610	1,010	2,270	3,540	5,050
1971 1600, 4-cyl., 1599cc, 100.8" wb						
2d Spt Cpe	240	730	1,220	2,750	4,270	6,100
1971 2000, 4-cyl., 1993cc. 100.8" wb						
2d Spt Cpe	230	680	1,140	2,550	3,970	5,675
1972 1600, 4-cyl., 1599cc. 100.8" wb						
2d Spt Cpe	230	680	1,140	2,550	3,970	5,675
1972 2000, 4-cyl., 1993cc, 100.8" wb						
2d Spt Cpe	240	730	1,220	2,750	4,270	6,100
1972 2600, V-6, 2548cc, 100.8" wb						
2d Spt Cpe	240	730	1,220	2,750	4,270	6,100
1973 2000, 4-cyl., 1993cc, 100.8" wb						
2d Spt Cpe	240	730	1,220	2,750	4,270	6,100
1973 2600, V-6, 2548cc, 100.8" wb						
2d Spt Cpe	290	860	1,430	3,220	5,010	7,150
1974 2000, 4-cyl., 1993cc, 100.8" wb						
2d Spt Cpe	240	730	1,220	2,750	4,270	6,100
1974 2800, V-6, 2792cc, 100.8" wb						
2d Spt Cpe	290	860	1,430	3,220	5,010	7,150
1975-76 2300, 4-cyl., 2300cc, 100.9" wb						
2d HBk Cpe	410	1,220	2,040	4,580	7,120	10,175
2d Ghia Cpe	430	1,280	2,140	4,820	7,490	10,700
2d "S" Cpe	430	1,280	2,140	4,820	7,490	10,700
1975-76 2800, V-6, 2795cc, 100.9" wb						
2d HBk Cpe	420	1,250	2,080	4,680	7,280	10,400

NOTE: No Capris were imported for the 1975 model year. Late in the year came Capri II (intended as a '76 model).

1977-78 2300, 4-cyl., 2300cc, 100.9" wb						
2d HBk Cpe	420	1,250	2,080	4,680	7,280	10,400
2d Ghia Cpe	410	1,220	2,040	4,580	7,120	10,175
1977-78 2800, V-6, 2795cc, 100.9" wb						
2d HBk Cpe	430	1,280	2,140	4,820	7,490	10,700

NOTE: 1977 was the final model year for Capri II. They were not imported after 1977.

GEO

1989 Metro						
2d HBk	180	530	880	1,970	3,060	4,375
2d HBk LSi	190	580	970	2,180	3,400	4,850
4d Sed LSi	200	590	990	2,230	3,470	4,950
1989 Prizm						
4d Sed	250	750	1,260	2,820	4,390	6,275
5d HBk	260	770	1,280	2,870	4,460	6,375
1989 Spectrum						
2d HBk	210	640	1,070	2,400	3,730	5,325
4d Sed	220	660	1,100	2,480	3,850	5,500
1989 Tracker (4x4)						
Wag HT	320	970	1,620	3,630	5,650	8,075
Wag Soft-top	300	910	1,520	3,420	5,320	7,600
1990 Metro, 3-cyl.						
2d HBk XFi	110	320	530	1,190	1,860	2,650
2d HBk	110	330	550	1,240	1,930	2,750
2d HBk LSi	120	350	590	1,330	2,070	2,950
4d HBk	110	330	550	1,240	1,930	2,750
4d HBk LSi	130	380	630	1,410	2,190	3,125
2d Conv LSi	190	570	950	2,140	3,330	4,750
1990 Prizm, 4-cyl.						
4d Sed	230	680	1,140	2,570	3,990	5,700
4d Sed GSi	250	740	1,240	2,780	4,320	6,175
4d HBk	240	730	1,220	2,730	4,250	6,075
4d HBk GSi	260	790	1,310	2,950	4,590	6,550
1990 Storm, 4-cyl.						
2d HBk (2+2)	210	630	1,050	2,350	3,660	5,225
2d HBk (2+2) GSi	230	680	1,140	2,570	3,990	5,700
1991 Metro						
2d HBk	100	290	480	1,070	1,660	2,375
2d HBk XFi	100	300	500	1,110	1,730	2,475
2d HBk LSi	110	320	530	1,190	1,860	2,650
4d HBk	100	300	490	1,110	1,730	2,470
4d HBk LSi	110	320	530	1,190	1,860	2,650
2d Conv LSi	140	410	690	1,540	2,400	3,425
1991 Prizm						
4d NBk	190	570	950	2,140	3,330	4,750
4d NBk GSi	210	630	1,050	2,350	3,660	5,225
4d HBk	190	580	970	2,180	3,400	4,850
4d HBk GSi	210	640	1,070	2,400	3,730	5,325
1991 Storm						
2d Cpe	170	510	860	1,920	2,990	4,275
2d Cpe GSi	190	570	950	2,140	3,330	4,750
2d HBk	170	510	860	1,920	2,990	4,275

	6	5	4	3	2	1
1992 Metro, 3-cyl.						
2d HBk XFi	110	340	570	1,280	2,000	2,850
2d HBk	120	370	610	1,370	2,140	3,050
2d HBk LSi	130	400	670	1,500	2,330	3,325
4d HBk	120	370	610	1,370	2,140	3,050
4d HBk LSi	130	400	670	1,500	2,330	3,325
2d Conv LSi	170	510	860	1,920	2,990	4,275
1992 Prizm, 4-cyl.						
4d Sed	190	570	950	2,140	3,330	4,750
4d Sed GSi	230	680	1,140	2,570	3,990	5,700
1992 Storm, 4-cyl.						
2d Cpe	160	480	800	1,800	2,800	4,000
2d HBk	170	510	860	1,920	2,990	4,275
2d Cpe GSi	210	630	1,050	2,350	3,660	5,225
1993 Metro, 3-cyl.						
2d XFi HBk	140	430	720	1,620	2,520	3,600
2d HBk	150	440	740	1,670	2,590	3,700
2d LSi HBk	150	440	740	1,670	2,590	3,700
4d HBk	150	460	760	1,710	2,660	3,800
4d LSi HBk	150	460	760	1,710	2,660	3,800
2d LSi Conv	250	740	1,240	2,780	4,320	6,175
1993 Prizm						
4d Sed	210	630	1,050	2,350	3,660	5,225
4d LSi Sed	210	640	1,070	2,400	3,730	5,325
1993 Storm						
2d Cpe	220	650	1,090	2,440	3,800	5,425
2d GSi Cpe	220	660	1,100	2,480	3,850	5,500
1994 Metro, 3-cyl.						
2d HBk XFi	120	370	610	1,370	2,140	3,050
2d HBk	130	390	650	1,450	2,260	3,225
4d HBk	130	400	670	1,500	2,330	3,325
1994 Prizm, 4-cyl.						
4d Sed	210	630	1,050	2,350	3,660	5,225
4d Sed LSi	210	640	1,070	2,400	3,730	5,325
1995 Metro, 4-cyl.						
2d HBk (3-cyl.)	120	370	610	1,370	2,140	3,050
2d HBk LSi (3-cyl.)	130	390	650	1,450	2,260	3,225
2d HBk LSi	130	400	670	1,500	2,330	3,325
4d Sed	130	390	650	1,450	2,260	3,225
4d Sed LSi	140	410	690	1,540	2,400	3,425
1995 Prizm, 4-cyl.						
4d Sed	210	630	1,050	2,350	3,660	5,225
4d Sed LSi	210	640	1,070	2,400	3,730	5,325
1996 Metro, 4-cyl.						
2d HBk (3-cyl.)	120	370	610	1,370	2,140	3,050
2d HBk	130	380	630	1,410	2,190	3,125
2d HBk LSi (3-cyl.)	130	390	650	1,450	2,260	3,225
2d HBk LSi	130	400	670	1,500	2,330	3,325
4d Sed	130	390	650	1,450	2,260	3,225
4d Sed LSi	140	410	690	1,540	2,400	3,425
1996 Prizm, 4-cyl.						
4d Sed	210	630	1,050	2,350	3,660	5,225
4d Sed LSi	210	640	1,070	2,400	3,730	5,325
1997 Metro, 4-cyl.						
2d HBk (3-cyl.)	120	370	610	1,370	2,140	3,050
2d HBk LSi	130	390	650	1,450	2,260	3,225
4d Sed LSi	140	410	690	1,540	2,400	3,425
1997 Prizm, 4-cyl.						
4d Sed	210	630	1,050	2,350	3,660	5,225
4d Sed LSi	210	640	1,070	2,400	3,730	5,325

HILLMAN

1948 Minx, 4-cyl., 92" wb						
4d Sed	290	870	1,450	3,260	5,080	7,250
2d Conv	570	1,700	2,840	6,380	9,920	14,175
4d Est Wag	340	1,010	1,680	3,780	5,880	8,400
1949 Minx, 4-cyl., 93" wb						
4d Sed	290	880	1,470	3,310	5,150	7,350
2d Conv	570	1,700	2,840	6,380	9,920	14,175
4d Est Wag	340	1,010	1,680	3,780	5,880	8,400
1950 Minx, 4-cyl., 93" wb						
4d Sed	290	880	1,470	3,310	5,150	7,350
2d Conv	570	1,700	2,840	6,380	9,920	14,175
4d Est Wag	340	1,010	1,680	3,780	5,880	8,400
1951 Minx Mk IV, 4-cyl., 93" wb						
4d Sed	290	880	1,470	3,310	5,150	7,350
2d Conv	570	1,700	2,840	6,380	9,920	14,175
4d Est Wag	340	1,010	1,680	3,780	5,880	8,400
1952 Minx Mk IV, 4-cyl., 93" wb						
4d Sed	290	880	1,470	3,310	5,150	7,350
2d Conv	580	1,730	2,880	6,470	10,060	14,375
4d Est Wag	340	1,010	1,680	3,780	5,880	8,400
1952 Minx Mk V, 4-cyl., 93" wb						
4d Sed	290	880	1,470	3,310	5,150	7,350
2d Conv	580	1,730	2,880	6,470	10,060	14,375
4d Est Wag	340	1,010	1,680	3,780	5,880	8,400
1953 Minx Mk VI, 4-cyl., 93" wb						
4d Sed	290	880	1,470	3,310	5,150	7,350
2d HT	380	1,130	1,890	4,250	6,620	9,450
2d Conv	580	1,730	2,880	6,470	10,060	14,375
4d Est Wag	340	1,010	1,680	3,780	5,880	8,400
1954 Minx Mk VII, 4-cyl., 93" wb						
4d Sed	320	950	1,580	3,540	5,510	7,875
2d HT	380	1,130	1,890	4,250	6,620	9,450
2d Conv	580	1,730	2,880	6,470	10,060	14,375
4d Est Wag	340	1,010	1,680	3,780	5,880	8,400
1955 Husky, 4-cyl., 84" wb						
2d Sta Wag	340	1,010	1,680	3,780	5,880	8,400
1955 Minx Mk VIII, 4-cyl., 93" wb						
4d Sed	290	880	1,470	3,310	5,150	7,350
2d HT Cpe	380	1,130	1,890	4,250	6,620	9,450
2d Conv	580	1,730	2,880	6,470	10,060	14,375
4d Est Wag	340	1,010	1,680	3,780	5,880	8,400
1956 Husky, 4-cyl., 84" wb						
2d Sta Wag	320	950	1,580	3,540	5,510	7,875
1956 Minx Mk VIII, 4-cyl., 93" wb						
4d Sed	320	950	1,580	3,540	5,510	7,875
2d HT Cpe	380	1,130	1,890	4,250	6,620	9,450
2d Conv	580	1,730	2,880	6,470	10,060	14,375
4d Est Wag	340	1,010	1,680	3,780	5,880	8,400
1957 Husky, 4-cyl., 84" wb						
2d Sta Wag	340	1,010	1,680	3,780	5,880	8,400
1957 New Minx, 4-cyl., 96" wb						
4d Sed	290	880	1,470	3,310	5,150	7,350
2d Conv	560	1,690	2,820	6,330	9,850	14,075
4d Est Wag	340	1,030	1,720	3,870	6,020	8,600
1958 Husky, 4-cyl., 84" wb						
2d Sta Wag	340	1,010	1,680	3,780	5,880	8,400
1958 Husky, 2nd Series, 4-cyl., 86" wb						
2d Sta Wag	320	960	1,600	3,590	5,580	7,975
1958 Minx, 4-cyl., 96" wb						
4d Spl Sed	290	880	1,470	3,310	5,150	7,350
4d DeL Sed	320	950	1,580	3,540	5,510	7,875
2d Conv	560	1,690	2,820	6,330	9,850	14,075
4d Est Wag	350	1,060	1,770	3,970	6,180	8,825
1959 Husky, 4-cyl., 86" wb						
2d Sta Wag	320	950	1,580	3,540	5,510	7,875
1959 Minx Series II, 4-cyl., 96" wb						
4d Spl Sed	320	950	1,580	3,540	5,510	7,875
4d DeL Sed	320	950	1,580	3,540	5,510	7,875
2d Conv	400	1,190	1,980	4,440	6,910	9,875
4d Est Wag	320	970	1,620	3,630	5,650	8,075
1960 Husky, 4-cyl., 86" wb						
2d Sta Wag	320	950	1,580	3,540	5,510	7,875
1960 Minx Series IIIA, 4-cyl., 96" wb						
4d Spl Sed	320	950	1,580	3,540	5,510	7,875
4d DeL Sed	320	950	1,580	3,540	5,510	7,875
2d Conv	400	1,200	2,000	4,490	6,980	9,975
4d Est Wag	320	970	1,620	3,630	5,650	8,075
1961 Husky, 4-cyl., 86" wb						
2d Sta Wag	320	950	1,580	3,540	5,510	7,875
1961 Minx Series IIIA, 4-cyl., 96" wb						
4d Spl Sed	320	950	1,580	3,540	5,510	7,875
4d DeL Sed	320	950	1,580	3,540	5,510	7,875
2d Conv	570	1,700	2,840	6,380	9,920	14,175
4d Est Wag	320	970	1,620	3,640	5,670	8,095
1962 Husky, 4-cyl., 86" wb						
2d Sta Wag	320	950	1,580	3,540	5,510	7,875
1962 Minx Series 1600, 4-cyl., 96" wb						
4d Sed	290	880	1,470	3,310	5,150	7,350
2d Conv	550	1,640	2,730	6,140	9,560	13,650
4d Est Wag	320	970	1,620	3,630	5,650	8,075
1962 Super Minx, 4-cyl., 101" wb						
4d Sed	320	950	1,580	3,540	5,510	7,875
1963 Husky II, 4-cyl., 86" wb						
2d Sta Wag	320	950	1,580	3,540	5,510	7,875
1963 Minx Series 1600, 4-cyl., 96" wb						
4d Sed	290	880	1,470	3,310	5,150	7,350
1963 Super Minx Mk I, 4-cyl., 101" wb						
4d Sed	290	880	1,470	3,310	5,150	7,350
2d Conv	550	1,640	2,730	6,140	9,560	13,650
4d Est Wag	320	970	1,620	3,630	5,650	8,075
1963 Super Minx Mk II, 4-cyl., 101" wb						
4d Sed	550	1,640	2,730	6,140	9,560	13,650
2d Conv	550	1,660	2,770	6,230	9,700	13,850
4d Est Wag	310	940	1,560	3,510	5,460	7,800
1964 Husky, 4-cyl., 86" wb						
2d Sta Wag	320	950	1,580	3,540	5,510	7,875
1964 Minx Series 1600 Mk V, 4-cyl., 96" wb						
4d Sed	290	880	1,470	3,310	5,150	7,350
1964 Super Minx Mk II, 4-cyl., 101" wb						
4d Sed	290	880	1,470	3,310	5,150	7,350
2d Conv	550	1,650	2,750	6,190	9,630	13,750
4d Est Wag	320	960	1,600	3,590	5,580	7,975
1965 Husky, 4-cyl., 86" wb						
2d Sta Wag	320	950	1,580	3,540	5,510	7,875
1965 Super Minx Mk II, 4-cyl., 101" wb						
4d Sed	290	880	1,470	3,310	5,150	7,350
4d Est Wag	320	970	1,620	3,630	5,650	8,075
1966 Husky, 4-cyl., 86" wb						
2d Sta Wag	320	950	1,580	3,540	5,510	7,875
1966 Super Minx Mk III, 4-cyl., 101" wb						
4d Sed	290	880	1,470	3,310	5,150	7,350
4d Est Wag	320	970	1,620	3,630	5,650	8,075
1967 Husky, 4-cyl., 86" wb						
2d Sta Wag	320	970	1,620	3,630	5,650	8,075

HONDA

1967-70 S 800						
2d	1,200	3,600	6,000	13,500	21,000	30,000
1970-72 N 600						
2d	800	2,400	4,000	9,000	14,000	20,000
2d AZ600	1,280	3,840	6,400	14,400	22,400	32,000
1973-78 Civic						
2d	100	310	520	1,160	1,800	2,575
4d Hatchback	110	330	550	1,240	1,930	2,750
1976-79 Accord						
HBk	130	390	650	1,460	2,280	3,250
LX HBx (1978-79 only)	150	440	740	1,650	2,570	3,675
4 Sed (1979 only)	140	420	700	1,580	2,450	3,500
1979 Civic						
2d	130	380	630	1,420	2,210	3,150
4d Hatchback	140	420	700	1,560	2,430	3,475
1980 Civic 1300						
3d HBk	130	380	630	1,420	2,210	3,150
3d DX	150	440	740	1,650	2,570	3,675
1980 Civic 1500						
3d HBk	150	440	740	1,650	2,570	3,675
3d HBk DX	230	690	1,160	2,600	4,040	5,775
3d HBk GL	220	650	1,090	2,450	3,820	5,450
5d Sta Wag	210	640	1,070	2,410	3,750	5,350
1980 Accord						
3d HBk	230	690	1,160	2,600	4,040	5,775
4d Sed	250	760	1,260	2,840	4,410	6,300
3d HBk LX	250	760	1,260	2,840	4,410	6,300
1980 Prelude						
2d Cpe	280	840	1,410	3,160	4,920	7,025
1981 Civic 1300						
3d HBk	150	440	740	1,650	2,570	3,675
3d HBk DX	170	500	840	1,890	2,940	4,200
1981 Civic 1500						
3d HBk DX	210	630	1,050	2,360	3,680	5,250
3d HBk GL	230	690	1,160	2,600	4,040	5,775
4d Sed	210	640	1,070	2,410	3,750	5,350
4d Sta Wag	230	690	1,160	2,600	4,040	5,775
1981 Accord						
3d HBk	230	690	1,160	2,600	4,040	5,775
4d Sed	230	690	1,160	2,600	4,040	5,775
3d HBk LX	250	760	1,260	2,840	4,410	6,300
4d Sed SE	250	760	1,260	2,840	4,410	6,300
1981 Prelude						
2d Cpe	280	840	1,410	3,160	4,920	7,025
1982 Civic 1300						
3d HBk	190	570	950	2,130	3,310	4,725
3d HBk FE	190	570	950	2,130	3,310	4,725
1982 Civic 1500						
3d HBk DX	210	640	1,070	2,410	3,750	5,350
3d HBk GL	220	650	1,090	2,450	3,820	5,450
4d Sed	220	670	1,120	2,510	3,900	5,575
4d Sta Wag	280	840	1,410	3,160	4,920	7,025
1982 Accord						
3d HBk	250	760	1,260	2,840	4,410	6,300
4d Sed	260	770	1,280	2,880	4,480	6,400
3d HBk LX	260	780	1,300	2,930	4,550	6,500
1982 Prelude						
2d Cpe	3,020	9,070	15,110	34,000	52,890	75,550
1983 Civic 1300						
3d HBk	210	630	1,050	2,360	3,680	5,250
3d HBk FE	210	630	1,050	2,360	3,680	5,250
1983 Civic 1500						
3d HBk DX	210	640	1,070	2,410	3,750	5,350
3d HBk S	220	650	1,090	2,450	3,820	5,450
4d Sed	220	670	1,120	2,510	3,900	5,575
4d Sta Wag	260	770	1,280	2,880	4,480	6,400
1983 Accord						
3d HBk	250	760	1,260	2,840	4,410	6,300
3d HBk LX	260	770	1,280	2,880	4,480	6,400
4d Sed	260	780	1,300	2,930	4,550	6,500
1983 Prelude						
2d Cpe	310	920	1,540	3,450	5,370	7,675
1984 Civic 1300						
2d Cpe CRX	210	630	1,050	2,360	3,680	5,250
3d HBk	210	630	1,050	2,360	3,680	5,250
1984 Civic 1500						
2d Cpe CRX	250	760	1,260	2,840	4,410	6,300
3d HBk DX	210	630	1,050	2,360	3,680	5,250
3d HBk S	210	630	1,050	2,360	3,680	5,250
4d Sed	220	650	1,090	2,450	3,820	5,450
4d Sta Wag	220	650	1,090	2,450	3,820	5,450
1984 Accord						
3d HBk	240	710	1,180	2,640	4,110	5,875
3d HBk LX	240	720	1,200	2,700	4,200	6,000
4d Sed	240	730	1,220	2,750	4,270	6,100
4d Sed LX	250	760	1,260	2,840	4,410	6,300
1984 Prelude						
2d Cpe	290	880	1,470	3,310	5,150	7,350
1985 Civic 1300						
3d HBk	210	630	1,050	2,360	3,680	5,250
1985 Civic 1500						
2d Cpe CRX HF	250	760	1,260	2,840	4,410	6,300
2d Cpe CRX	260	780	1,300	2,930	4,550	6,500
2d Cpe CRX Si	270	820	1,370	3,070	4,780	6,825
3d HBk DX	230	690	1,160	2,600	4,040	5,775
3d HBk S	190	570	950	2,130	3,310	4,725
4d Sed	190	580	970	2,170	3,380	4,825
4d Sta Wag	190	570	950	2,130	3,310	4,725
4d Sta Wag (4x4)	210	630	1,050	2,360	3,680	5,250
1985 Accord						
3d HBk	270	820	1,370	3,070	4,780	6,825
3d HBk LX	290	880	1,470	3,320	5,160	7,370
4d Sed	300	890	1,480	3,330	5,180	7,400
4d Sed LX	310	920	1,540	3,450	5,370	7,675
4d Sed SEi	340	1,010	1,680	3,780	5,880	8,400
1985 Prelude						
2d Cpe	340	1,010	1,680	3,780	5,880	8,400
2d Cpe Si	370	1,110	1,850	4,160	6,480	9,250
1986 Civic						
3d HBk	200	590	990	2,220	3,450	4,925
3d HBk DX	220	650	1,090	2,450	3,820	5,450
3d HBk Si	250	740	1,240	2,790	4,340	6,200
4d Sed	250	760	1,260	2,840	4,410	6,300
4d Sta Wag	230	690	1,160	2,600	4,040	5,775
4d Sta Wag (4x4)	260	770	1,280	2,880	4,480	6,400
1986 Civic CRX						
2d Cpe HF	240	720	1,200	2,700	4,200	6,000
2d Cpe Si	270	820	1,370	3,070	4,780	6,825
2d Cpe	250	760	1,260	2,840	4,410	6,300
1986 Accord						
3d HBk DX	300	890	1,490	3,350	5,220	7,450
3d HBk LXi	400	1,190	1,980	4,440	6,910	9,875
4d Sed DX	340	1,010	1,680	3,780	5,880	8,400
4d Sed LX	360	1,070	1,790	4,020	6,250	8,925
4d Sed LXi	400	1,190	1,980	4,440	6,910	9,875
1986 Prelude						
2d Cpe	390	1,170	1,960	4,400	6,840	9,775
2d Cpe Si	430	1,280	2,140	4,820	7,490	10,700
1987 Civic						
3d HBk	210	630	1,050	2,360	3,680	5,250
3d HBk DX	240	710	1,180	2,640	4,110	5,875
3d HBk Si	270	800	1,330	2,980	4,640	6,625
4d Sed	270	820	1,370	3,070	4,780	6,825
4d Sta Wag	250	740	1,240	2,790	4,340	6,200
4d Sta Wag (4x4)	370	1,110	1,850	4,160	6,480	9,250
1987 Civic CRX						
2d Cpe HF	260	770	1,280	2,880	4,480	6,400
2d Cpe	270	810	1,350	3,030	4,710	6,725
2d Cpe Si	290	880	1,470	3,310	5,150	7,350
1987 Accord						
3d HBk DX	320	950	1,580	3,540	5,510	7,875
3d HBk LXi	330	1,000	1,660	3,740	5,810	8,300
4d Sed DX	340	1,030	1,720	3,870	6,020	8,600
4d Sed LX	340	1,010	1,680	3,780	5,880	8,400
4d Sed LXi	420	1,260	2,100	4,730	7,350	10,500
1987 Prelude						
2d Cpe	420	1,260	2,100	4,730	7,350	10,500
2d Cpe Si	480	1,450	2,420	5,430	8,450	12,075
1988 Civic						
3d HBk	230	690	1,160	2,600	4,040	5,775
3d HBk DX	270	820	1,370	3,070	4,780	6,825
4d Sed DX	370	1,100	1,830	4,110	6,390	9,125
4d Sed LX	310	920	1,540	3,450	5,370	7,675
4d Sta Wag	270	800	1,330	2,980	4,640	6,625
4d Sta Wag (4x4)	250	760	1,260	2,840	4,410	6,300
1988 Civic CRX						
2d Cpe HF	290	880	1,470	3,310	5,150	7,350
2d Cpe Si	340	1,010	1,680	3,780	5,880	8,400

	6	5	4	3	2	1
2d Cpe	310	920	1,540	3,450	5,370	7,675
1988 Accord						
3d HBk DX	340	1,020	1,700	3,830	5,950	8,500
3d HBk LXi	400	1,200	2,000	4,490	6,980	9,975
2d Cpe DX	350	1,050	1,750	3,930	6,110	8,725
2d Cpe LXi	380	1,130	1,890	4,250	6,620	9,450
4d Sed DX	360	1,070	1,790	4,020	6,250	8,925
4d Sed LX	370	1,100	1,830	4,110	6,390	9,125
4d Sed LXi	420	1,260	2,100	4,730	7,350	10,500
1988 Prelude						
2d Cpe S	440	1,320	2,210	4,960	7,720	11,025
2d Cpe Si	500	1,510	2,520	5,670	8,820	12,600
2d Cpe Si (4x4)	530	1,580	2,630	5,910	9,190	13,125
1989 Civic						
3d HBk	290	860	1,430	3,220	5,010	7,150
3d HBk DX	330	980	1,640	3,690	5,740	8,200
3d HBk Si	360	1,080	1,810	4,060	6,320	9,025
4d Sed DX	370	1,110	1,850	4,160	6,470	9,240
4d Sed LX	400	1,190	1,980	4,440	6,910	9,875
4d Sta Wag	360	1,080	1,800	4,040	6,280	8,975
4d Sta Wag (4x4)	400	1,190	1,980	4,440	6,910	9,875
1989 Civic CRX						
2d Cpe HF	360	1,080	1,800	4,040	6,280	8,975
2d Cpe	380	1,130	1,890	4,250	6,620	9,450
2d Cpe Si	460	1,390	2,310	5,200	8,090	11,550
1989 Accord						
3d HBk DX	430	1,280	2,140	4,820	7,490	10,700
3d HBk LXi	520	1,550	2,590	5,820	9,050	12,925
2d Cpe DX	470	1,400	2,330	5,240	8,160	11,650
2d Cpe LXi	560	1,680	2,800	6,290	9,780	13,975
4d Sed DX	480	1,430	2,380	5,340	8,310	11,875
4d Sed LX	480	1,450	2,420	5,430	8,450	12,075
4d Sed LXi	560	1,680	2,800	6,290	9,780	13,975
2d Cpe SEi	560	1,680	2,800	6,290	9,780	13,975
4d Sed SEi	590	1,760	2,940	6,620	10,290	14,700
1989 Prelude						
2d Cpe S	440	1,320	2,210	4,960	7,720	11,025
2d Cpe Si	540	1,610	2,690	6,050	9,420	13,450
2d Cpe Si (4x4)	510	1,540	2,560	5,760	8,960	12,800
1990 Civic, 4-cyl.						
2d HBk	210	630	1,050	2,360	3,680	5,250
2d HBk DX	230	690	1,160	2,600	4,040	5,775
2d HBk Si	250	760	1,260	2,840	4,410	6,300
4d Sed DX	270	820	1,370	3,070	4,780	6,825
4d Sed LX	290	880	1,470	3,310	5,150	7,350
4d Sed EX	310	920	1,540	3,450	5,370	7,675
4d Sta Wag	270	820	1,370	3,070	4,780	6,825
4d Sta Wag 4x4	290	880	1,470	3,310	5,150	7,350
1990 Civic CRX, 4-cyl.						
2d Cpe HF	250	760	1,260	2,840	4,410	6,300
2d Cpe	270	820	1,370	3,070	4,780	6,825
2d Cpe Si	290	880	1,470	3,310	5,150	7,350
1990 Accord, 4-cyl.						
2d Cpe DX	320	950	1,580	3,540	5,510	7,875
2d Cpe LX	340	1,010	1,680	3,780	5,880	8,400
2d Cpe EX	360	1,070	1,790	4,020	6,250	8,925
4d Sed DX	340	1,010	1,680	3,780	5,880	8,400
4d Sed LX	360	1,070	1,790	4,020	6,250	8,925
4d Sed EX	400	1,200	2,000	4,490	6,980	9,975
1990 Prelude, 4-cyl.						
2d 2.0 Cpe S	360	1,070	1,790	4,020	6,250	8,925
2d 2.0 Cpe Si	380	1,130	1,890	4,250	6,620	9,450
2d Cpe Si	400	1,200	2,000	4,490	6,980	9,975
2d Cpe Si 4WS	420	1,260	2,100	4,730	7,350	10,500
1991 Civic						
2d HBk	200	590	990	2,220	3,450	4,925
2d HBk DX	210	630	1,050	2,360	3,680	5,250
2d HBk Si	230	690	1,160	2,600	4,040	5,775
4d Sed DX	250	760	1,260	2,840	4,410	6,300
4d Sed LX	270	800	1,330	2,980	4,640	6,625
4d Sed EX	280	840	1,410	3,160	4,920	7,025
4d Sta Wag	250	760	1,260	2,840	4,410	6,300
4d Sta Wag 4x4	280	840	1,410	3,160	4,920	7,025
2d Cpe CRX HF	230	690	1,160	2,600	4,040	5,775
2d Cpe CRX	250	760	1,260	2,840	4,410	6,300
2d Cpe CRX Si	270	820	1,370	3,070	4,780	6,825
1991 Accord						
2d Cpe DX	230	700	1,170	2,620	4,080	5,825
2d Cpe LX	320	950	1,580	3,540	5,510	7,875
2d Cpe EX	360	1,070	1,790	4,020	6,250	8,925
4d Sed DX	270	820	1,370	3,070	4,780	6,825
4d Sed LX	320	950	1,580	3,540	5,510	7,875
4d Sed EX	360	1,070	1,790	4,020	6,250	8,925
4d Sed SE	380	1,130	1,890	4,250	6,620	9,450
4d Sta Wag LX	390	1,170	1,960	4,400	6,840	9,775
4d Sta Wag EX	400	1,200	2,000	4,490	6,980	9,975
1991 Prelude						
2d 2.0 Si Cpe	360	1,070	1,790	4,020	6,250	8,925
2d Si Cpe	380	1,130	1,890	4,250	6,620	9,450
2d Si Cpe 4WS	400	1,200	2,000	4,490	6,980	9,975
1992 Civic, 4-cyl.						
2d Cpe CX	230	690	1,160	2,600	4,040	5,775
2d HBk DX	270	820	1,360	3,060	4,760	6,800
2d HBk VX	250	760	1,260	2,840	4,410	6,300
2d HBk Si	280	840	1,410	3,160	4,920	7,025
4d Sed DX	280	840	1,410	3,160	4,920	7,025
4d Sed LX	290	880	1,470	3,310	5,150	7,350
4d Sed EX	350	1,050	1,750	3,930	6,110	8,725
4d Sta Wag	290	880	1,470	3,310	5,150	7,350
1992 Accord, 4-cyl.						
2d Cpe DX	320	950	1,580	3,540	5,510	7,875
2d Cpe LX	340	1,010	1,680	3,780	5,880	8,400
2d Cpe EX	340	1,010	1,680	3,780	5,880	8,400
4d Sed DX	340	1,010	1,680	3,780	5,880	8,400
4d Sed LX	360	1,070	1,790	4,020	6,250	8,925
4d Sed EX	420	1,260	2,100	4,730	7,350	10,500
4d Sta Wag LX	420	1,260	2,100	4,730	7,350	10,500
4d Sta Wag EX	440	1,320	2,210	4,960	7,720	11,025
1992 Prelude, 4-cyl.						
2d S Cpe	420	1,260	2,100	4,730	7,350	10,500
2d Si Cpe	440	1,320	2,210	4,960	7,720	11,025
2d Si Cpe 4WS	480	1,450	2,420	5,430	8,450	12,075
1993 Civic, 4-cyl.						
2d HBk CX	210	630	1,050	2,360	3,680	5,250
2d HBk DX	210	640	1,070	2,410	3,750	5,350
2d HBk VX	220	650	1,090	2,450	3,820	5,450
2d HBk Si	220	650	1,080	2,420	3,760	5,375
2d Cpe DX	220	650	1,090	2,450	3,820	5,450
2d Cpe EX	220	670	1,120	2,510	3,900	5,575
4d Sed DX	220	670	1,120	2,510	3,900	5,575
4d Sed LX	230	680	1,140	2,550	3,970	5,675
4d Sed EX	230	690	1,160	2,600	4,040	5,775
2d Cpe S	230	680	1,140	2,550	3,970	5,675
2d Cpe Si	240	710	1,180	2,640	4,110	5,875
1993 Accord, 4-cyl.						
2d Cpe DX	250	760	1,260	2,840	4,410	6,300
2d Cpe LX	260	770	1,280	2,880	4,480	6,400
2d Cpe EX	260	780	1,300	2,930	4,550	6,500
2d Cpe SE	260	770	1,280	2,880	4,480	6,400
4d Sed DX	260	780	1,300	2,930	4,550	6,500
4d Sed LX	270	800	1,330	2,980	4,640	6,625
4d Sed Anniversary	270	810	1,350	3,030	4,710	6,725
4d Sed EX	270	820	1,370	3,070	4,780	6,825
4d Sed SE	280	830	1,390	3,120	4,850	6,925
4d Sta Wag LX	290	880	1,470	3,310	5,150	7,350
4d Sta Wag EX	300	910	1,510	3,400	5,290	7,550
1993 Prelude, 4-cyl.						
2d Cpe S	250	760	1,260	2,840	4,410	6,300
2d Cpe Si	260	770	1,280	2,880	4,480	6,400
2d Cpe 4WS	270	800	1,330	2,980	4,640	6,625
2d Cpe VTEC	270	820	1,370	3,070	4,780	6,825
1994 Civic, 4-cyl.						
2d HBk CX	200	590	990	2,220	3,450	4,925
2d HBk DX	210	630	1,050	2,360	3,680	5,250
2d HBk VX	210	630	1,050	2,360	3,680	5,250
2d HBk Si	250	760	1,260	2,840	4,410	6,300
2d Cpe DX	250	760	1,260	2,840	4,410	6,300
2d Cpe EX	300	910	1,510	3,400	5,290	7,550
4d Sed DX	250	760	1,260	2,840	4,410	6,300
4d Sed LX	290	880	1,470	3,310	5,150	7,350
4d Sed EX	320	950	1,580	3,540	5,510	7,875
1994 Civic Del Sol, 4-cyl.						
2d Cpe S	290	880	1,470	3,310	5,150	7,350
2d Cpe Si	320	950	1,580	3,540	5,510	7,875
2d Cpe VTEC	340	1,010	1,680	3,780	5,880	8,400
1994 Accord, 4-cyl.						
2d Cpe DX	290	880	1,470	3,310	5,150	7,350
2d Cpe LX	320	950	1,580	3,540	5,510	7,875
2d Cpe EX	360	1,070	1,790	4,020	6,250	8,925
4d Sed DX	290	880	1,470	3,310	5,150	7,350
4d Sed LX	340	1,010	1,680	3,780	5,880	8,400
4d Sed EX	380	1,130	1,890	4,250	6,620	9,450
4d Sta Wag LX	360	1,070	1,790	4,020	6,250	8,925
4d Sta Wag EX	400	1,200	2,000	4,490	6,980	9,975
1994 Prelude, 4-cyl.						
2d S	340	1,010	1,680	3,780	5,880	8,400
2d Si	380	1,130	1,890	4,250	6,620	9,450
2d Si 4WS	420	1,260	2,100	4,730	7,350	10,500
2d VTEC	440	1,320	2,210	4,960	7,720	11,025
1995 Civic, 4-cyl.						
2d HBk CX	200	590	990	2,220	3,450	4,925
2d HBk DX	210	630	1,050	2,360	3,680	5,250
2d HBk VX	220	670	1,120	2,510	3,900	5,575
2d HBk Si	250	760	1,260	2,840	4,410	6,300
2d Cpe DX	270	820	1,370	3,070	4,780	6,825
2d Cpe EX	300	910	1,510	3,400	5,290	7,550
4d Sed DX	250	760	1,260	2,840	4,410	6,300
4d Sed LX	290	880	1,470	3,310	5,150	7,350
4d Sed EX	320	950	1,580	3,540	5,510	7,875
1995 Civic Del Sol, 4-cyl.						
2d Cpe S	290	880	1,470	3,310	5,150	7,350
2d Cpe Si	320	950	1,580	3,540	5,510	7,875
2d Cpe VTEC	340	1,010	1,680	3,780	5,880	8,400
1995 Accord, 4-cyl. & V-6						
2d Cpe LX	320	950	1,580	3,540	5,510	7,875
2d Cpe EX	360	1,070	1,790	4,020	6,250	8,925
4d Sed DX	290	880	1,470	3,310	5,150	7,350
4d Sed LX, 4-cyl.	380	1,130	1,890	4,250	6,620	9,450
4d Sed LX, V-6	400	1,200	2,000	4,490	6,980	9,975
4d Sed EX, 4-cyl.	440	1,320	2,210	4,960	7,720	11,025
4d Sed EX, V-6	460	1,390	2,310	5,200	8,090	11,550
4d Sta Wag LX	360	1,070	1,790	4,020	6,250	8,925
4d Sta Wag EX	400	1,200	2,000	4,490	6,980	9,975
1995 Prelude, 4-cyl.						
2d Cpe S	340	1,010	1,680	3,780	5,880	8,400
2d Cpe Si	380	1,130	1,890	4,250	6,620	9,450
2d Cpe SE	420	1,260	2,100	4,730	7,350	10,500
2d Cpe VTEC	440	1,320	2,210	4,960	7,720	11,025
1996 Civic, 4-cyl.						
2d HBk CX	180	530	880	1,980	3,080	4,400
2d HBk DX	190	570	950	2,130	3,310	4,725
2d Cpe DX	250	760	1,260	2,840	4,410	6,300
2d Cpe HX	270	800	1,330	2,980	4,640	6,625
2d Cpe EX	280	840	1,410	3,160	4,920	7,025
4d Sed DX	230	690	1,160	2,600	4,040	5,775
4d Sed LX	270	820	1,370	3,070	4,780	6,825
4d Sed EX	290	880	1,470	3,310	5,150	7,350
1996 Civic Del Sol, 4-cyl.						
2d Cpe S	270	820	1,370	3,070	4,780	6,825
2d Cpe Si	290	880	1,470	3,310	5,150	7,350
2d Cpe VTEC	320	950	1,580	3,540	5,510	7,875
1996 Accord, 4-cyl.						
2d Cpe LX	290	880	1,470	3,310	5,150	7,350
2d Cpe EX	340	1,010	1,680	3,780	5,880	8,400
4d Sed DX	270	820	1,370	3,070	4,780	6,825
4d Sed LX	360	1,070	1,790	4,020	6,250	8,925
4d Sed EX	420	1,260	2,100	4,730	7,350	10,500
4d Sta Wag LX	340	1,010	1,680	3,780	5,880	8,400
4d Sta Wag EX	380	1,130	1,890	4,250	6,620	9,450
NOTE: Add 10% for Anv. Pkg.						
1996 Accord, V-6.						
4d Sed LX	380	1,130	1,890	4,250	6,620	9,450
4d Sed EX	440	1,320	2,210	4,960	7,720	11,025
1996 Prelude, 4-cyl.						
2d Cpe S	320	950	1,580	3,540	5,510	7,875
2d Cpe Si	360	1,070	1,790	4,020	6,250	8,925
2d Cpe VTEC	420	1,260	2,100	4,730	7,350	10,500
1997 Civic, 4-cyl.						
2d HBk CX	180	530	880	1,980	3,080	4,400
2d HBk DX	190	570	950	2,130	3,310	4,725
2d Cpe DX	250	760	1,260	2,840	4,410	6,300
2d Cpe HX	270	800	1,330	2,980	4,640	6,625
2d Cpe EX	280	840	1,410	3,160	4,920	7,025
4d Sed DX	230	690	1,160	2,600	4,040	5,775
4d Sed LX	270	820	1,370	3,070	4,780	6,825
4d Sed EX	290	880	1,470	3,310	5,150	7,350
1997 Accord, 4-cyl.						
2d Cpe LX	300	910	1,510	3,400	5,290	7,550
2d Cpe EX	340	1,030	1,720	3,870	6,020	8,600
4d Sed DX (4-cyl. only)	280	840	1,410	3,160	4,920	7,025
4d Sed LX	340	1,030	1,720	3,870	6,020	8,600
4d Sed EX	430	1,280	2,140	4,820	7,490	10,700
1997 Accord, V-6						
4d Sed LX	380	1,130	1,890	4,250	6,620	9,450
4d Sed EX	440	1,320	2,210	4,960	7,720	11,025
1997 Prelude, 4-cyl.						
2d Cpe	360	1,070	1,790	4,020	6,250	8,925
2d Cpe SH	420	1,260	2,100	4,730	7,350	10,500
1998 Civic, 4-cyl.						
2d HBk CX	200	610	1,010	2,270	3,540	5,050
2d HBk DX	190	570	950	2,130	3,310	4,725
2d Cpe DX	250	760	1,260	2,840	4,410	6,300
2d Cpe HX	270	820	1,370	3,070	4,780	6,825
2d Cpe EX	280	840	1,410	3,160	4,920	7,025
4d Sed DX	230	690	1,160	2,600	4,040	5,775
4d Sed LX	270	820	1,370	3,070	4,780	6,825
4d Sed EX	290	880	1,470	3,310	5,150	7,350
1998 Accord, 4-cyl. & V-6						
2d Cpe LX	300	910	1,510	3,400	5,290	7,550
2d Cpe EX	340	1,030	1,720	3,870	6,020	8,600
4d Sed DX (4-cyl. only)	280	840	1,410	3,160	4,920	7,025
4d Sed LX	340	1,030	1,720	3,870	6,020	8,600
4d Sed EX	430	1,280	2,140	4,820	7,490	10,700
1998 Prelude, 4-cyl.						
2d Cpe	360	1,070	1,790	4,020	6,250	8,925
2d Cpe SH	420	1,260	2,100	4,730	7,350	10,500
1999 Civic, 4-cyl.						
2d HBk CX	180	530	880	1,980	3,080	4,400
2d HBk DX	190	570	950	2,130	3,310	4,725
2d Cpe DX	250	760	1,260	2,840	4,410	6,300
2d Cpe HX	270	820	1,370	3,070	4,780	6,825
2d Cpe EX	280	840	1,410	3,160	4,920	7,025
4d Sed DX	230	690	1,160	2,600	4,040	5,775
4d Sed LX	270	820	1,370	3,070	4,780	6,825
4d Sed EX	290	880	1,470	3,310	5,150	7,350
1999 Accord, 4-cyl. & V-6						
2d Cpe LX	300	910	1,510	3,400	5,290	7,550
2d Cpe EX	340	1,030	1,720	3,870	6,020	8,600
4d Sed DX (4-cyl. only)	280	840	1,410	3,160	4,920	7,025
4d Sed LX	340	1,030	1,720	3,870	6,020	8,600
4d Sed EX	430	1,280	2,140	4,820	7,490	10,700
1999 Prelude, 4-cyl.						
2d Cpe	360	1,070	1,790	4,020	6,250	8,925
2d Cpe SH	420	1,260	2,100	4,730	7,350	10,500
2000 Civic, 4-cyl.						
2d HBk CX	160	470	780	1,740	2,710	3,875
2d HBk DX	160	490	820	1,850	2,870	4,100
2d Cpe DX	160	480	800	1,800	2,800	4,000
2d Cpe HX	170	500	840	1,890	2,940	4,200
2d Cpe EX	190	570	950	2,130	3,310	4,725
4d Sed DX	160	480	800	1,800	2,800	4,000
4d Sed LX	180	530	880	1,980	3,080	4,400
4d Sed EX	200	610	1,010	2,270	3,540	5,050
2000 Accord, 4-cyl. & V-6						
2d Cpe LX	200	610	1,010	2,270	3,540	5,050
2d Cpe EX	190	560	930	2,080	3,240	4,625
4d Sed DX (4-cyl. only)	280	840	1,410	3,170	4,920	7,035
4d Sed LX	240	730	1,220	2,750	4,270	6,100
4d Sed EX	260	770	1,280	2,880	4,480	6,400
2000 Prelude, 4-cyl.						
2d Cpe	190	580	970	2,170	3,380	4,825
2d Cpe SH	220	650	1,090	2,450	3,820	5,450
2000 Insight Hybrid, 3-cyl.						
2d HBk (gas/elect)	170	520	860	1,940	3,010	4,300
2000 S2000, 4-cyl.						
2d Rds	1,240	3,730	6,220	13,980	21,750	31,075
NOTE: Add 5% for detachable HT.						

INFINITI

	6	5	4	3	2	1
1991 Infiniti						
4d Sed Q45	740	2,220	3,700	8,330	12,950	18,500
4d Sed Q45A	740	2,220	3,700	8,330	12,950	18,500
2d Cpe M30	660	1,980	3,300	7,430	11,550	16,500
2d Conv M30	840	2,520	4,200	9,450	14,700	21,000
1992 G20, 4-cyl.						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1992 M30, V-6						
2d Cpe	640	1,920	3,200	7,200	11,200	16,000
2d Conv	840	2,520	4,200	9,450	14,700	21,000
1992 Q45, V-8						
4d Sed	770	2,300	3,840	8,640	13,440	19,200
4d Sed Active	780	2,340	3,900	8,780	13,650	19,500
1993 G20, 4-cyl.						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
1993 J30, V-6						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1993 Q45, V-8						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d Sed Active	700	2,100	3,500	7,880	12,250	17,500
1994 G20, 4-cyl.						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
1994 J30, V-6						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
1994 Q45, V-8						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d Sed Active	700	2,100	3,500	7,880	12,250	17,500
1995 G20, 4-cyl.						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
1995 J30, V-6						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
1995 Q45, V-8						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d Sed Active	700	2,100	3,500	7,880	12,250	17,500

	6	5	4	3	2	1
1996 G20, 4-cyl.						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
1996 I30, V-6						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
1996 J30, V-6						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
1996 Q45, V-8						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
1997 I30, V-6						
4d Sed	510	1,530	2,550	5,740	8,930	12,750
1997 J30, V-6						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
1997 Q45, V-8						
4d Sed	700	2,100	3,500	7,880	12,250	17,500
1998 I30, V-8						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
NOTE: Add 5% for Touring Pkg.						
1998 Q45, V-8						
4d Sed	700	2,100	3,500	7,880	12,250	17,500
NOTE: Add 5% for Touring Pkg.						
1999 G20, 4-cyl.						
4d Sed	360	1,080	1,800	4,050	6,300	9,000
NOTE: Add 5% for Touring Pkg.						
1999 I30, V-6						
4d Sed	450	1,350	2,250	5,060	7,880	11,250
NOTE: Add 5% for Touring Pkg.						
1999 Q45, V-8						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
NOTE: Add 5% for Touring Pkg.						
2000 I30, V-6						
4d Sed	470	1,410	2,350	5,290	8,230	11,750
2000 G20, 4-cyl.						
4d Sed	360	1,080	1,800	4,050	6,300	9,000
NOTE: Add 5% for Touring pkg.						
2000 I30, V-6						
4d Sed	450	1,350	2,250	5,060	7,880	11,250
NOTE: Add 5% for Touring pkg.						
2000 Q45, V-8						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
NOTE: Add 5% for Touring pkg. Add 5% for Anniversary Ed.						

ISUZU

1961-65 Bellel 2000, 4-cyl., 1991cc, 99.6" wb						
Diesel 4d Sed	280	840	1,400	3,150	4,900	7,000
Diesel 4d Sta Wag	290	860	1,440	3,240	5,040	7,200
NOTE: An optional diesel engine DL200 was available.						
1966-80 Bellel 2000, 4-cyl., 1991cc, 99.6" wb						
NOTE: See detailed listings.						
1981-82 I-Mark, Gasoline, 4-cyl., 1817cc, 94.3" wb						
AT77B 2d DeL Cpe	180	540	900	2,030	3,150	4,500
AT69B 4d DeL Sed	180	540	900	2,030	3,150	4,500
AT77B 2d LS Cpe	192	576	960	2,160	3,360	4,800
1981-82 I-Mark, Diesel, 4-cyl., 1817cc, 94.3" wb						
AT77P 2d Cpe	160	480	800	1,800	2,800	4,000
AT77P 2d DeL Cpe	168	504	840	1,890	2,940	4,200
AT69P 4d DeL Sed	164	492	820	1,850	2,870	4,100
AT77P 2d LS Cpe	184	552	920	2,070	3,220	4,600
1983-85 I-Mark, Gasoline, 4-cyl., 1817cc, 94.3" wb						
T77 2d DeL Cpe	200	600	1,000	2,250	3,500	5,000
T69 4d DeL Sed	200	600	1,000	2,250	3,500	5,000
T77 2d LS Cpe	204	612	1,020	2,300	3,570	5,100
T69 4d LS Sed	204	612	1,020	2,300	3,570	5,100
1983-85 I-Mark, Diesel, 4-cyl., 1817cc, 94.3" wb						
T77 2d Cpe	212	636	1,060	2,390	3,710	5,300
1983-85 Impulse, 4-cyl., 1949cc, 96" wb						
2d Spt Cpe	280	840	1,400	3,150	4,900	7,000
1986 I-Mark, 4x4						
4d Sed	220	660	1,100	2,480	3,850	5,500
2d HBk	228	684	1,140	2,570	3,990	5,700
1986 Impulse						
2d Cpe	300	900	1,500	3,380	5,250	7,500
2d Turbo Cpe	320	960	1,600	3,600	5,600	8,000
1987 I-Mark, 4x4						
2d S HBk	224	672	1,120	2,520	3,920	5,600
2d HBk	232	696	1,160	2,610	4,060	5,800
2d RS Turbo HBk	248	744	1,240	2,790	4,340	6,200
4d S Sed	232	696	1,160	2,610	4,060	5,800
4d Sed	240	720	1,200	2,700	4,200	6,000
4d RS Turbo Sed	256	768	1,280	2,880	4,480	6,400
1987 Impulse						
2d RS Turbo Cpe	340	1,020	1,700	3,830	5,950	8,500
1988 I-Mark, 4x4						
2d S HBk	228	684	1,140	2,570	3,990	5,700
2d XS HBk	236	708	1,180	2,660	4,130	5,900
2d Turbo HBk	252	756	1,260	2,840	4,410	6,300
2d RS Turbo HBk	260	780	1,300	2,930	4,550	6,500
4d S Sed	232	696	1,160	2,610	4,060	5,800
4d XS Sed	240	720	1,200	2,700	4,200	6,000
4d Turbo Sed	256	768	1,280	2,880	4,480	6,400
4d LS Turbo Sed	264	792	1,320	2,970	4,620	6,600
1988 Impulse						
2d Cpe	340	1,020	1,700	3,830	5,950	8,500
2d Turbo Cpe	348	1,044	1,740	3,920	6,090	8,700
2d S Sta Wag	600	1,800	3,000	6,750	10,500	15,000
4d S Sta Wag	620	1,860	3,100	6,980	10,850	15,500
4d Ltd Sta Wag	640	1,920	3,200	7,200	11,200	16,000
1989 I-Mark						
2d S HBk	228	684	1,140	2,570	3,990	5,700
2d XS HBk	236	708	1,180	2,660	4,130	5,900
2d RS HBk 16V	256	768	1,280	2,880	4,480	6,400
4d S Sed	232	696	1,160	2,610	4,060	5,800
4d XS Sed	236	708	1,180	2,660	4,130	5,900
4d RS Sed 16V	260	780	1,300	2,930	4,550	6,500
4d LS Turbo Sed	264	792	1,320	2,970	4,620	6,600
1989 Impulse						
2d Cpe	340	1,020	1,700	3,830	5,950	8,500
2d Turbo Cpe	352	1,056	1,760	3,960	6,160	8,800
1990 Impulse, 4x4						
2d XS 2+2 Cpe	356	1,068	1,780	4,010	6,230	8,900
1990 Amigo						
2d S SUV	352	1,056	1,760	3,960	6,160	8,800
2d XS SUV	356	1,068	1,780	4,010	6,230	8,900
2d S SUV 4x4	552	1,656	2,760	6,210	9,660	13,800
2d XS SUV 4x4	556	1,668	2,780	6,260	9,730	13,900
1990 Trooper						
2d RS Sta Wag	600	1,800	3,000	6,750	10,500	15,000
4d S Sta Wag	620	1,860	3,100	6,980	10,850	15,500
1991 Stylus						
4d S Sed	144	432	720	1,620	2,520	3,600
4d XS Sed	160	480	800	1,800	2,800	4,000
1991 Impulse						
2d XS Cpe	200	600	1,000	2,250	3,500	5,000
2d RS Turbo Cpe	240	720	1,200	2,700	4,200	6,000
1992 Stylus, 4-cyl.						
4d S Sed	180	540	900	2,030	3,150	4,500
4d RS Sed	200	600	1,000	2,250	3,500	5,000
1992 Impulse, 4-cyl.						
2d XS HBk	220	660	1,100	2,480	3,850	5,500
2d XS Cpe	220	660	1,100	2,480	3,850	5,500
2d RS Cpe 4x4	300	900	1,500	3,380	5,250	7,500
1993 Stylus, 4-cyl.						
4d S Sed	140	420	700	1,580	2,450	3,500

JAGUAR

1946-48 3.5 Litre, 6-cyl., 125 hp, 120" wb						
Saloon	2,600	7,800	13,000	29,250	45,500	65,000
1949 Mk V, 6-cyl., 125 hp, 120" wb						
Conv Cpe	5,600	16,800	28,000	63,000	98,000	140,000
Saloon	1,200	3,600	6,000	13,500	21,000	30,000
1950 Mk V, 6-cyl., 160 hp, 120" wb						
Saloon	1,200	3,600	6,000	13,500	21,000	30,000
Conv Cpe	5,600	16,800	28,000	63,000	98,000	140,000
1950 XK-120, 6-cyl., 160 hp, 102" wb						
Rds	4,600	13,800	23,000	51,750	80,500	115,000
NOTE: Some XK-120 models delivered as early 1949 models, use 1950 prices.						
1951 Mk VII, 6-cyl., 160 hp, 120" wb						
Saloon	1,200	3,600	6,000	13,500	21,000	30,000
1951 XK-120, 6-cyl., 160 hp, 102" wb						
Rds	4,600	13,800	23,000	51,750	80,500	115,000
Cpe	2,320	6,960	11,600	26,100	40,600	58,000
1952 Mk VII, 6-cyl., 160 hp, 120" wb, (twin-cam)						
Std Sed	1,000	3,000	5,000	11,250	17,500	25,000
DeL Sed	11,000	33,000	55,000	123,750	192,500	275,000
1952 XK-120S (modified), 160 hp, 102" wb						
Rds	5,600	16,800	28,000	63,000	98,000	140,000
Cpe	4,000	12,000	20,000	45,000	70,000	100,000
1952 XK-120, 6-cyl., 160 hp, 102" wb						
Rds	5,600	16,800	28,000	63,000	98,000	140,000
Cpe	4,000	12,000	20,000	45,000	70,000	100,000
1953 Mk VII, 6-cyl., 160 hp, 120" wb						
Std Sed	1,000	3,000	5,000	11,250	17,500	25,000
1953 XK-120S (modified), 6-cyl., 160 hp, 102" wb						
Rds	6,800	20,400	34,000	76,500	119,000	170,000
Cpe	4,000	12,000	20,000	45,000	70,000	100,000
Conv	4,200	12,600	21,000	47,250	73,500	105,000
1953 XK-120, 6-cyl., 160 hp, 102" wb						
Cpe	4,000	12,000	20,000	45,000	70,000	100,000
Conv	4,200	12,600	21,000	47,250	73,500	105,000
1954 Mk VII, 6-cyl., 160 hp, 120" wb						
Sed	1,000	3,000	5,000	11,250	17,500	25,000
1954 XK-120S (modified), 6-cyl., 102" wb						
Rds	6,800	20,400	34,000	76,500	119,000	170,000
Cpe	3,680	11,040	18,400	41,400	64,400	92,000
Conv	4,200	12,600	21,000	47,250	73,500	105,000
1954 XK-120, 6-cyl., 160 hp, 102" wb						
Rds	5,360	16,080	26,800	60,300	93,800	134,000
Cpe	3,520	10,560	17,600	39,600	61,600	88,000
Conv	4,200	12,600	21,000	47,250	73,500	105,000
1955 Mk VII M, 6-cyl., 190 hp, 120" wb						
Saloon	1,000	3,000	5,000	11,250	17,500	25,000
1955 XK-140, 6-cyl., 190 hp, 102" wb						
Cpe	3,000	9,000	15,000	33,750	52,500	75,000
Rds	5,080	15,240	25,400	57,150	88,900	127,000
Conv	5,600	16,800	28,000	63,000	98,000	140,000
1955 XK-140M, 6-cyl., 190 hp, 102" wb						
Cpe	5,600	16,800	28,000	63,000	98,000	140,000
Rds	6,800	20,400	34,000	76,500	119,000	170,000
Conv	6,400	19,200	32,000	72,000	112,000	160,000
1955 XK-140MC, 6-cyl., 210 hp, 102" wb						
Cpe	5,800	17,400	29,000	65,250	101,500	145,000
Rds	6,800	20,400	34,000	76,500	119,000	170,000
Conv	5,080	15,240	25,400	57,150	88,900	127,000
1956 Mk VII M, 6-cyl., 190 hp, 120" wb						
Saloon	1,580	4,740	7,900	17,780	27,650	39,500
1956 XK-140, 6-cyl., 190 hp, 102" wb						
Cpe	4,800	14,400	24,000	54,000	84,000	120,000
Rds	6,600	19,800	33,000	74,250	115,500	165,000
Conv	5,600	16,800	28,000	63,000	98,000	140,000
1956 XK-140M, 6-cyl., 190 hp, 102" wb						
Cpe	5,600	16,800	28,000	63,000	98,000	140,000
Rds	8,000	24,000	40,000	90,000	140,000	200,000
Conv	6,400	19,200	32,000	72,000	112,000	160,000
1956 XK-140MC, 6-cyl., 210 hp, 102" wb						
Cpe	3,000	9,000	15,000	33,750	52,500	75,000
Rds	6,800	20,400	34,000	76,500	119,000	170,000
Conv	6,600	19,800	33,000	74,250	115,500	165,000
1956 2.4 Litre, 6-cyl., 112 hp, 108" wb						
Sed	1,200	3,600	6,000	13,500	21,000	30,000
1956 3.4 Litre, 6-cyl., 210 hp, 108" wb						
Sed	1,400	4,200	7,000	15,750	24,500	35,000
1956 Mk VIII, 6-cyl., 210 hp, 120" wb						
Lux Sed	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: 3.4 Litre available 1957 only. Mk VIII luxury sedan available 1957.						
1957 Mk VIII, 6-cyl., 210 hp, 102" wb						
Saloon	1,800	5,400	9,000	20,250	31,500	45,000
1957 XK-140, 6-cyl., 190 hp, 102" wb						
Cpe	3,000	9,000	15,000	33,750	52,500	75,000
Rds	5,080	15,240	25,400	57,150	88,900	127,000
Conv	6,400	19,200	32,000	72,000	112,000	160,000
1957 XK-150, 6-cyl., 190 hp, 102" wb						
Cpe	3,400	10,200	17,000	38,250	59,500	85,000
Rds	5,800	17,400	29,000	65,250	101,500	145,000
Conv	7,200	21,600	36,000	81,000	126,000	180,000
1957 2.4 Litre, 6-cyl., 112 hp, 108" wb						
Sed	1,200	3,600	6,000	13,500	21,000	30,000
1957 3.4 Litre, 6-cyl., 210 hp, 108" wb						
Sed	1,400	4,200	7,000	15,750	24,500	35,000
1958 3.4 Litre, 6-cyl., 210 hp, 108" wb						
Sed	1,600	4,800	8,000	18,000	28,000	40,000
1958 XK-150, 6-cyl., 190 hp, 120" wb						
Cpe	3,400	10,200	17,000	38,250	59,500	85,000
Rds	5,800	17,400	29,000	65,250	101,500	145,000
Conv	7,200	21,600	36,000	81,000	126,000	180,000
1958 XK-150S, 6-cyl., 250 hp, 102" wb						
Rds	6,000	18,000	30,000	67,500	105,000	150,000
1958 Mk VIII, 6-cyl., 210 hp, 120" wb						
Saloon	1,760	5,280	8,800	19,800	30,800	44,000
1959-60 XK-150, 6-cyl., 210 hp, 102" wb						
Cpe	3,400	10,200	17,000	38,250	59,500	85,000
Rds	5,800	17,400	29,000	65,250	101,500	145,000
Conv	7,600	22,800	38,000	85,500	133,000	190,000
1959-60 XK-150SE, 6-cyl., 210 hp, 102" wb						
Cpe	4,240	12,720	21,200	47,700	74,200	106,000
Rds	5,880	17,640	29,400	66,150	102,900	147,000
Conv	7,800	23,400	39,000	87,750	136,500	195,000
1959-60 XK-150S, 6-cyl., 250 hp, 102" wb						
Rds	6,000	18,000	30,000	67,500	105,000	150,000
1959-60 3.4 Litre, 6-cyl., 210 hp, 108" wb						
Sed	1,200	3,600	6,000	13,500	21,000	30,000
1959-60 Mk IX, 6-cyl., 220 hp, 120" wb						
Sed	2,060	6,180	10,300	23,180	36,050	51,500
NOTE: Some factory prices increase for 1960.						
1961 XK-150, 6-cyl., 210 hp, 102" wb						
Cpe	4,000	12,000	20,000	45,000	70,000	100,000
Conv	8,320	24,960	41,600	93,600	145,600	208,000
1961 XKE, 6-cyl., 265 hp, 96" wb						
Rds	10,200	30,600	51,000	114,750	178,500	255,000
Cpe	8,440	25,320	42,200	94,950	147,700	211,000
1961 3.8 Litre Mk II, 6-cyl., 265 hp, 108" wb						
Sed	1,630	4,890	8,150	18,340	28,530	40,750
1961 Mk IX, 6-cyl., 265 hp, 120" wb						
Sed	3,260	9,780	16,300	36,680	57,050	81,500
1962 XKE, 6-cyl., 265 hp, 96" wb						
Rds	10,200	30,600	51,000	114,750	178,500	255,000
Cpe	8,440	25,320	42,200	94,950	147,700	211,000
1962 3.8 Litre Mk II, 6-cyl., 265 hp, 108" wb						
Sed	1,600	4,800	8,000	18,000	28,000	40,000
1962 Mk X, 6-cyl., 265 hp, 120" wb						
Sed	1,800	5,400	9,000	20,250	31,500	45,000
1963 XKE, 6-cyl., 265 hp, 96" wb						
Rds	10,200	30,600	51,000	114,750	178,500	255,000
Cpe	8,440	25,320	42,200	94,950	147,700	211,000
1963 3.8 Litre Mk II, 6-cyl., 265 hp, 108" wb						
Sed	1,600	4,800	8,000	18,000	28,000	40,000
1963 Mk X, 6-cyl., 265 hp, 120" wb						
Sed	1,800	5,400	9,000	20,250	31,500	45,000
1964 XKE, 6-cyl., 265 hp, 96" wb						
Rds	9,280	27,840	46,400	104,400	162,400	232,000
Cpe	8,520	25,560	42,600	95,850	149,100	213,000
1964 Model 3.8 Liter Mk II, 6-cyl., 108" wb						
4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
1964 Model Mk X, 6-cyl., 265 hp, 120" wb						
4d Sed	2,520	7,560	12,600	28,350	44,100	63,000
1964 XKE, 6-cyl., 265 hp, 96" wb						
Rds	9,280	27,840	46,400	104,400	162,400	232,000
1965 XKE 4.2, 6-cyl., 265 hp, 96" wb						
Rds	13,600	40,800	68,000	153,000	238,000	340,000
Cpe	7,720	23,160	38,600	86,850	135,100	193,000
1965 Model Mk X 4.2						
4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
1965 Model 3.8 Mk II						
4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
S Sed	2,520	7,560	12,600	28,350	44,100	63,000
1966 XKE 4.2, 6-cyl., 265 hp, 96" wb						
Rds	13,600	40,800	68,000	153,000	238,000	340,000
Cpe	7,720	23,160	38,600	86,850	135,100	193,000
1966 Model Mk X 4.2						
4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
1966 Model 3.8 Mk II						
4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
S 4d Sed	2,520	7,560	12,600	28,350	44,100	63,000
1967 XKE 4.2, 6-cyl., 265 hp, 96" wb						
Rds	15,600	46,800	78,000	175,500	273,000	390,000
Cpe	5,280	15,840	26,400	59,400	92,400	132,000
2+2 Cpe	2,000	6,000	10,000	22,500	35,000	50,000
1967 420, 6-cyl., 255 hp, 108" wb						
4d Sed	2,000	6,000	10,000	22,500	35,000	50,000
1967 340, 6-cyl., 225 hp, 108" wb						
4d Sed	630	1,890	3,150	7,090	11,030	15,750
1967 420 G, 6-cyl., 245 hp, 107" wb						
4d Sed	1,920	5,760	9,600	21,600	33,600	48,000
1968 Model XKE 4.2, 245 hp, 96" wb						
Rds	6,200	18,600	31,000	69,750	108,500	155,000
Cpe	2,720	8,160	13,600	30,600	47,600	68,000
2+2 Cpe	1,400	4,200	7,000	15,750	24,500	35,000
1969 Model XKE Series II, 246 hp, 96" wb						
Rds	5,800	17,400	29,000	65,250	101,500	145,000
Cpe	2,600	7,800	13,000	29,250	45,500	65,000
2+2 Cpe	1,480	4,440	7,400	16,650	25,900	37,000
1969 Model XJ, 246 hp, 96" wb						
4d Sed	1,400	4,200	7,000	15,750	24,500	35,000
1970 Model XKE Series II, 246 hp, 96" wb						
Rds	5,800	17,400	29,000	65,250	101,500	145,000
Cpe	2,600	7,800	13,000	29,250	45,500	65,000
2+2 Cpe	1,480	4,440	7,400	16,650	25,900	37,000
1970 Model XJ, 246 hp, 96" wb						
4d Sed	1,400	4,200	7,000	15,750	24,500	35,000
1971 Model XKE, 246 hp, 96" wb						
Rds	5,800	17,400	29,000	65,250	101,500	145,000
Cpe	2,600	7,800	13,000	29,250	45,500	65,000
2+2 Cpe	1,480	4,440	7,400	16,650	25,900	37,000
Conv	6,000	18,000	30,000	67,500	105,000	150,000
1971 Model XJ, 246 hp, 96" wb						
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
1972 Model XKE Series III V-12, 272 hp, 105" wb						
Rds	4,000	12,000	20,000	45,000	70,000	100,000
2+2 Cpe	1,600	4,800	8,000	18,000	28,000	40,000
1972 Model XJ6, 186 hp, 108.9" wb						
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1973 Model XKE V-12, 272 hp, 105" wb						
Rds	9,200	27,600	46,000	103,500	161,000	230,000
2+2 Cpe	1,920	5,760	9,600	21,600	33,600	48,000
1973 Model XJ, 186 hp, 108.9" wb						
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1973 Model XJ12, 241 hp, 108.8" wb						
4d Sed	920	2,760	4,600	10,350	16,100	23,000

	6	5	4	3	2	1
1974 Model XJ12, 241 hp, 108.8" wb						
Conv	6,000	18,000	30,000	67,500	105,000	150,000
1974 Model XJ						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
1974 Model XJ12, 241 hp, 108.8"						
4d Sed	920	2,760	4,600	10,350	16,100	23,000
1974 Model XJ12, 241 h, 108.8"						
4d LWB Sed	960	2,880	4,800	12,000	16,800	24,000
1974 Model XJ						
4d XJ12L	800	2,400	4,000	9,000	14,000	20,000
1974 Model XKE Y-12 272 hp 105"						
2d Conv	6,320	18,960	31,600	79,000	110,600	158,000
1975 Model XJ6						
C Cpe	1,080	3,240	5,400	12,150	18,900	27,000
4d L Sed	800	2,400	4,000	9,000	14,000	20,000
1975 Model XJ12						
C Cpe	1,680	5,040	8,400	18,900	29,400	42,000
4d L Sed	800	2,400	4,000	9,000	14,000	20,000
1976 Model XJ6						
C Cpe	1,680	5,040	8,400	18,900	29,400	42,000
4d L Sed	800	2,400	4,000	9,000	14,000	20,000
1976 Model XJ12						
C Cpe	1,680	5,040	8,400	18,900	29,400	42,000
4d L Sed	1,100	3,300	5,500	12,380	19,250	27,500
1976 Model XJS						
2+2 Cpe	1,820	5,460	9,100	20,480	31,850	45,500
1977 Model XJ6						
C Cpe	980	2,940	4,900	11,030	17,150	24,500
4d L Sed	800	2,400	4,000	9,000	14,000	20,000
1977 Model XJ12L						
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
1977 Model XJS						
GT 2+2 Cpe	1,740	5,220	8,700	19,580	30,450	43,500
1977 Model XJ12L						
4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
1978 Model XJ6L						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
1978 Model XJ12L						
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
1978 Model XJS						
Cpe	1,740	5,220	8,700	19,580	30,450	43,500
1979 Model XJ6						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed Series III	860	2,580	4,300	9,680	15,050	21,500
1979 Model XJ12						
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
1979 Model XJS						
Cpe	1,200	3,600	6,000	13,500	21,000	30,000
1980 XJS						
4d Sed XJ6	880	2,640	4,400	9,900	15,400	22,000
1980 Model XJS						
2d XJS 2+2 Cpe	1,200	3,600	6,000	13,500	21,000	30,000
1981 XJS						
4d XJ6 Sed	610	1,830	3,050	6,860	10,680	15,250
1981 XJS						
2d XJS Cpe	1,200	3,600	6,000	13,500	21,000	30,000
1982 XJS						
4d XJ6 Sed	880	2,640	4,400	9,900	15,400	22,000
1982 Model XJS						
Vanden Plas 4d XJ6 Sed	1,000	3,000	5,000	11,250	17,500	25,000
1982 XJS						
2d XJS Cpe	1,690	5,070	8,450	19,010	29,580	42,250
1983 XJS						
4d XJ6 Sed	880	2,640	4,400	9,900	15,400	22,000
1983 XJS						
Vanden Plas 4d XJ6 Sed	1,000	3,000	5,000	11,250	17,500	25,000
1983 XJS						
2d XJS Cpe	1,200	3,600	6,000	13,500	21,000	30,000
1984 XJS						
4d XJ6 Sed	880	2,640	4,400	9,900	15,400	22,000
Vanden Plas 4d XJ6 Sed	1,000	3,000	5,000	11,250	17,500	25,000
1984 Model XJS						
2d XJS Cpe	1,200	3,600	6,000	13,500	21,000	30,000
1985 Model XJ6						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
Vanden Plas 4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1985 Model XJS						
2d Cpe	740	2,220	3,700	8,330	12,950	18,500
1986 Model XJ6						
4d Sed	1,530	4,600	7,670	17,250	26,830	38,330
Vanden Plas 4d Sed	1,640	4,920	8,200	18,450	28,700	41,000
1986 Model XJS						
2d Cpe	1,200	3,600	6,000	13,500	21,000	30,000
1987 Model XJ6						
4d Sed	920	2,760	4,600	10,350	16,100	23,000
Vanden Plas 4d Sed	1,640	4,920	8,200	18,450	28,700	41,000
1987 Model XJS						
2d Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Cpe Cabr	1,520	4,560	7,600	17,100	26,600	38,000
1988 Model XJ6						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
1988 Model XJS						
2d Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Cpe Cabr	1,320	3,960	6,600	14,850	23,100	33,000
2d Conv	1,520	4,560	7,600	17,100	26,600	38,000
1989 Model XJ6						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
1989 Model XJS						
2d Cpe	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 Conv	850	2,550	4,250	9,560	14,880	21,250
1990 Model XJ6						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
4d Sovereign Sed	900	2,700	4,500	10,130	15,750	22,500
Vanden Plas 4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Majestic Sed	1,040	3,120	5,200	11,700	18,200	26,000
1990 Model XJS						
2d Cpe	1,010	3,030	5,050	11,360	17,680	25,250
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
NOTE: Add 10% for Collection Rouge Ed.						
1991 Model XJ6						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
4d Sovereign Sed	900	2,700	4,500	10,130	15,750	22,500
Vanden Plas 4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1991 Model XJS						
2d Conv	1,100	3,300	5,500	12,380	19,250	27,500
2d Cpe	620	1,860	3,100	6,980	10,850	15,500
1992 Model XJ6						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
4d Sovereign Sed	900	2,700	4,500	10,130	15,750	22,500
Vanden Plas 4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Majestic Sed	1,040	3,120	5,200	11,700	18,200	26,000
1992 Model XJS						
2d Cpe	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
1993 Model XJ6						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
Vanden Plas 4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1993 Model XJS, V-12						
2d Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,860	5,570	9,280	20,880	32,480	46,400
NOTE: Deduct 10% for 6-cyl.						
1994 XJ6, 6-cyl.						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
Vanden Plas 4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1994 XJ12, 12-cyl.						
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1994 XJS						
2d Cpe, 6-cyl.	860	2,580	4,300	9,680	15,050	21,500
2d Cpe, V-12	960	2,880	4,800	10,800	16,800	24,000
2d Conv, 6-cyl.	1,040	3,120	5,200	11,700	18,200	26,000
2d Conv, V-12	1,540	4,620	7,700	17,330	26,950	38,500
1995 XJ6, 6-cyl. & V-12						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
Vanden Plas 4d Sed	880	2,640	4,400	9,900	15,400	22,000
4d XJR Sed (supercharged)	1,720	5,160	8,600	19,350	30,100	43,000
4d XJ12 Sed	1,000	3,000	5,000	11,250	17,500	25,000
1995 XJS, 6-cyl. & V-12						
2d Cpe, 6-cyl.	340	1,030	1,720	3,870	6,020	8,600
2d Cpe, V-12	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv, 6-cyl.	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv, V-12	1,200	3,600	6,000	13,500	21,000	30,000
1996 XJ6, 6-cyl.						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
Vanden Plas 4d Sed	880	2,640	4,400	9,900	15,400	22,000
XJR 4d Sed (supercharged)	940	2,820	4,700	10,580	16,450	23,500
1996 XJ12, V-12						
XJ12 4d Sed	930	2,790	4,650	10,460	16,280	23,250
1996 XJS, 6-cyl.						
2d Conv	440	1,320	2,200	4,950	7,700	11,000
1997 XJ6, 6-cyl.						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
L 4d Sed	860	2,580	4,300	9,680	15,050	21,500
Vanden Plas 4d Sed	880	2,640	4,400	9,900	15,400	22,000
XJR 4d Sed (supercharged)	1,600	4,800	8,000	18,000	28,000	40,000
1997 XK8, V-8						
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Conv	1,300	3,900	6,500	14,630	22,750	32,500
1998 XJ8, V-8						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
L 4d Sed	900	2,700	4,500	10,130	15,750	22,500
Vanden Plas 4d Sed	920	2,760	4,600	10,350	16,100	23,000
XJR 4d Sed (supercharged)	960	2,880	4,800	10,800	16,800	24,000
1998 XK8, V-8						
2d Cpe	1,020	3,060	5,100	11,480	17,850	25,500
2d Conv	1,160	3,490	5,820	13,100	20,370	29,100
2d Conv	910	2,730	4,550	10,240	15,930	22,750
1999 XJ8, V-8						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
L 4d Sed	800	2,400	4,000	9,000	14,000	20,000
Vanden Plas 4d Sed	840	2,520	4,200	9,450	14,700	21,000
XJR 4d Sed (supercharged)	1,160	3,480	5,800	13,050	20,300	29,000
1999 XK8, V-8						
2d Cpe	1,020	3,060	5,100	11,480	17,850	25,500
2d Conv	1,160	3,490	5,820	13,100	20,370	29,100
2000 XJ8, V-8						
Vanden Plas 4d Sed	900	2,700	4,500	10,130	15,750	22,500
XJR 4d Sed (supercharged)	1,100	3,300	5,500	12,380	19,250	27,500
2000 XK8, V-8						
2d Cpe	540	1,630	2,720	6,120	9,520	13,600
2d Conv	930	2,790	4,650	10,460	16,280	23,250
2d XKR Cpe (supercharged)	1,000	3,000	5,000	11,250	17,500	25,000
2d XKR Conv (supercharged)	1,000	3,000	5,000	11,250	17,500	25,000
Note: Jaugar made 15,290 Series III E-Types between 1971-75; 7,990 conv. and 7,300 coupes						

LAMBORGHINI

	6	5	4	3	2	1
1968-78 V-12, 3929cc, 99.5" wb, Espada						
2+2 Cpe	8,600	25,800	43,000	96,750	150,500	215,000
1969-71 V-12, 3929cc, 97.7" wb, P400 Miura S						
Cpe	40,000	120,000	200,000	450,000	700,000	1,000,000
1970-73 V-12, 3929cc, 92.8" wb, 400 GT Jarama						
2+2 Cpe	5,000	15,000	25,000	56,250	87,500	125,000
1971-72 V-12, 3929cc, 97.7" wb, P400 Miura SV						
Cpe	58,000	174,000	290,000	652,500	1,015,000	1,450,000
1972-76 V-8, 2462cc, 95.5" wb, P 250 Urraco						
2+2 Cpe	3,900	11,700	19,500	43,880	68,250	97,500
1973-76 V-12, 3929cc, 92.8" wb, 400 GTS Jarama						
2+2 Cpe	5,600	16,800	28,000	63,000	98,000	140,000
1973-78 V-12, 3929cc, 95.5" wb, LP 400 Countach						
Cpe	5,400	16,200	27,000	60,750	94,500	135,000
1975-77 V-8, 1994cc, 95.5" wb, P 200 Urraco						
2+2 Cpe	3,120	9,360	15,600	35,100	54,600	78,000
1975-79 V-8, 2995.8cc, 95.5" wb, P 300 Urraco						
2+2 Cpe	5,400	16,200	27,000	60,750	94,500	135,000
1976-78 V-8, 2995.8cc, 95.5" wb, Silhouette						
Targa Conv	6,400	19,200	32,000	72,000	112,000	160,000
1978-82 V-12, 3929cc, 95.5" wb, LP 400S Countach						
Cpe	35,920	107,760	179,600	404,100	628,600	898,000
1982-88 V-12, 4754cc, 95.5" wb, LP 5000 Countach						
Cpe	34,400	103,200	172,000	387,000	602,000	860,000
1982-88 V-8, 3485cc, 95.5" wb, P 350 Jalpa						
Targa Conv	5,400	16,200	27,000	60,750	94,500	135,000

	6	5	4	3	2	1
1990-91 Diablo						
2d Cpe	7,640	22,920	38,200	85,950	133,700	191,000
1992 Diablo						
2d Cpe	10,000	30,000	50,000	112,500	175,000	250,000
1993 Diablo						
2d Cpe	10,200	30,600	51,000	114,750	178,500	255,000
1994 Diablo						
VT	16,200	48,600	81,000	182,250	283,500	405,000
1995 Diablo						
VT Rds	12,600	37,800	63,000	141,750	220,500	315,000
1996 Diablo, V-12						
VT 2d Cpe	8,000	24,000	40,000	90,000	140,000	200,000
VT 2d Rds (w/removable HT)	19,200	57,600	96,000	216,000	336,000	480,000
1998 Diablo, V-12						
SV 2d Cpe	13,000	39,000	65,000	146,250	227,500	325,000
VT 2d Cpe	8,520	25,560	42,600	95,850	149,100	213,000
VT 2d Rds (w/removable HT)	11,200	33,600	56,000	126,000	196,000	280,000
1999 Diablo, V-12						
SV 2d Cpe	9,200	27,600	46,000	103,500	161,000	230,000
VT 2d Cpe	8,120	24,360	40,600	91,350	142,100	203,000
VT 2d Rds (w/removable HT)	19,200	57,600	96,000	216,000	336,000	480,000
2000 Diablo, V-12						
SV 2d Cpe	13,000	39,000	65,000	146,250	227,500	325,000
VT 2d Cpe	14,800	44,400	74,000	166,500	259,000	370,000

LEXUS

	6	5	4	3	2	1
1991 Lexus						
4d LS400 Sed	1,080	3,240	5,400	12,150	18,900	27,000
1992 Lexus						
4d ES300 Sed	800	2,400	4,000	9,000	14,000	20,000
2d SC300 Cpe	1,110	3,340	5,560	12,510	19,460	27,800
2d SC400 Cpe	1,040	3,120	5,200	11,700	18,200	26,000
4d LS400 Sed	600	1,800	3,000	6,750	10,500	15,000
1993 ES						
4d ES300 Sed	760	2,280	3,800	8,550	13,300	19,000
1993 GS						
4d GS300 Sed	840	2,520	4,200	9,450	14,700	21,000
1993 SC						
2d SC300 Cpe	960	2,880	4,800	10,800	16,800	24,000
2d SC300 Cpe	630	1,890	3,150	7,090	11,030	15,750
1993 LS						
4d LS400 Sed, V-8	680	2,040	3,400	7,650	11,900	17,000
1994 ES, V-6						
4d ES300 Sed	560	1,680	2,800	6,300	9,800	14,000
1994 GS						
4d GS300 Sed	740	2,220	3,700	8,330	12,950	18,500
1994 SC, V-8						
2d SC300 Cpe	480	1,440	2,400	5,400	8,400	12,000
2d SC400 Cpe	440	1,320	2,200	4,950	7,700	11,000
1994 LS						
4d LS400 Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d LS400 Sed	1,000	3,000	5,000	11,250	17,500	25,000
1995 ES, V-6						
4d ES300 Sed	560	1,680	2,800	6,300	9,800	14,000
1995 GS, 6-cyl.						
4d GS300 Sed	740	2,220	3,700	8,330	12,950	18,500
1995 SC, 6-cyl. & V-8						
2d SC300 Cpe	670	2,010	3,350	7,540	11,730	16,750
2d SC300 Cpe	670	2,010	3,350	7,540	11,730	16,750
1995 LS, V-8						
4d LS400 Sed	690	2,070	3,450	7,760	12,080	17,250
1996 ES, V-6						
4d ES300 Sed	520	1,560	2,600	5,850	9,100	13,000
1996 GS, 6-cyl.						
4d GS300 Sed	700	2,100	3,500	7,880	12,250	17,500
1996 SC, 6-cyl. & V-8						
2d SC300 Cpe	1,240	3,720	6,200	13,950	21,700	31,000
2d SC400 Cpe	800	2,400	4,000	9,000	14,000	20,000
1996 LS, V-8						
4d LS400 Sed	960	2,880	4,800	10,800	16,800	24,000
1997 ES, V-6						
ES300 4d Sed	520	1,560	2,600	5,850	9,100	13,000
1997 GS, 6-cyl.						
GS300 4d Sed	700	2,100	3,500	7,880	12,250	17,500
1997 SC, 6-cyl. & V-8						
SC300 2d Cpe	680	2,040	3,400	7,650	11,900	17,000
SC300 2d Cpe	680	2,040	3,400	7,650	11,900	17,000
1997 LS, V-8						
LS400 4d Sed	600	1,800	3,000	6,750	10,500	15,000
1998 ES, V-6						
ES300 4d Sed	520	1,560	2,600	5,850	9,100	13,000
1998 GS, 6-cyl. & V-8						
GS300 4d Sed	700	2,100	3,500	7,880	12,250	17,500
GS400 4d Sed	740	2,220	3,700	8,330	12,950	18,500
1998 SC, 6-cyl. & V-8						
SC300 2d Cpe	440	1,320	2,200	4,950	7,700	11,000
SC400 2d Cpe	840	2,520	4,200	9,450	14,700	21,000
1998 LS, V-8						
LS400 4d Sed	970	2,910	4,850	10,910	16,980	24,250
1999 ES, V-6						
ES300 4d Sed	540	1,620	2,700	6,080	9,450	13,500
1999 GS, 6-cyl.						
GS300 4d Sed	700	2,100	3,500	7,880	12,250	17,500
GS400 4d Sed (V-8)	740	2,220	3,700	8,330	12,950	18,500
1999 SC, 6-cyl.						
SC300 2d Cpe	760	2,280	3,800	8,550	13,300	19,000
SC300 2d Cpe	740	2,220	3,700	8,330	12,950	18,500
1999 LS, V-8						
LS400 4d Sed	810	2,430	4,050	9,110	14,180	20,250
2000 GS, 6-cyl.						
GS300 4d Sed	700	2,100	3,500	7,880	12,250	17,500
GS400 4d Sed (V-8)	740	2,220	3,700	8,330	12,950	18,500
2000 SC, 6-cyl.						
SC300 2d Cpe	570	1,720	2,860	6,440	10,010	14,300
SC400 2d Cpe (V-8)	810	2,430	4,050	9,110	14,180	20,250
2000 LS, V-8						
LS400 4d Sed	760	2,280	3,800	8,550	13,300	19,000
NOTE: Add 5% for Luxury Package						
Note: Add 7% for AWD.						

MASERATI

	6	5	4	3	2	1
1946-50 A6/1500, 6-cyl., 1488cc, 100.4" wb						
2d Cpe (2+2)	23,400	70,200	117,000	263,250	409,500	585,000
2d Cabr	25,000	75,000	125,000	281,250	437,500	625,000
1951-53 A6G, 6-cyl., 1954cc, 100.4" wb						
2d Cpe (2+2)	value not estimable					

	6	5	4	3	2	1
2d Cabr (2+2)			value not estimable			
1951-53 A6G, 6-cyl. 1954cc, 100.4" wb						
2d Frua Spyder	170,000	510,000	850,000	2,125,000	2,975,000	4,250,000
1954-56 A6G, 6-cyl., 1954cc, 100.4" wb						
2d Cpe (2+2)			value not estimable			
2d Cabr (2+2)			value not estimable			
1954-56 A6G/2000, 6-cyl., 1985cc, 100.4" wb						
2d Cpe (2+2)			value not estimable			
2d Cabr (2+2)	12,400	37,200	62,000	139,500	217,000	310,000
1957-61 A6G/2000/C, 6-cyl., 1985cc, 100.4" wb						
Allemano Cpe (2+2)	6,400	19,200	32,000	72,000	112,000	160,000
Frua Cabr (2+2)	12,400	37,200	62,000	139,500	217,000	310,000
Frua 2d Cpe	10,400	31,200	52,000	117,000	182,000	260,000
Zagato Cpe (2+2)	12,400	37,200	62,000	139,500	217,000	310,000
1957-61 3500 GT, 6-cyl., 3485cc, 102.3" wb						
2d Cpe	12,000	36,000	60,000	135,000	210,000	300,000
1957-61 3500 GT Spider 6-cyl., 3485cc, 98.4" wb						
2d Rds	21,000	63,000	105,000	236,250	367,500	525,000
1962 3500 GTI, 6-cyl., 3485cc, 102.3" wb						
2d Cpe (2+2)	8,000	24,000	40,000	90,000	140,000	200,000
1962 3500 GTI, 6-cyl., 3485cc, 98.4" wb						
Spider 2d Rds	1,400	4,200	7,000	15,750	24,500	35,000
1962 Sebring, 6-cyl., 3485cc, 98.4" wb						
2d Cpe (2+2)	12,400	37,200	62,000	139,500	217,000	310,000
1963-64 3500 GTI, 6-cyl., 3485cc, 102.3" wb						
2d Cpe (2+2)	9,480	28,440	47,400	106,650	165,900	237,000
Spider 2d Conv	31,800	95,400	159,000	357,750	556,500	795,000
1963-64 Sebring, 6-cyl, 102.3" wb Early 3485cc, Later 3694cc						
2d Cpe (2+2)	12,400	37,200	62,000	139,500	217,000	310,000
1963-64 Mistral, 6-cyl., 94.5" wb Early 3485cc, Later 3694cc						
2d Cpe	9,120	27,360	45,600	102,600	159,600	228,000
Spider 2d Conv	28,640	85,920	143,200	322,200	501,200	716,000
1963-64 Quattroporte, V-8, 4136cc, 108.3" wb						
4d Sed	2,600	7,800	13,000	29,250	45,500	65,000
1965-66 Sebring II, 6-cyl., 3694cc, 102.3" wb						
2d Cpe (2+2)	12,800	38,400	64,000	144,000	224,000	320,000
1965-66 Mistral, 6-cyl., 3694cc, 94.5" wb						
2d Cpe	9,120	27,360	45,600	102,600	159,600	228,000
2d Cpe	4,760	14,280	23,800	53,550	83,300	119,000
NOTE: Optional Six engine 4014cc available in Sebring Mistral models.						
1965-66 Mexico, V-8, 4136cc, 103.9" wb						
2d Cpe	6,600	19,800	33,000	74,250	115,500	165,000
1965-66 Quattroporte, V-8, 4136cc, 108.3" wb						
4200 4d Sed	2,180	6,540	10,900	24,530	38,150	54,500
1967-68 Mistral, 6-cyl., 3694cc, 94.5" wb						
2d Cpe	5,800	17,400	29,000	65,250	101,500	145,000
Spider 2d Conv	30,600	91,800	153,000	344,250	535,500	765,000
1967-68 Ghibli, V-8, 4719cc, 100.4" wb						
4700 2d Cpe	12,000	36,000	60,000	135,000	210,000	300,000
1967-68 Mexico, V-8, 4136cc-4719cc, 103.9" wb						
4200 2d Cpe	6,600	19,800	33,000	74,250	115,500	165,000
4700 2d Cpe	6,600	19,800	33,000	74,250	115,500	165,000
1967-68 Quattroporte, V-8, 4136cc, 108.3" wb						
4200 4d Sed	2,800	8,400	14,000	31,500	49,000	70,000
1969-70 Mistral, 6-cyl., 3694cc, 94.5" wb						
2d Cpe	11,000	33,000	55,000	123,750	192,500	275,000
Spider 2d Conv	30,600	91,800	153,000	344,250	535,500	765,000
1969-70 Ghibli, V-8, 4719cc, 100.4" wb						
2d Cpe	15,120	45,360	75,600	170,100	264,600	378,000
Spider 2d Conv	30,600	91,800	153,000	344,250	535,500	765,000
1969-70 Indy, V-8, 4136cc, 102.5" wb						
2d Cpe (2+2)	5,280	15,840	26,400	59,400	92,400	132,000
1969-70 Quattroporte, V-8, 4719cc, 108.3" wb						
4d Sed	3,000	9,000	15,000	33,750	52,500	75,000
1971-73 Merak, V-6, 2965cc, 102.3" wb						
2d Cpe (2+2)	2,680	8,040	13,400	30,150	46,900	67,000
1971-73 Bora, V-8, 4719cc, 102.3" wb						
2d Cpe	6,480	19,440	32,400	72,900	113,400	162,000
1971-73 Ghibli, V-8, 4930cc, 100.4" wb						
2d Cpe	12,000	36,000	60,000	135,000	210,000	300,000
Spider 2d Conv	34,000	102,000	170,000	382,500	595,000	850,000
1971-73 Indy, V-8, 4136cc, 102.5" wb						
2d Cpe (2+2)	5,320	15,960	26,600	59,850	93,100	133,000
1974-76 Merak, V-6, 2965cc, 102.3" wb						
2d Cpe (2+2)	2,520	7,560	12,600	28,350	44,100	63,000
1974-76 Bora, V-8, 4930cc, 102.3" wb						
2d Cpe	6,880	20,640	34,400	77,400	120,400	172,000
1974-76 Indy, V-8, 4930cc, 102.5" wb						
2d Cpe	5,680	17,040	28,400	63,900	99,400	142,000
1977-83 Merak SS, 2965cc, 102.3" wb						
2d Cpe (2+2)	1,910	5,730	9,550	21,490	33,430	47,750
1977-83 Bora, V-8, 4930cc, 102.3" wb						
2d Cpe	9,000	27,000	45,000	101,250	157,500	225,000
1977-83 Khamsin, V-8, 4930cc, 100.3" wb						
2d Cpe (2+2)	8,240	24,720	41,200	92,700	144,200	206,000
1977-83 Kyalami, V-8, 4930cc, 102.4" wb						
2d Cpe (2+2)	3,640	10,920	18,200	40,950	63,700	91,000
1984-88 Biturbo, V-6, 2491cc, 94.5" wb						
Spider i 2d Conv	1,940	5,820	9,700	24,250	33,950	48,500
1984-88 Biturbo, V-6, 1996cc, 99" wb						
2d Cpe	760	2,280	3,800	8,550	13,300	19,000
E 2d Cpe	650	1,950	3,250	7,310	11,380	16,250
1984-88 Biturbo, V-6, 2491cc, 94.5" wb						
Spider 2d Conv	970	2,910	4,850	10,910	16,980	24,250
425 4d Sed	450	1,340	2,240	5,040	7,840	11,200
1984-88 Quattroporte, V-8, 4930cc, 110.2" wb						
4d Sed	1,030	3,080	5,140	11,570	17,990	25,700

MAZDA

	6	5	4	3	2	1
1970-71 Conventional Engine 1200, 4-cyl., 1169cc, 88.9" wb						
2d Sta Wag	640	1,920	3,200	7,200	11,200	16,000
1970-71 616, 4-cyl., 1587cc, 97" wb						
2d Cpe	120	360	600	1,350	2,100	3,000
4d Sed	120	370	620	1,400	2,170	3,100
1970-71 1800, 4-cyl., 1769cc, 98.4" wb						
4d Sed	130	400	660	1,490	2,310	3,300
4d Sta Wag	140	420	700	1,580	2,450	3,500
1970-71 Wankel Rotary Engine R100, 1146cc, 88.9" wb						
2d Spt Cpe (2+2)	140	420	700	1,580	2,450	3,500
1970-71 RX-2, 1146cc, 97" wb						
2d Cpe	100	310	520	1,170	1,820	2,600
4d Sed	100	300	500	1,130	1,750	2,500
1972 Conventional Engine 808, 4-cyl., 1587cc, 91" wb						
2d Cpe	160	480	800	1,800	2,800	4,000
4d Sed	160	470	780	1,760	2,730	3,900
4d Sta Wag	160	480	800	1,800	2,800	4,000
1972 618, 4-cyl., 1796cc, 97" wb						
2d Cpe	170	500	840	1,890	2,940	4,200
4d Sed	160	490	820	1,850	2,870	4,100
1972 Wankel Rotary Engine R100, 1146cc, 88.9" wb						
2d Cpe (2+2)	140	420	700	1,580	2,450	3,500
1972 RX-2, 1146cc, 97" wb						
2d Cpe	120	360	600	1,350	2,100	3,000
4d Sed	130	380	640	1,440	2,240	3,200
1972 RX-3, 1146cc, 91" wb						
2d Cpe	160	480	800	1,800	2,800	4,000
4d Sed	140	430	720	1,620	2,520	3,600
4d Sta Wag	160	490	820	1,850	2,870	4,100
1973 Conventional Engine 808, 4-cyl., 1587cc, 91" wb						
2d Cpe	180	540	900	2,030	3,150	4,500
4d Sed	170	520	860	1,940	3,010	4,300
4d Sta Wag	180	530	880	1,980	3,080	4,400
1973 Wankel Rotary Engine RX-2, 1146cc, 97" wb						
2d Cpe	160	480	800	1,800	2,800	4,000
4d Sed	160	490	820	1,850	2,870	4,100
1973 RX-3, 1146cc, 162" wb						
2d Cpe	180	550	920	2,070	3,220	4,600
4d Sed	170	520	860	1,940	3,010	4,300
4d Sta Wag	180	540	900	2,030	3,150	4,500
1974 Conventional Engine 808, 4-cyl., 1587cc, 91" wb						
2d Cpe	180	550	920	2,070	3,220	4,600
4d Sta Wag	180	540	900	2,030	3,150	4,500
1974 Wankel Rotary Engine RX-2, 1146cc, 97" wb						
2d Cpe	160	480	800	1,800	2,800	4,000
4d Sed	170	500	840	1,890	2,940	4,200
1974 RX-3, 1146cc, 91" wb						
2d Cpe	190	560	940	2,120	3,290	4,700
4d Sta Wag	190	560	940	2,120	3,290	4,700
1974 RX-4, 1308cc, 99" wb						
2d HT Cpe	200	610	1,020	2,300	3,570	5,100
4d Sed	190	580	960	2,160	3,360	4,800
4d Sta Wag	200	590	980	2,210	3,430	4,900
1975 Conventional Engine 808, 4-cyl., 1587cc, 91" wb						
2d Cpe	180	550	920	2,070	3,220	4,600
4d Sta Wag	190	560	940	2,120	3,290	4,700
1975 Wankel Rotary Engine RX-3, 1146cc, 91" wb						
2d Cpe	200	600	1,000	2,250	3,500	5,000
4d Sta Wag	190	580	960	2,160	3,360	4,800
1975 RX-4, 1308cc, 99" wb						
2d HT Cpe	200	610	1,020	2,300	3,570	5,100
4d Sed	190	560	940	2,120	3,290	4,700
4d Sta Wag	190	580	960	2,160	3,360	4,800
1976 Conventional Engine Mizer 808-1300, 4-cyl., 1272cc, 91" wb						
2d Cpe	180	540	900	2,030	3,150	4,500
4d Sed	180	550	920	2,070	3,220	4,600
4d Sta Wag	190	560	940	2,120	3,290	4,700
1976 808-1600, 4-cyl., 1587cc, 91" wb						
2d Cpe	180	550	920	2,070	3,220	4,600
4d Sed	190	560	940	2,120	3,290	4,700
4d Sta Wag	190	580	960	2,160	3,360	4,800
1976 Wankel Rotary Engine RX-3, 1146cc, 91" wb						
2d Cpe	200	600	1,000	2,250	3,500	5,000
4d Sta Wag	190	580	960	2,160	3,360	4,800
1976 RX-4, 1308cc, 99" wb						
2d HT Cpe	200	600	1,000	2,250	3,500	5,000
4d Sed	190	580	960	2,160	3,360	4,800
4d Sta Wag	200	590	980	2,210	3,430	4,900
Cosmo 2d HdTp Cpe	260	780	1,300	2,930	4,550	6,500
1977 Mizer, 4-cyl., 1272cc						
2d Cpe	180	540	900	2,030	3,150	4,500
4d Sed	180	540	900	2,030	3,150	4,500
4d Sta Wag	180	550	920	2,070	3,220	4,600
1977 GLC, 4-cyl., 1272cc, 91.1" wb						
2d HBk	180	540	900	2,030	3,150	4,500
2d DeL HBk	180	550	920	2,070	3,220	4,600
1977 808, 4-cyl., 1587cc, 91" wb						
2d Cpe	180	550	920	2,070	3,220	4,600
4d Sed	180	540	900	2,030	3,150	4,500
4d Sta Wag	190	560	940	2,120	3,290	4,700
1977 Wankel Rotary Engine RX-3SP, 1146cc, 91" wb						
2d Cpe	200	610	1,020	2,300	3,570	5,100
1977 RX-4, 1308cc, 99" wb						
4d Sed	180	550	920	2,070	3,220	4,600
4d Sta Wag	190	560	940	2,120	3,290	4,700
Cosmo 2d HT Cpe	260	780	1,300	2,930	4,550	6,500
1978 GLC, 4-cyl., 1272cc, 91.1" wb						
2d HBk	170	520	860	1,940	3,010	4,300
2d DeL HBk	180	530	880	1,980	3,080	4,400
2d Spt HBk	180	540	900	2,030	3,150	4,500
4d DeL HBk	180	540	900	2,030	3,150	4,500
1978 Wankel Rotary Engine RX-3SP, 1146cc, 91" wb						
2d Cpe	200	600	1,000	2,250	3,500	5,000
1978 RX-4, 1308cc, 99" wb						
4d Sed	180	540	900	2,030	3,150	4,500
4d Sta Wag	180	550	920	2,070	3,220	4,600
Cosmo 2d Cpe	260	780	1,300	2,930	4,550	6,500
1979 GLC, 4-cyl., 1415cc, 91" wb						
2d HBk	170	520	860	1,940	3,010	4,300
2d DeL HBk	180	530	880	1,980	3,080	4,400
2d Spt HBk	180	540	900	2,030	3,150	4,500
4d DeL HBk	180	540	900	2,030	3,150	4,500
4d Sta Wag	180	550	920	2,070	3,220	4,600
4d DeL Sta Wag	190	560	940	2,120	3,290	4,700
1979 626, 4-cyl., 1970cc, 98.8" wb						
2d Spt Cpe	200	600	1,000	2,250	3,500	5,000
4d Spt Sed	190	580	960	2,160	3,360	4,800
1979 Wankel Rotary Engine RX-7, 1146cc, 95.3" wb						
S 2d Cpe	1,020	3,060	5,100	11,480	17,850	25,500
GSL 2d Cpe	1,280	3,840	6,400	16,000	22,400	32,000
GS 2d Cpe	1,200	3,600	6,000	13,500	21,000	30,000
S 2d Cpe	1,020	3,060	5,100	11,480	17,850	25,500
1980 GLC, 4-cyl., 1415cc, 91" wb						
2d HBk	200	600	1,000	2,250	3,500	5,000
2d Cus HBk	200	610	1,020	2,300	3,570	5,100
2d Spt HBk	210	620	1,040	2,340	3,640	5,200
4d Cus HBk	210	620	1,040	2,340	3,640	5,200
4d Cus Sta Wag	210	640	1,060	2,390	3,710	5,300
1980 626, 4-cyl., 1970cc, 98.8" wb						
2d Spt Cpe	220	660	1,100	2,480	3,850	5,500
4d Spt Sed	220	650	1,080	2,430	3,780	5,400
1980 Wankel Rotary Engine RX-7, 1146cc, 95.3" wb						
S 2d Cpe	1,020	3,060	5,100	11,480	17,850	25,500
GS 2d Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Cpe Anniversary Ed.	1,400	4,200	7,000	17,500	24,500	35,000
1981 GLC, 4-cyl., 1490cc, 93.1" wb						
2d HBk	200	600	1,000	2,250	3,500	5,000
2d Cus HBk	200	610	1,020	2,300	3,570	5,100
4d Cus HBk	200	600	1,000	2,250	3,500	5,000
4d Cus Sed	200	610	1,020	2,300	3,570	5,100
2d Cus L HBk	210	620	1,040	2,340	3,640	5,200
4d Cus L Sed	210	620	1,040	2,340	3,640	5,200
2d Spt HBk	210	640	1,060	2,390	3,710	5,300
4d Sta Wag	220	650	1,080	2,430	3,780	5,400
1981 626, 4-cyl., 1970cc, 98.8" wb						
2d Spt Cpe	220	660	1,100	2,480	3,850	5,500
4d Spt Sed	220	650	1,080	2,430	3,780	5,400
2d Lux Spt Cpe	230	680	1,140	2,570	3,990	5,700
4d Lux Spt Sed	220	670	1,120	2,520	3,920	5,600
1981 Wankel Rotary Engine RX-7, 1146cc, 95.3" wb						
S 2d Cpe	1,020	3,060	5,100	11,480	17,850	25,500
GS 2d Cpe	1,200	3,600	6,000	13,500	21,000	30,000
GSL 2d Cpe	1,280	3,840	6,400	14,400	22,400	32,000
1982 GLC, 4-cyl., 1490cc, 93.1" wb						
2d HBk	220	660	1,100	2,480	3,850	5,500
2d Cus HBk	220	670	1,120	2,520	3,920	5,600
4d Cus Sed	220	670	1,120	2,520	3,920	5,600
2d Cus L HBk	230	680	1,140	2,570	3,990	5,700
4d Cus L Sed	230	680	1,140	2,570	3,990	5,700
2d Spt HBk	230	700	1,160	2,610	4,060	5,800
4d Cus Sta Wag	220	660	1,100	2,480	3,850	5,500
1982 626, 4-cyl., 1970cc, 98.8" wb						
2d Spt Cpe	220	670	1,120	2,520	3,920	5,600
4d Spt Sed	220	660	1,100	2,480	3,850	5,500
2d Lux Spt Cpe	230	680	1,140	2,570	3,990	5,700
4d Lux Spt Sed	220	670	1,120	2,520	3,920	5,600
1982 Wankel Rotary Engine RX-7, 1146cc, 95.3" wb						
S 2d Cpe	1,020	3,060	5,100	11,480	17,850	25,500
GS 2d Cpe	1,200	3,600	6,000	13,500	21,000	30,000
GSL 2d Cpe	1,280	3,840	6,400	14,400	22,400	32,000
1983 GLC, 4-cyl., 1490cc, 93.1" wb						
2d HBk	220	660	1,100	2,480	3,850	5,500
2d Cus HBk	220	670	1,120	2,520	3,920	5,600
4d Cus Sed	220	670	1,120	2,520	3,920	5,600
2d Cus L HBk	230	680	1,140	2,570	3,990	5,700
4d Cus L Sed	230	680	1,140	2,570	3,990	5,700
2d Spt HBk	230	700	1,160	2,610	4,060	5,800
4d Sed	220	670	1,120	2,520	3,920	5,600
4d Cus Sta Wag	220	670	1,120	2,520	3,920	5,600
1983 626, 4-cyl., 1998cc, 98.8" wb						
2d Spt Cpe	230	680	1,140	2,570	3,990	5,700
4d Spt Sed	230	680	1,140	2,570	3,990	5,700
2d Lux Spt Cpe	230	700	1,160	2,610	4,060	5,800
4d Lux Spt Sed	230	700	1,160	2,610	4,060	5,800
4d Lux HBk	240	720	1,200	2,700	4,200	6,000
1983 Wankel Rotary Engine RX-7, 1146cc, 95.3" wb						
S 2d Cpe	1,020	3,060	5,100	11,480	17,850	25,500
GS 2d Cpe	1,200	3,600	6,000	13,500	21,000	30,000
1983 Wankel Rotar Engine RX-7, 1146cc, 95.3" wb						
GSL 2d Cpe	1,280	3,840	6,400	16,000	22,400	32,000
1983 MX-5 Miata, 4-cyl						
2d Conv LTD Ed	1,400	4,200	7,000	17,500	24,500	35,000
1984-85 GLC, 4-cyl., 1490cc, 93.1" wb						
2d HBk	240	710	1,180	2,660	4,130	5,900
2d DeL HBk	240	720	1,200	2,700	4,200	6,000
4d DeL Sed	240	720	1,200	2,700	4,200	6,000
2d Lux HBk	240	730	1,220	2,750	4,270	6,100
4d Lux Sed	240	730	1,220	2,750	4,270	6,100
1984-85 626, 4-cyl., 1998cc, 98.8" wb						
2d DeL Cpe	260	780	1,300	2,930	4,550	6,500
4d DeL Sed	260	780	1,300	2,930	4,550	6,500
2d Lux Cpe	270	800	1,340	3,020	4,690	6,700
4d Lux Sed	270	800	1,340	3,020	4,690	6,700
4d Tr HBk	270	820	1,360	3,060	4,760	6,800
1984-85 Wankel Rotary Engine RX-7, 1146cc, 95.3" wb						
S 2d Cpe	1,020	3,060	5,100	11,480	17,850	25,500
GS 2d Cpe	1,200	3,600	6,000	13,500	21,000	30,000
GSL 2d Cpe	1,280	3,840	6,400	14,400	22,400	32,000
1984-85 RX-7, 1308cc, 95.3" wb						
GSL-SE 2d Cpe	1,280	3,840	6,400	14,400	22,400	32,000
1986 323						
2d HBk	140	430	720	1,620	2,520	3,600
DX 2d HBk	150	440	740	1,670	2,590	3,700
LX 2d HBk	150	460	760	1,710	2,660	3,800
DX 4d Sed	160	470	780	1,760	2,730	3,900
LX 4d Sed	160	480	800	1,800	2,800	4,000
1986 626, 4-cyl.						
DX 4d Sed	170	520	860	1,940	3,010	4,300
DX 2d Cpe	180	530	880	1,980	3,080	4,400
LX 4d Sed	180	540	900	2,030	3,150	4,500
LX 2d Cpe	190	560	940	2,120	3,290	4,700
LX 4d HBk	190	580	960	2,160	3,360	4,800
GT 4d Sed (Turbo)	200	600	1,000	2,250	3,500	5,000
GT 2d Cpe (Turbo)	200	610	1,020	2,300	3,570	5,100
GT 4d HBk (Turbo)	210	620	1,040	2,340	3,640	5,200
1986 RX-7, 4-cyl.						
2d Cpe	1,020	3,060	5,100	11,480	17,850	25,500
GXL 2d Cpe	480	1,440	2,400	5,400	8,400	12,000
1987 323, 4-cyl.						
2d HBk	150	460	760	1,710	2,660	3,800
SE 2d HBk	160	470	780	1,760	2,730	3,900
DX 2d HBk	170	500	840	1,890	2,940	4,200
DX 4d Sed	180	550	920	2,070	3,220	4,600
LX 4d Sed	190	580	960	2,160	3,360	4,800
DX 4d Sta Wag	180	540	900	2,030	3,150	4,500
1987 626, 4-cyl.						
DX 4d Sed	200	600	1,000	2,250	3,500	5,000
DX 2d Cpe	200	610	1,020	2,300	3,570	5,100
LX 4d Sed	210	620	1,040	2,340	3,640	5,200
LX 2d Cpe	220	650	1,080	2,430	3,780	5,400
LX 4d HBk	220	660	1,100	2,480	3,850	5,500
GT 4d Sed	210	620	1,040	2,340	3,640	5,200
GT 2d Cpe	210	640	1,060	2,390	3,710	5,300
GT 4d HBk	220	660	1,100	2,480	3,850	5,500
1987 RX-7, 4-cyl.						
2d Cpe	720	2,160	3,600	8,100	12,600	18,000

	6	5	4	3	2	1
GXL 2d Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Cpe Turbo	1,880	5,640	9,400	21,150	32,900	47,000
1988 323, 4-cyl.						
2d HBk	160	480	800	1,800	2,800	4,000
SE 2d HBk	170	500	840	1,890	2,940	4,200
GTX 2d HBk (4x4)	260	780	1,300	2,930	4,550	6,500
4d Sed	170	520	860	1,940	3,010	4,300
SE 4d Sed	180	540	900	2,030	3,150	4,500
LX 4d Sed	200	600	1,000	2,250	3,500	5,000
GT 4d Sed	220	660	1,100	2,480	3,850	5,500
4d Sta Wag	190	580	960	2,160	3,360	4,800
1988 626, 4-cyl.						
DX 4d Sed	200	600	1,000	2,250	3,500	5,000
LX 4d Sed	220	660	1,100	2,480	3,850	5,500
LX 4d HBk	240	720	1,200	2,700	4,200	6,000
4d Sed (Turbo)	260	780	1,300	2,930	4,550	6,500
4d HBk (Turbo)	270	820	1,360	3,060	4,760	6,800
4d Sed, (Turbo) 4WS	280	830	1,380	3,110	4,830	6,900
1988 MX-6, 4-cyl.						
DX 2d Cpe	240	710	1,180	2,660	4,130	5,900
LX 2d Cpe	260	780	1,300	2,930	4,550	6,500
GT 2d Cpe	270	820	1,360	3,060	4,760	6,800
1988 RX-7, 4-cyl.						
SE 2d Cpe	730	2,190	3,650	8,210	12,780	18,250
GTV 2d Cpe	800	2,400	4,000	9,000	14,000	20,000
GXL 2d Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Cpe (Turbo)	1,140	3,420	5,700	12,830	19,950	28,500
2d Conv	900	2,710	4,520	10,170	15,820	22,600
2d Cpe (Turbo) 10th Ann. Ed.	990	2,970	4,950	12,380	17,330	24,750
1988 929						
LX 4d Sed	310	920	1,540	3,470	5,390	7,700
1989 323, 4-cyl.						
2d HBk	190	580	960	2,160	3,360	4,800
SE 2d HBk	200	590	980	2,210	3,430	4,900
GTX 2d HBk (4x4)	260	780	1,300	2,930	4,550	6,500
SE 4d Sed	240	720	1,200	2,700	4,200	6,000
LX 4d Sed	260	780	1,300	2,930	4,550	6,500
1989 626, 4-cyl.						
DX 4d Sed	260	780	1,300	2,930	4,550	6,500
LX 4d Sed	280	840	1,400	3,150	4,900	7,000
LX 4d HBk	300	900	1,500	3,380	5,250	7,500
4d HBk (Turbo)	320	960	1,600	3,600	5,600	8,000
1989 MX-6, 4-cyl.						
DX 2d Cpe	270	800	1,340	3,020	4,690	6,700
LX 2d Cpe	280	840	1,400	3,150	4,900	7,000
GT 2d Cpe	320	960	1,600	3,600	5,600	8,000
GT 2d Cpe 4WS	320	960	1,600	3,600	5,600	8,000
1989 RX-7, 4-cyl.						
GTV 2d Cpe	720	2,160	3,600	8,100	12,600	18,000
GXL 2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Cpe (Turbo)	1,360	4,080	6,800	15,300	23,800	34,000
2d Conv	1,120	3,360	5,600	12,600	19,600	28,000
1989 929, V-6						
LX 4d Sed	340	1,020	1,700	3,830	5,950	8,500
1990 323, 4-cyl.						
2d HBk	130	400	660	1,490	2,310	3,300
2d HBk SE	140	420	700	1,580	2,450	3,500
1990 Protege, 4-cyl.						
SE 4d Sed	140	420	700	1,580	2,450	3,500
LX 4d Sed	120	360	600	1,350	2,100	3,000
4d Sed (4x4)	140	420	700	1,580	2,450	3,500
1990 626, 4-cyl.						
DX 4d Sed	130	380	640	1,440	2,240	3,200
LX 4d Sed	130	400	660	1,490	2,310	3,300
LX 4d HBk	160	490	820	1,850	2,870	4,100
GT 4d HBk	170	500	840	1,890	2,940	4,200
1990 MX-6, 4-cyl.						
DX 2d Cpe	130	400	660	1,490	2,310	3,300
LX 2d Cpe	140	420	700	1,580	2,450	3,500
GT 2d Cpe	140	430	720	1,620	2,520	3,600
GT 2d Cpe 4WS	150	460	760	1,710	2,660	3,800
1990 MX-5 Miata, 4-cyl.						
2d Conv	1,140	3,420	5,700	12,830	19,950	28,500
1990 RX-7						
GTV 2d Cpe	800	2,400	4,000	9,000	14,000	20,000
GXL 2d Cpe	700	2,100	3,500	7,880	12,250	17,500
2d Cpe (Turbo)	840	2,520	4,200	9,450	14,700	21,000
2d Conv	740	2,220	3,700	8,330	12,950	18,500
2d Cpe GTU	720	2,160	3,600	9,000	12,600	18,000
1990 926, V-6						
4d Sed	130	380	640	1,440	2,240	3,200
S 4d Sed	170	500	840	1,890	2,940	4,200
1991 323						
2d HBk	130	400	660	1,490	2,310	3,300
2d HBk SE	140	420	700	1,580	2,450	3,500
1991 Protege						
4d Sed DX	140	420	700	1,580	2,450	3,500
4d Sed LX	120	360	600	1,350	2,100	3,000
4d Sed (4x4)	140	420	700	1,580	2,450	3,500
1991 626						
4d Sed DX	130	380	640	1,440	2,240	3,200
4d Sed LX	130	400	660	1,490	2,310	3,300
4d HBk LX	130	400	670	1,510	2,350	3,350
4d HBk GT	140	430	720	1,620	2,520	3,600
1991 Miata						
2d Conv	1,080	3,240	5,400	12,150	18,900	27,000
Note: Add 10% for Special Edition						
1991 RX-7						
2d Cpe	960	2,880	4,800	10,800	16,800	24,000
2d Cpe (Turbo)	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	900	2,700	4,500	10,130	15,750	22,500
1991 929, V-6						
4d Sed	150	460	760	1,710	2,660	3,800
4d Sed S	160	480	800	1,800	2,800	4,000
1992 323, 4-cyl.						
2d HBk	130	380	640	1,440	2,240	3,200
2d HBk SE	140	420	700	1,580	2,450	3,500
1992 Protege, 4-cyl.						
4d Sed DX	140	420	700	1,580	2,450	3,500
4d Sed LX	120	360	600	1,350	2,100	3,000
1992 MX-3, 4-cyl.						
2d Cpe	140	430	720	1,620	2,520	3,600
2d Cpe GS, V-6	150	440	740	1,670	2,590	3,700
1992 626, 4-cyl.						
4d Sed DX	130	380	640	1,440	2,240	3,200
4d Sed LX	130	400	660	1,490	2,310	3,300
1992 MX-6, 4-cyl.						
2d Cpe DX	140	420	700	1,580	2,450	3,500
2d Cpe LX	140	430	720	1,620	2,520	3,600
2d Cpe GT	150	460	760	1,710	2,660	3,800
1992 MX-5, 4-cyl.						
2d Miata Conv	810	2,430	4,050	9,110	14,180	20,250
1992 929, V-6						
4d Sed	620	1,860	3,100	6,980	10,850	15,500
1992 RX-7						
Touring	1,320	3,960	6,600	16,500	23,100	33,000
Type X	1,420	4,260	7,100	17,750	24,850	35,500
JDM	1,760	5,280	8,800	22,000	30,800	44,000
Type R	870	2,610	4,350	10,880	15,230	21,750
1993 323, 4-cyl.						
2d HBk	130	400	660	1,490	2,310	3,300
2d SE HBk	140	430	720	1,620	2,520	3,600
1993 Protege, 4-cyl.						
4d DX Sed	140	430	720	1,620	2,520	3,600
4d LX Sed	120	370	620	1,400	2,170	3,100
1993 MX-3						
2d Cpe, 4-cyl.	140	430	720	1,620	2,520	3,600
2d Cpe, V-6	150	440	740	1,670	2,590	3,700
1993 626						
4d DX Sed, 4-cyl.	130	380	640	1,440	2,240	3,200
4d LX Sed, 4-cyl.	130	400	660	1,490	2,310	3,300
4d ES Sed, V-6	160	490	820	1,850	2,870	4,100
1993 MX-6						
2d Cpe, 4-cyl.	140	430	720	1,620	2,520	3,600
2d LS Cpe, V-6	160	480	800	1,800	2,800	4,000
1993 MX-5 Miata, 4-cyl.						
2d Conv	830	2,490	4,150	9,340	14,530	20,750
1993 RX7						
2d Turbo Cpe	2,720	8,160	13,600	30,600	47,600	68,000
1994 323, 4-cyl.						
2d HBk	130	400	660	1,490	2,310	3,300
1994 Protege, 4-cyl.						
4d Sed	140	410	680	1,530	2,380	3,400
4d DX Sed	140	430	720	1,620	2,520	3,600
4d LX Sed	130	380	640	1,440	2,240	3,200
1994 MX-3						
2d Cpe, 4-cyl.	150	440	740	1,670	2,590	3,700
2d GS Cpe, V-6	160	470	780	1,760	2,730	3,900
1994 626						
4d DX Sed, 4-cyl.	130	380	640	1,440	2,240	3,200
4d LX Sed, 4-cyl.	130	400	660	1,490	2,310	3,300
4d LX Sed, V-6	140	430	720	1,620	2,520	3,600
4d ES Sed, V-6	160	490	820	1,850	2,870	4,100
1994 MX-6						
2d Cpe, 4-cyl.	140	430	720	1,620	2,520	3,600
2d Cpe, V-6	160	470	780	1,760	2,730	3,900
1994 MX-5 Miata, 4-cyl.						
2d Conv	600	1,800	3,000	6,750	10,500	15,000
2d Conv	980	2,940	4,900	11,030	17,150	24,500
1994 MX-5 Miata, 4-cyl						
2d Conv R Pkg	980	2,940	4,900	12,250	17,150	24,500
1994 RX-7 Rotary Turbo						
2d Cpe	2,780	8,340	13,900	31,280	48,650	69,500
2d Touring Cpe	3,080	9,240	15,400	38,500	53,900	77,000
1994 MX-5 Miata, 4-cyl						
2d Efini Cpe Type R	2,100	6,300	10,500	26,250	36,750	52,500
1994 926						
4d Sed, V-6	190	560	940	2,120	3,290	4,700
1995 Protege, 4-cyl.						
4d DX Sed	140	430	720	1,620	2,520	3,600
4d LX Sed	130	380	640	1,440	2,240	3,200
4d ES Sed	150	440	740	1,670	2,590	3,700
1995 MX-3, 4-cyl.						
2d Cpe	160	480	800	1,800	2,800	4,000
1995 626, 4-cyl.						
4d DX Sed	130	400	660	1,490	2,310	3,300
4d LX Sed	340	1,020	1,700	3,830	5,950	8,500
4d LX Sed (V-6)	360	1,080	1,800	4,050	6,300	9,000
4d ES Sed (V-6)	400	1,200	2,000	4,500	7,000	10,000
1995 MX-6, 4-cyl.						
2d Cpe	150	440	740	1,670	2,590	3,700
2d LS Cpe (V-6)	160	480	800	1,800	2,800	4,000
1995 MX-5 Miata, 4-cyl.						
2d Conv	600	1,800	3,000	6,750	10,500	15,000
2d MConv	690	2,070	3,450	7,760	12,080	17,250
NOTE: Price includes hardtop.						
1995 RX-7 Rotary Turbo						
2d Cpe	1,880	5,640	9,400	21,150	32,900	47,000
1995 Millenia, V-6						
4d Sed	120	350	580	1,310	2,030	2,900
4d L Sed	130	400	660	1,490	2,310	3,300
4d S Sed	150	460	760	1,710	2,660	3,800
1995 929, V-6						
4d Sed	170	520	860	1,940	3,010	4,300
1996 Protege, 4-cyl.						
4d DX Sed	120	370	620	1,400	2,170	3,100
4d LX Sed	130	400	660	1,490	2,310	3,300
4d ES Sed	140	420	700	1,580	2,450	3,500
1996 626, 4-cyl.						
4d DX Sed	140	410	680	1,530	2,380	3,400
4d LX Sed	140	420	700	1,580	2,450	3,500
4d LX Sed (V-6)	140	430	720	1,620	2,520	3,600
4d ES Sed (V-6)	170	520	860	1,940	3,010	4,300
1996 MX-6, 4-cyl.						
2d Cpe	150	460	760	1,710	2,660	3,800
2d LS Cpe (V-6)	160	490	820	1,850	2,870	4,100
1996 MX-5 Miata, 4-cyl.						
2d Conv	640	1,920	3,200	7,200	11,200	16,000
2d M Conv	680	2,040	3,400	7,650	11,900	17,000
NOTE: Add 5% for detachable HT.						
1996 Milenia, V-6						
4d Sed	120	360	600	1,350	2,100	3,000
4d L Sed	140	410	680	1,530	2,380	3,400
4d S Sed	160	470	780	1,760	2,730	3,900
1997 Protege, 4-cyl.						
4d DX Sed	130	380	640	1,440	2,240	3,200
4d LX Sed	140	410	680	1,530	2,380	3,400
4d ES Sed	140	430	720	1,620	2,520	3,600
1997 626, 4-cyl.						
4d DX Sed	140	410	680	1,530	2,380	3,400
4d LX Sed	140	420	700	1,580	2,450	3,500
4d LX Sed (V-6)	140	430	720	1,620	2,520	3,600
4d ES Sed (V-6)	180	540	900	2,030	3,150	4,500
1997 MX-6, 4-cyl.						
2d Cpe	150	460	760	1,710	2,660	3,800
2d LS Cpe (V-6)	160	490	820	1,850	2,870	4,100
1997 MX-5 Miata, 4-cyl.						
2d Conv	680	2,040	3,400	7,650	11,900	17,000
2d M Conv	700	2,100	3,500	7,880	12,250	17,500
NOTE: Price includes hardtop						
1997 Millenia, V-6						
4d Sed	120	360	600	1,350	2,100	3,000
4d L Sed	140	410	680	1,530	2,380	3,400
4d S Sed (supercharged)	160	470	780	1,760	2,730	3,900
1998 Protege, 4-cyl.						
4d DX Sed	130	380	640	1,440	2,240	3,200
4d LX Sed	140	410	680	1,530	2,380	3,400
4d ES Sed	140	430	720	1,620	2,520	3,600
1998 626, 4-cyl.						
4d DX Sed	140	410	680	1,530	2,380	3,400
4d LX Sed	140	420	700	1,580	2,450	3,500
4d LX Sed (V-6)	140	430	720	1,620	2,520	3,600
4d ES Sed (V-6)	180	540	900	2,030	3,150	4,500
1998 Miata MX-5, 4-cyl.						
2d Conv	680	2,040	3,400	7,650	11,900	17,000
2d M Conv	700	2,100	3,500	7,880	12,250	17,500
NOTE: Price includes hardtop.						
1998 Millenia, V-6						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Premium Sed	420	1,260	2,100	4,730	7,350	10,500
4d S Sed (supercharged)	160	470	780	1,760	2,730	3,900
1999 Protege, 4-cyl.						
4d DX Sed	130	380	640	1,440	2,240	3,200
4d LX Sed	140	410	680	1,530	2,380	3,400
4d ES Sed	140	430	720	1,620	2,520	3,600
1999 626, 4-cyl. & V-6						
4d LX Sed	140	410	680	1,530	2,380	3,400
4d ES Sed	140	430	720	1,620	2,520	3,600
1999 Miata MX-5, 4-cyl.						
2d Conv	940	2,820	4,700	10,580	16,450	23,500
1999 Miata MX-5, 4-cyl						
2d Conv 10th Ann. Ed.	920	2,760	4,600	11,500	16,100	23,000
1999 Miata MX-5, 4-cyl.						
NOTE: Price includes hardtop. Add $2,500 for Anniversary Conv.						
1999 Millenia, V-6						
4d Sed	120	370	620	1,400	2,170	3,100
4d Premium Sed	140	420	700	1,580	2,450	3,500
4d S Sed (supercharged)	160	480	800	1,800	2,800	4,000
2000 Protege, 4-cyl.						
4d LX Sed	140	430	720	1,620	2,520	3,600
4d ES Sed	150	460	760	1,710	2,660	3,800
2000 626, 4-cyl. & V-6						
4d LX Sed	150	440	740	1,670	2,590	3,700
4d ES Sed	190	560	940	2,120	3,290	4,700
2000 Miata MX5, 4-cyl.						
2d Conv	600	1,800	3,000	6,750	10,500	15,000
2d LS Conv	700	2,090	3,490	7,850	12,220	17,450
2000 Miaia MX5, 4-cyl						
2d SE Conv	720	2,160	3,600	9,000	12,600	18,000
2000 Miata MX5, 4-cyl.						
NOTE: Price includes hardtop.						
2000 Millenia, V-6						
4d Sed	150	440	740	1,670	2,590	3,700
4d Premium Sed	150	440	740	1,670	2,590	3,700
4d S Sed (supercharged)	170	500	840	1,890	2,940	4,200
NOTE: Add 5% for Millennium Ed.						

MERCEDES-BENZ

	6	5	4	3	2	1
1951-53 Model 170S						
4d Sed	1,540	4,620	7,700	17,330	26,950	38,500
NOTE: Deduct 8% for lesser models; 10% for diesel.						
1951-53 Model 180						
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
1951-53 Model 220						
4d Sed	2,000	6,000	10,000	22,500	35,000	50,000
2d Conv	6,600	19,800	33,000	74,250	115,500	165,000
2d Cpe	2,400	7,200	12,000	27,000	42,000	60,000
1951-53 Model 300						
4d Sed	2,320	6,960	11,600	26,100	40,600	58,000
4d Conv Sed	7,600	22,800	38,000	85,500	133,000	190,000
2d Cpe	4,000	12,000	20,000	45,000	70,000	100,000
1951-53 Model 300S						
4d Conv Sed	28,000	84,000	140,000	315,000	490,000	700,000
2d Conv	25,800	77,400	129,000	290,250	451,500	645,000
2d Cpe	17,600	52,800	88,000	198,000	308,000	440,000
2d Rds	25,000	75,000	125,000	281,250	437,500	625,000
1954 Model 170						
4d Sed	1,540	4,620	7,700	17,330	26,950	38,500
NOTE: Deduct 10% for diesel.						
1954 Model 180						
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
NOTE: Deduct 10% for diesel.						
1954 Model 220A						
4d Sed	2,000	6,000	10,000	22,500	35,000	50,000
2d Conv	6,600	19,800	33,000	74,250	115,500	165,000
2d Cpe	2,400	7,200	12,000	27,000	42,000	60,000
1954 Model 300						
4d Sed	2,320	6,960	11,600	26,100	40,600	58,000
4d Conv Sed	7,600	22,800	38,000	85,500	133,000	190,000
2d Cpe	4,000	12,000	20,000	45,000	70,000	100,000
1954 Model 300B						
4d Sed	2,160	6,480	10,800	24,300	37,800	54,000
4d Conv Sed	10,600	31,800	53,000	119,250	185,500	265,000
2d Cpe	4,000	12,000	20,000	45,000	70,000	100,000
1954 Model 300S						
4d Sed	3,920	11,760	19,600	44,100	68,600	98,000
2d Conv	25,800	77,400	129,000	290,250	451,500	645,000
2d Cpe	17,600	52,800	88,000	198,000	308,000	440,000
2d Rds	25,000	75,000	125,000	281,250	437,500	625,000
1954 Model 300SL						
2d GW Cpe	56,000	168,000	280,000	630,000	980,000	1,400,000
1955 Model 170						
4d Sed	1,540	4,620	7,700	17,330	26,950	38,500

	6	5	4	3	2	1
NOTE: Deduct 10% for diesel.						
1955 Model 180						
4d Sed	1,440	4,320	7,200	16,200	25,200	36,000
NOTE: Deduct 10% for diesel.						
1955 Model 190						
2d Rds	7,200	21,600	36,000	81,000	126,000	180,000
1955 Model 220A						
4d Sed	1,140	3,420	5,700	12,830	19,950	28,500
2d Conv	6,000	18,000	30,000	67,500	105,000	150,000
2d Cpe	2,800	8,400	14,000	31,500	49,000	70,000
1955 Model 300B						
4d Sed	3,200	9,600	16,000	36,000	56,000	80,000
4d Conv Sed	10,600	31,800	53,000	119,250	185,500	265,000
2d Cpe	4,000	12,000	20,000	45,000	70,000	100,000
1955 Model 300S						
4d Sed	3,920	11,760	19,600	44,100	68,600	98,000
2d Conv	25,800	77,400	129,000	290,250	451,500	645,000
2d Cpe	17,600	52,800	88,000	198,000	308,000	440,000
2d Rds	25,000	75,000	125,000	281,250	437,500	625,000
1955 Model 300SL						
2d GW Cpe	56,000	168,000	280,000	630,000	980,000	1,400,000
1956-57 Model 180						
4d Sed	1,440	4,320	7,200	16,200	25,200	36,000
NOTE: Deduct 10% for diesel.						
1956-57 Model 190						
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
SL Rds	7,200	21,600	36,000	81,000	126,000	180,000
NOTE: Add 10% for removable hardtop.						
1956-57 Model 219						
4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
1956-57 Model 220S						
4d Sed	1,800	5,400	9,000	20,250	31,500	45,000
Cpe	2,800	8,400	14,000	31,500	49,000	70,000
Cabr	9,000	27,000	45,000	101,250	157,500	225,000
1956-57 Model 300C						
4d Sed	2,240	6,720	11,200	25,200	39,200	56,000
4d Limo	2,400	7,200	12,000	27,000	42,000	60,000
4d Conv Sed	11,800	35,400	59,000	132,750	206,500	295,000
2d Cpe	4,000	12,000	20,000	45,000	70,000	100,000
1956-57 Model 300S						
4d Sed	3,920	11,760	19,600	44,100	68,600	98,000
2d Conv	25,800	77,400	129,000	290,250	451,500	645,000
2d Cpe	17,600	52,800	88,000	198,000	308,000	440,000
2d Rds	25,000	75,000	125,000	281,250	437,500	625,000
1956-57 Model 300SC						
4d Sed	30,000	90,000	150,000	337,500	525,000	750,000
2d Conv	40,000	120,000	200,000	450,000	700,000	1,000,000
2d Rds	38,400	115,200	192,000	432,000	672,000	960,000
1956-57 Model 300SL						
2d GW Cpe	62,000	186,000	310,000	697,500	1,085,000	1,550,000
1958-60 Model 180a						
4d Sed	1,440	4,320	7,200	16,200	25,200	36,000
NOTE: Deduct 10% for diesel.						
1958-60 Model 190						
4d Sed	2,560	7,680	12,800	28,800	44,800	64,000
SL Rds	7,200	21,600	36,000	81,000	126,000	180,000
SL Cpe	3,400	10,200	17,000	38,250	59,500	85,000
NOTE: Add 10% for removable hardtop. Deduct 10% for diesel.						
1958-60 Model 219						
4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
1958-60 Model 220S						
2d Cpe	2,800	8,400	14,000	31,500	49,000	70,000
4d Sed	1,800	5,400	9,000	20,250	31,500	45,000
2d Conv	9,000	27,000	45,000	101,250	157,500	225,000
NOTE: Add 15% for steel sunroof; 10% for Wabesto (canvas) sunroof.						
1958-60 Model 220SE						
4d Sed	1,800	5,400	9,000	20,250	31,500	45,000
2d Cpe	2,680	8,040	13,400	30,150	46,900	67,000
2d Conv	9,600	28,800	48,000	108,000	168,000	240,000
1958-60 Model 300D						
4d HT	2,600	7,800	13,000	29,250	45,500	65,000
4d Conv	8,480	25,440	42,400	95,400	148,400	212,000
1958-60 Model 300SL						
2d Rds	50,000	150,000	250,000	562,500	875,000	1,250,000
NOTE: Add 10% for removable hardtop.						
1961-62						
180 4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
180D 4d Sed	1,280	3,840	6,400	14,400	22,400	32,000
190 4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
190D 4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
190SL Cpe/Rds	8,000	24,000	40,000	90,000	140,000	200,000
220 4d Sed	760	2,280	3,800	8,550	13,300	19,000
220S 4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
220SE 4d Sed	1,280	3,840	6,400	14,400	22,400	32,000
220SE Cpe	3,160	9,480	15,800	35,550	55,300	79,000
220SE Cabr	5,600	16,800	28,000	63,000	98,000	140,000
220SEb Cpe	1,320	3,960	6,600	14,850	23,100	33,000
220SEb Cabr	5,680	17,040	28,400	63,900	99,400	142,000
220SEb 4d Sed	1,360	4,080	6,800	15,300	23,800	34,000
300 4d HT	2,800	8,400	14,000	31,500	49,000	70,000
300 4d Cabr	10,640	31,920	53,200	119,700	186,200	266,000
300SE 4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
300SE 2d Cpe	2,000	6,000	10,000	22,500	35,000	50,000
300SE 2d Cabr	3,480	10,440	17,400	39,150	60,900	87,000
300SL Rds	60,000	180,000	300,000	675,000	1,050,000	1,500,000
NOTE: Add 5% for removable hardtop.						
1963						
180Dc 4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
190c 4d Sed	920	2,760	4,600	10,350	16,100	23,000
190Dc 4d Sed	960	2,880	4,800	10,800	16,800	24,000
190SL Rds	7,960	23,880	39,800	89,550	139,300	199,000
NOTE: Add 10% for removable hardtop.						
220 4d Sed	400	1,200	2,000	4,500	7,000	10,000
220S 4d Sed	440	1,320	2,200	4,950	7,700	11,000
220SE 4d Sed	800	2,400	4,000	9,000	14,000	20,000
220SEb Cpe	3,180	9,540	15,900	35,780	55,650	79,500
220SEb Cabr	5,600	16,800	28,000	63,000	98,000	140,000
300SE 4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
300SE Cpe	1,320	3,960	6,600	14,850	23,100	33,000
300SE Cabr	1,920	5,760	9,600	21,600	33,600	48,000
300 4d HT	2,800	8,400	14,000	31,500	49,000	70,000
300SL Rds	60,000	180,000	300,000	675,000	1,050,000	1,500,000
NOTE: Add 5% for removable hardtop.						
1964						
190c 4d Sed	920	2,760	4,600	10,350	16,100	23,000
190Dc 4d Sed	880	2,640	4,400	9,900	15,400	22,000
220 4d Sed	420	1,260	2,100	4,730	7,350	10,500
220S 4d Sed	700	2,100	3,500	7,880	12,250	17,500
220SE 4d Sed	800	2,400	4,000	9,000	14,000	20,000
220SEb Cpe	3,200	9,600	16,000	36,000	56,000	80,000
220SEb Cabr	5,400	16,200	27,000	60,750	94,500	135,000
230SL Cpe/Rds	4,200	12,600	21,000	47,250	73,500	105,000
300SE 4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
300SE 4d Sed (112)	1,200	3,600	6,000	13,500	21,000	30,000
300SE Cpe	1,320	3,960	6,600	14,850	23,100	33,000
300SE Cabr	1,920	5,760	9,600	21,600	33,600	48,000
1965						
190c 4d Sed	920	2,760	4,600	10,350	16,100	23,000
190Dc 4d Sed	880	2,640	4,400	9,900	15,400	22,000
220b 4d Sed	700	2,100	3,500	7,880	12,250	17,500
220Sb 4d Sed	700	2,100	3,500	7,880	12,250	17,500
220SEb 4d Sed	800	2,400	4,000	9,000	14,000	20,000
220SEb Cpe	3,200	9,600	16,000	36,000	56,000	80,000
220SEb Cabr	5,400	16,200	27,000	60,750	94,500	135,000
230SL Cpe/Rds	4,200	12,600	21,000	47,250	73,500	105,000
250SE Cpe	1,840	5,520	9,200	20,700	32,200	46,000
250SE Cabr	5,400	16,200	27,000	60,750	94,500	135,000
300SE 4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
300SEL 4d Sed	1,380	4,140	6,900	15,530	24,150	34,500
300SE Cpe	1,320	3,960	6,600	14,850	23,100	33,000
300SE Cabr	1,920	5,760	9,600	21,600	33,600	48,000
600 4d Sed	7,000	21,000	35,000	78,750	122,500	175,000
600 Limo	9,600	28,800	48,000	108,000	168,000	240,000
1966						
200 4d Sed	1,400	4,200	7,000	15,750	24,500	35,000
200D 4d Sed	880	2,640	4,400	9,900	15,400	22,000
230 4d Sed	760	2,280	3,800	8,550	13,300	19,000
230S 4d Sed	880	2,640	4,400	9,900	15,400	22,000
230SL Cpe/Rds	4,040	12,120	20,200	45,450	70,700	101,000
250SE Cpe	1,840	5,520	9,200	20,700	32,200	46,000
250SE Cabr	5,400	16,200	27,000	60,750	94,500	135,000
250S 4d Sed	840	2,520	4,200	9,450	14,700	21,000
250SE 4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
300SE Cpe	1,840	5,520	9,200	20,700	32,200	46,000
300SE Cabr	5,280	15,840	26,400	59,400	92,400	132,000
600 4d Sed	7,000	21,000	35,000	78,750	122,500	175,000
600 Limo	9,600	28,800	48,000	108,000	168,000	240,000
1967						
200 4d Sed	1,400	4,200	7,000	15,750	24,500	35,000
200D 4d Sed	880	2,640	4,400	9,900	15,400	22,000
230 4d Sed	770	2,310	3,850	8,660	13,480	19,250
230S 4d Sed	820	2,460	4,100	9,230	14,350	20,500
230SL Cpe/Rds	4,080	12,240	20,400	45,900	71,400	102,000
250S 4d Sed	810	2,420	4,040	9,090	14,140	20,200
250SE 4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
250SE Cpe	2,000	6,000	10,000	22,500	35,000	50,000
250SE Cabr	5,400	16,200	27,000	60,750	94,500	135,000
250SL Cpe/Rds	5,600	16,800	28,000	63,000	98,000	140,000
280SE Cpe	2,600	7,800	13,000	29,250	45,500	65,000
280SE Cabr	6,000	18,000	30,000	67,500	105,000	150,000
300SE Cpe	2,240	6,720	11,200	25,200	39,200	56,000
300SE Cabr	8,800	26,400	44,000	99,000	154,000	220,000
300SE 4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
300SEL 4d Sed	1,800	5,400	9,000	20,250	31,500	45,000
600 4d Sed	7,000	21,000	35,000	78,750	122,500	175,000
600 Limo	9,600	28,800	48,000	108,000	168,000	240,000
1968						
220 4d Sed	450	1,400	2,300	5,180	8,050	11,500
220D 4d Sed	600	1,750	2,900	6,530	10,200	14,500
230 4d Sed	770	2,310	3,850	8,660	13,480	19,250
250 4d Sed	810	2,420	4,040	9,090	14,140	20,200
280 4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
280SE 4d Sed	2,160	6,480	10,800	24,300	37,800	54,000
280SEL 4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
280SE Cpe	2,600	7,800	13,000	29,250	45,500	65,000
280SE Cabr	6,000	18,000	30,000	67,500	105,000	150,000
280SL Cpe/Rds	5,000	15,000	25,000	56,250	87,500	125,000
300SEL 4d Sed	1,480	4,440	7,400	16,650	25,900	37,000
600 4d Sed	7,000	21,000	35,000	78,750	122,500	175,000
600 Limo	9,400	28,200	47,000	105,750	164,500	235,000
1969						
220 4d Sed	460	1,380	2,300	5,180	8,050	11,500
220D 4d Sed	580	1,740	2,900	6,530	10,150	14,500
230 4d Sed	760	2,280	3,800	8,550	13,300	19,000
250 4d Sed	820	2,460	4,100	9,230	14,350	20,500
280S 4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
280SE 4d Sed	2,300	6,900	11,500	25,880	40,250	57,500
280SEL 4d Sed	1,480	4,440	7,400	16,650	25,900	37,000
280SE Cpe	6,840	20,520	34,200	76,950	119,700	171,000
280SE Cabr	18,280	54,840	91,400	205,650	319,900	457,000
280SL Cpe/Rds	5,000	15,000	25,000	56,250	87,500	125,000
300SEL 4d Sed	1,480	4,440	7,400	16,650	25,900	37,000
300SEL 6.3 4d Sed	3,720	11,160	18,600	41,850	65,100	93,000
600 4d Sed	7,000	21,000	35,000	78,750	122,500	175,000
600 Limo	9,400	28,200	47,000	105,750	164,500	235,000
1970						
220 4d Sed	460	1,380	2,300	5,180	8,050	11,500
220D 4d Sed	600	1,750	2,900	6,530	10,200	14,500
250 4d Sed	820	2,460	4,100	9,230	14,350	20,500
250C Cpe	1,040	3,120	5,200	11,700	18,200	26,000
280S 4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
280SE 4d Sed	2,300	6,900	11,500	25,880	40,250	57,500
280SEL 4d Sed	1,480	4,440	7,400	16,650	25,900	37,000
280SE Cpe	3,000	9,000	15,000	33,750	52,500	75,000
280SE Cpe 3.5	6,840	20,520	34,200	76,950	119,700	171,000
280SE Cabr	10,560	31,680	52,800	118,800	184,800	264,000
280SE Cabr 3.5	17,600	52,800	88,000	198,000	308,000	440,000
280SL Cpe/Rds	5,000	15,000	25,000	56,250	87,500	125,000
300SEL 4d Sed	1,480	4,440	7,400	16,650	25,900	37,000
300SEL 6.3 4d Sed	3,720	11,160	18,600	41,850	65,100	93,000
600 4d Sed	7,000	21,000	35,000	78,750	122,500	175,000
600 Limo	9,400	28,200	47,000	105,750	164,500	235,000
1971						
220 4d Sed	460	1,380	2,300	5,180	8,050	11,500
220D 4d Sed	600	1,750	2,900	6,530	10,200	14,500
250 4d Sed	820	2,460	4,100	9,230	14,350	20,500
250C Cpe	1,040	3,120	5,200	11,700	18,200	26,000
280S 4 Sed	1,200	3,600	6,000	13,500	21,000	30,000
280SE 4d Sed	2,180	6,540	10,900	24,530	38,150	54,500
280SE 4.5 4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
280SEL 4d Sed	1,480	4,440	7,400	16,650	25,900	37,000
280SE 3.5 Cpe	6,840	20,520	34,200	76,950	119,700	171,000
280SE 3.5 Cabr	17,600	52,800	88,000	198,000	308,000	440,000
280SL Cpe/Rds	5,000	15,000	25,000	56,250	87,500	125,000
300SEL 4d Sed	1,480	4,440	7,400	16,650	25,900	37,000
300SEL 6.3 4d Sed	3,720	11,160	18,600	41,850	65,100	93,000
600 4d Sed	7,000	21,000	35,000	78,750	122,500	175,000
600 4d Limo	9,400	28,200	47,000	105,750	164,500	235,000
1972						
220 4d Sed	460	1,380	2,300	5,180	8,050	11,500
220D 4d Sed	600	1,750	2,900	6,530	10,200	14,500
250 4d Sed	820	2,460	4,100	9,230	14,350	20,500
250C Cpe	1,040	3,120	5,200	11,700	18,200	26,000
280SE 4d Sed	2,300	6,900	11,500	25,880	40,250	57,500
280SE 4.5 4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
280SE 3.5 Cpe	6,840	20,520	34,200	76,950	119,700	171,000
280SE 3.5 Cabr	17,600	52,800	88,000	198,000	308,000	440,000
280SEL 4d Sed	1,480	4,440	7,400	16,650	25,900	37,000
300SEL 4d Sed	1,480	4,440	7,400	16,650	25,900	37,000
350SL Cpe/Rds	1,720	5,160	8,600	19,350	30,100	43,000
600 4d Sed	7,000	21,000	35,000	78,750	122,500	175,000
600 Limo	9,400	28,200	47,000	105,750	164,500	235,000
1973						
220 4d Sed	460	1,380	2,300	5,180	8,050	11,500
220D 4d Sed	580	1,740	2,900	6,530	10,150	14,500
280 4d Sed	680	2,040	3,400	7,650	11,900	17,000
280C Cpe	1,040	3,120	5,200	11,700	18,200	26,000
280SE 4d Sed	900	2,700	4,500	10,130	15,750	22,500
280SE 4.5 4d Sed	1,060	3,180	5,300	11,930	18,550	26,500
280SEL 4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
280SEL 4.5 4d Sed	1,480	4,440	7,400	16,650	25,900	37,000
300SEL 4d Sed	1,560	4,680	7,800	17,550	27,300	39,000
450SE 4d Sed	860	2,580	4,300	9,680	15,050	21,500
450SEL 4d Sed	1,100	3,300	5,500	12,380	19,250	27,500
450SL Cpe/Rds	1,760	5,280	8,800	19,800	30,800	44,000
450SLC Cpe	1,280	3,840	6,400	14,400	22,400	32,000
1974						
230 4d Sed	700	2,100	3,500	7,880	12,250	17,500
240D 4d Sed	710	2,140	3,560	8,010	12,460	17,800
280 4d Sed	680	2,040	3,400	7,650	11,900	17,000
280C Cpe	1,040	3,110	5,180	11,660	18,130	25,900
450SE 4d Sed	860	2,580	4,300	9,680	15,050	21,500
450SEL 4d Sed	1,100	3,300	5,500	12,380	19,250	27,500
450SL Cpe/Rds	1,760	5,280	8,800	19,800	30,800	44,000
450SLC Cpe	1,280	3,840	6,400	14,400	22,400	32,000
1975						
230 4d Sed	700	2,100	3,500	7,880	12,250	17,500
240D 4d Sed	710	2,140	3,560	8,010	12,460	17,800
300D 4d Sed	700	2,050	3,400	7,650	11,900	17,000
280 4d Sed	680	2,040	3,400	7,650	11,900	17,000
280 4d Sed	1,040	3,110	5,180	11,660	18,130	25,900
280S 4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
450SE 4d Sed	860	2,580	4,300	9,680	15,050	21,500
450SEL 4d Sed	1,100	3,300	5,500	12,380	19,250	27,500
450SL Cpe/Rds	1,760	5,280	8,800	19,800	30,800	44,000
450SLC Cpe	1,280	3,840	6,400	14,400	22,400	32,000
1976						
230 4d Sed	700	2,100	3,500	7,880	12,250	17,500
240D 4d Sed	710	2,140	3,560	8,010	12,460	17,800
300D 4d Sed	680	2,040	3,400	7,650	11,900	17,000
280 4d Sed	680	2,040	3,400	7,650	11,900	17,000
280C Cpe	1,040	3,110	5,180	11,660	18,130	25,900
280S 4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
450SE 4d Sed	860	2,580	4,300	9,680	15,050	21,500
450SEL 4d Sed	1,100	3,300	5,500	12,380	19,250	27,500
450SL Cpe/Rds	1,760	5,280	8,800	19,800	30,800	44,000
450SLC Cpe	1,280	3,840	6,400	14,400	22,400	32,000
1977						
230 4d Sed	700	2,100	3,500	7,880	12,250	17,500
240D 4d Sed	710	2,140	3,560	8,010	12,460	17,800
300D 4d Sed	680	2,040	3,400	7,650	11,900	17,000
280E 4d Sed	500	1,500	2,500	5,630	8,750	12,500
280SE 4d Sed	640	1,920	3,200	7,200	11,200	16,000
450SEL 4d Sed	1,100	3,300	5,500	12,380	19,250	27,500
450SL Cpe/Rds	1,760	5,280	8,800	19,800	30,800	44,000
450SLC Cpe	1,280	3,840	6,400	14,400	22,400	32,000
1978						
230 4d Sed	700	2,100	3,500	7,880	12,250	17,500
240D 4d Sed	710	2,140	3,560	8,010	12,460	17,800
300D 4d Sed	700	2,050	3,400	7,650	11,900	17,000
300CD Cpe	920	2,760	4,600	10,350	16,100	23,000
300SD 4d Sed	720	2,160	3,600	8,100	12,600	18,000
280E 4d Sed	500	1,500	2,500	5,630	8,750	12,500
280CE Cpe	920	2,760	4,600	10,350	16,100	23,000
280SE 4d Sed	640	1,920	3,200	7,200	11,200	16,000
450SEL 4d Sed	1,100	3,300	5,500	12,380	19,250	27,500
450SL Cpe/Rds	1,760	5,280	8,800	19,800	30,800	44,000
450SLC Cpe	1,280	3,840	6,400	14,400	22,400	32,000
1978 450 SEL						
6.9L 4d Sed	2,880	8,640	14,400	32,400	50,400	72,000
1979						
240D 4d Sed	710	2,140	3,560	8,010	12,460	17,800
300D 4d Sed	680	2,040	3,400	7,650	11,900	17,000
300CD Cpe	920	2,760	4,600	10,350	16,100	23,000
300TD Sta Wag	1,160	3,480	5,800	13,050	20,300	29,000
300SD 4d Sed	720	2,160	3,600	8,100	12,600	18,000
280E 4d Sed	500	1,500	2,500	5,630	8,750	12,500
280CE Cpe	920	2,760	4,600	10,350	16,100	23,000
280SE 4d Sed	640	1,920	3,200	7,200	11,200	16,000
450SEL 4d Sed	1,100	3,300	5,500	12,380	19,250	27,500
450SL Cpe/Rds	1,760	5,280	8,800	19,800	30,800	44,000
450SLC Cpe	1,280	3,840	6,400	14,400	22,400	32,000
1979 450 SEL						
6.9L 4d Sed	2,880	8,640	14,400	32,400	50,400	72,000
1980						
240D 4d Sed	710	2,140	3,560	8,010	12,460	17,800
300D 4d Sed	680	2,040	3,400	7,650	11,900	17,000
300CD 2d Cpe	920	2,760	4,600	10,350	16,100	23,000
300TD 4d Sta Wag	1,160	3,480	5,800	13,050	20,300	29,000
300SD 4d Sed	720	2,160	3,600	8,100	12,600	18,000
280E 4d Sed	500	1,500	2,500	5,630	8,750	12,500
280CE 2d Cpe	920	2,760	4,600	10,350	16,100	23,000
280SE 4d Sed	640	1,920	3,200	7,200	11,200	16,000
450SEL 4d Sed	1,100	3,300	5,500	12,380	19,250	27,500
450SL 2d Conv	1,760	5,280	8,800	19,800	30,800	44,000
450SLC 2d Cpe	1,280	3,840	6,400	14,400	22,400	32,000
1981						
240D 4d Sed	710	2,140	3,560	8,010	12,460	17,800
300D 4d Sed	680	2,040	3,400	7,650	11,900	17,000

	6	5	4	3	2	1
300CD 2d Cpe	920	2,760	4,600	10,350	16,100	23,000
300TD-T 4d Turbo Sta Wag	1,160	3,480	5,800	13,050	20,300	29,000
300SD 4d Sed	720	2,160	3,600	8,100	12,600	18,000
280E 4d Sed	500	1,500	2,500	5,630	8,750	12,500
280CE 2d Cpe	920	2,760	4,600	10,350	16,100	23,000
280SEL 4d Sed	950	2,900	4,800	10,800	16,800	24,000
380SL 2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
380SLC 2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
1982						
240D 4d Sed	710	2,140	3,560	8,010	12,460	17,800
300D-T 4d Sed	700	2,050	3,400	7,650	11,900	17,000
300CD-T 2d Cpe	920	2,760	4,600	10,350	16,100	23,000
300TD-T 4d Turbo Sta Wag	1,160	3,480	5,800	13,050	20,300	29,000
300SD 4d Sed	720	2,160	3,600	8,100	12,600	18,000
380SEL 4d Sed	880	2,640	4,400	9,900	15,400	22,000
380SL 2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
380SEC 2d Cpe	800	2,400	4,000	9,000	14,000	20,000
1983						
240D 4d Sed	710	2,140	3,560	8,010	12,460	17,800
300D-T 4d Sed	700	2,050	3,400	7,650	11,900	17,000
300CD-T 2d Cpe	920	2,760	4,600	10,350	16,100	23,000
300TD-T 4d Turbo Sta Wag	1,160	3,480	5,800	13,050	20,300	29,000
300SD 4d Sed	720	2,160	3,600	8,100	12,600	18,000
300SEL 4d Sed	880	2,640	4,400	9,900	15,400	22,000
380SL 2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
380SEC 2d Cpe	800	2,400	4,000	9,000	14,000	20,000
1984						
190E 4d Sed	300	900	1,500	3,380	5,250	7,500
190D 4d Sed	270	820	1,360	3,060	4,760	6,800
300D-T 4d Sed	640	1,920	3,200	7,200	11,200	16,000
300CD-T 2d Cpe	940	2,820	4,700	10,580	16,450	23,500
300TD-T 4d Turbo Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
300SD 4d Sed	660	1,980	3,300	7,430	11,550	16,500
500SEL 4d Sed	680	2,040	3,400	7,650	11,900	17,000
500SEC 2d Cpe	1,280	3,840	6,400	14,400	22,400	32,000
380SE 4d Sed	560	1,680	2,800	6,300	9,800	14,000
380SL 2d Conv	1,240	3,720	6,200	13,950	21,700	31,000
1985						
190E 4d Sed	300	900	1,500	3,380	5,250	7,500
190D 4d Sed	270	820	1,360	3,060	4,760	6,800
300D-T 4d Sed	640	1,920	3,200	7,200	11,200	16,000
300CD-T 2d Cpe	940	2,820	4,700	10,580	16,450	23,500
300TD-T 4d Turbo Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
300SD 4d Sed	660	1,980	3,300	7,430	11,550	16,500
500SEL 4d Sed	680	2,040	3,400	7,650	11,900	17,000
500SEC 2d Cpe	1,280	3,840	6,400	14,400	22,400	32,000
380SE 4d Sed	560	1,680	2,800	6,300	9,800	14,000
380SL 2d Conv	1,240	3,720	6,200	13,950	21,700	31,000
1986						
190E 4d Sed	300	900	1,500	3,380	5,250	7,500
190D 4d Sed	270	820	1,360	3,060	4,760	6,800
190D 1.6 4d Sed	270	820	1,360	3,060	4,760	6,800
300E 4d Sed	300	900	1,500	3,380	5,250	7,500
300SDL 4d Sed	560	1,680	2,800	6,300	9,800	14,000
420SEL 4d Sed	720	2,160	3,600	8,100	12,600	18,000
560SEL 4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
560SEC 2d Cpe	1,780	5,340	8,900	20,030	31,150	44,500
560SL 2d Conv	2,520	7,560	12,600	28,350	44,100	63,000
1987						
190D 4d Sed	270	820	1,360	3,060	4,760	6,800
190D-T 4d Sed	300	900	1,500	3,380	5,250	7,500
190E 4d Sed	280	840	1,400	3,150	4,900	7,000
190 2.6 4d Sed	420	1,260	2,100	4,730	7,350	10,500
190E-16V 4d Sed	1,620	4,860	8,100	18,230	28,350	40,500
260E 4d Sed	300	900	1,500	3,380	5,250	7,500
300E 4d Sed	300	900	1,500	3,380	5,250	7,500
300DT 4d Sed	760	2,280	3,800	8,550	13,300	19,000
300TD-T 4d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
300SDL-T 4d Sed	560	1,680	2,800	6,300	9,800	14,000
420SEL 4d Sed	760	2,280	3,800	8,550	13,300	19,000
560SEL 4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
560SEC 2d Cpe	1,780	5,340	8,900	20,030	31,150	44,500
560SL 2d Conv	2,500	7,500	12,500	28,130	43,750	62,500
1988						
190D 4d Sed	270	820	1,360	3,060	4,760	6,800
190E 4d Sed	280	840	1,400	3,150	4,900	7,000
190E 2.6 4d Sed	420	1,260	2,100	4,730	7,350	10,500
260E 4d Sed	300	900	1,500	3,380	5,250	7,500
300E 4d Sed	300	900	1,500	3,380	5,250	7,500
300CE 2d Cpe	560	1,680	2,800	6,300	9,800	14,000
300TE 4d Sta Wag	440	1,320	2,200	4,950	7,700	11,000
300SEC 4d Sed	940	2,820	4,700	10,580	16,450	23,500
420SEL 4d Sed	760	2,280	3,800	8,550	13,300	19,000
560SEL 4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
560SEC 2d Cpe	1,780	5,340	8,900	20,030	31,150	44,500
560SL 2d Conv	2,500	7,500	12,500	28,130	43,750	62,500
1989						
190D 4d Sed	270	820	1,360	3,060	4,760	6,800
190E 4d 2.6 Sed	420	1,260	2,100	4,730	7,350	10,500
260E 4d Sed	300	900	1,500	3,380	5,250	7,500
300E 4d Sed	300	900	1,500	3,380	5,250	7,500
300CE 2d Cpe	560	1,680	2,800	6,300	9,800	14,000
300TE 4d Sta Wag	440	1,320	2,200	4,950	7,700	11,000
300SEC 4d Sed	940	2,820	4,700	10,580	16,450	23,500
420SEL 4d Sed	760	2,280	3,800	8,550	13,300	19,000
560SEL 4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
560SEC 2d Cpe	1,780	5,340	8,900	20,030	31,150	44,500
560SL 2d Conv	1,240	3,720	6,200	13,950	21,700	31,000
1990						
190E 4d 2.6 Sed	2,500	7,500	12,500	28,130	43,750	62,500
300E 4d 2.6 Sed	420	1,260	2,100	4,730	7,350	10,500
300D 4d 2.5 Turbo Sed	1,000	3,000	5,000	11,250	17,500	25,000
300E 4d Sed	300	900	1,500	3,380	5,250	7,500
300E Matic 4d Sed	330	980	1,640	3,690	5,740	8,200
300CE 2d Cpe	560	1,680	2,800	6,300	9,800	14,000
300TE 4d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
300TE Matic 4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
300SE 4d Sed	440	1,320	2,200	4,950	7,700	11,000
300SEL 4d Sed	600	1,800	3,000	6,750	10,500	15,000
350SDL 4d Turbo Sed	360	1,080	1,800	4,050	6,300	9,000
420SEL 4d Sed	760	2,280	3,800	8,550	13,300	19,000
560SEL 4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
560SEC 2d Cpe	1,780	5,340	8,900	20,030	31,150	44,500
300SL 2d Conv	1,180	3,540	5,900	13,280	20,650	29,500
500SL 2d Conv	2,500	7,500	12,500	28,130	43,750	62,500

	6	5	4	3	2	1
1991						
190 4d 2.3 Sed	280	840	1,400	3,150	4,900	7,000
190 4d 2.6 Sed	500	1,500	2,500	5,630	8,750	12,500
300TD 4d Turbo Sed	500	1,500	2,500	5,630	8,750	12,500
300E 4d Sed	300	900	1,500	3,380	5,250	7,500
300E Matic 4x4 4d Sed	330	990	1,650	3,710	5,780	8,250
300CE 2d Cpe	600	1,800	3,000	6,750	10,500	15,000
300TE 4d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
300TE 4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
300SE 4d Sed	460	1,380	2,300	5,180	8,050	11,500
300SEL 4d Sed	560	1,680	2,800	6,300	9,800	14,000
350SD 4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
350SDL 4d Turbo Sed	1,300	3,910	6,520	14,670	22,820	32,600
420SEL 4d Sed	760	2,280	3,800	8,550	13,300	19,000
560SEL 4d Sed	1,300	3,910	6,520	14,670	22,820	32,600
560SEC 2d Cpe	1,800	5,400	9,000	20,250	31,500	45,000
300SL 2d Conv	1,180	3,540	5,900	13,280	20,650	29,500
500SL 2d Conv	1,320	3,960	6,600	16,500	23,100	33,000
1992						
190 4d 2.3 Sed	280	840	1,400	3,150	4,900	7,000
190 4d 2.6 Sed	500	1,500	2,500	5,630	8,750	12,500
300E 4d 2.6 Sed	300	900	1,500	3,380	5,250	7,500
300DT 4d 2.5 Sed	400	1,200	2,000	4,500	7,000	10,000
300E 4d Sed	300	900	1,500	3,380	5,250	7,500
300E 4d Sed 4 Matic	330	990	1,650	3,710	5,780	8,250
300CE 2d Cpe	600	1,800	3,000	6,750	10,500	15,000
300TE 4d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
300TE 4d Sta Wag 4 Matic	520	1,560	2,600	5,850	9,100	13,000
300SDT 4d Sed	480	1,440	2,400	5,400	8,400	12,000
300SE 4d Sed	460	1,380	2,300	5,180	8,050	11,500
400E 4d Sed	380	1,140	1,900	4,280	6,650	9,500
400SE 4d Sed	420	1,260	2,100	4,730	7,350	10,500
500E 4d Sed	3,280	9,840	16,400	36,900	57,400	82,000
500SEL 4d Sed	930	2,790	4,650	10,460	16,280	23,250
600SEL 4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
300SL 2d Conv	1,180	3,540	5,900	13,280	20,650	29,500
500SL 2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
1993						
190E 4d 2.3 Sed	280	840	1,400	3,150	4,900	7,000
190E 4d 2.6 Sed	490	1,470	2,450	5,510	8,580	12,250
300E 4d 2.8 Sed	300	900	1,500	3,380	5,250	7,500
300DT 4d 2.5 Sed	290	880	1,460	3,290	5,110	7,300
300E 4d Sed	300	900	1,500	3,380	5,250	7,500
300E Matic 4d Sed	340	1,020	1,700	3,830	5,950	8,500
300CE 2d Cpe	600	1,800	3,000	6,750	10,500	15,000
300CE 2d Conv	1,160	3,480	5,800	13,050	20,300	29,000
300TE 4d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
300TE Matic 4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
300SDT 4d Sed	480	1,440	2,400	5,400	8,400	12,000
300SE 4d Sed	460	1,380	2,300	5,180	8,050	11,500
400E 4d Sed	380	1,140	1,900	4,280	6,650	9,500
400SEL 4d Sed	500	1,500	2,500	5,630	8,750	12,500
500E 4d Sed	930	2,790	4,650	10,460	16,280	23,250
500SEL 4d Sed	900	2,700	4,500	10,130	15,750	22,500
500SEL 2d Cpe	1,160	3,480	5,800	13,050	20,300	29,000
600SEL 4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
600SEL 2d Cpe	1,360	4,080	6,800	15,300	23,800	34,000
300SL 2d Rds	1,080	3,240	5,400	12,150	18,900	27,000
500SL 2d Rds	1,360	4,080	6,800	15,300	23,800	34,000
600SL 2d Rds	1,760	5,280	8,800	19,800	30,800	44,000
1994 C Class						
220C 4d Sed	300	900	1,500	3,380	5,250	7,500
280C 4d Sed	300	900	1,500	3,380	5,250	7,500
1994 E Class						
320E 2d Cpe	440	1,320	2,200	4,950	7,700	11,000
320E 2d Conv	1,120	3,360	5,600	12,600	19,600	28,000
320E 4d Sed	340	1,010	1,680	3,780	5,880	8,400
420E 4d Sed	480	1,440	2,400	5,400	8,400	12,000
500E 4d Sed	3,240	9,720	16,200	36,450	56,700	81,000
320E 4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1994 S Class						
500S 2d Cpe	800	2,400	4,000	9,000	14,000	20,000
600S 2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
320S 4d Sed	610	1,840	3,060	6,890	10,710	15,300
350S 4d Sed Diesel Turbo	350	1,060	1,760	3,960	6,160	8,800
420S 4d Sed	610	1,830	3,050	6,860	10,680	15,250
500S 4d Sed	500	1,500	2,500	5,630	8,750	12,500
600S 4d Sed	580	1,740	2,900	6,530	10,150	14,500
1994 SL Class						
320SL 2d Rds	1,120	3,360	5,600	12,600	19,600	28,000
500SL 2d Rds	1,400	4,200	7,000	15,750	24,500	35,000
600SL 2d Rds	1,600	4,800	8,000	18,000	28,000	40,000
1995 C Class						
220C 4d Sed	280	840	1,400	3,150	4,900	7,000
280C 4d Sed	300	900	1,500	3,380	5,250	7,500
36C 4d Sed	760	2,280	3,800	8,550	13,300	19,000
1995 E Class						
300E 4d Sed Diesel Turbo	360	1,080	1,800	4,050	6,300	9,000
320E 2d Cpe	440	1,320	2,200	4,950	7,700	11,000
320E 2d Conv	1,100	3,300	5,500	12,380	19,250	27,500
320E 4d Sed	330	980	1,640	3,690	5,740	8,200
320E 4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
420E 4d Sed	480	1,440	2,400	5,400	8,400	12,000
1995 S Class						
320SW 4d Sed	470	1,420	2,360	5,310	8,260	11,800
320SV 4d Sed	550	1,650	2,750	6,190	9,630	13,750
350S 4d Sed Diesel Turbo	350	1,040	1,740	3,920	6,090	8,700
420S 4d Sed	620	1,860	3,100	6,980	10,850	15,500
500S 2d Cpe	800	2,400	4,000	9,000	14,000	20,000
500S 4d Sed	500	1,500	2,500	5,630	8,750	12,500
600S 2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
600S 4d Sed	560	1,680	2,800	6,300	9,800	14,000
1995 SL Class						
320SL 2d Rds	1,120	3,360	5,600	12,600	19,600	28,000
500SL 2d Rds	1,400	4,200	7,000	15,750	24,500	35,000
600SL 2d Rds	1,600	4,800	8,000	18,000	28,000	40,000
1996 C Class						
C220 4d Sed	280	840	1,400	3,150	4,900	7,000
C280 4d Sed	300	900	1,500	3,380	5,250	7,500
C36 4d Sed	760	2,280	3,800	8,550	13,300	19,000
1996 E Class						
E300 4d Sed, Diesel	360	1,080	1,800	4,050	6,300	9,000
E320 4d Sed	330	980	1,640	3,690	5,740	8,200
1996 S Class						
S320W 4d Sed	470	1,420	2,360	5,310	8,260	11,800
S320V 4d Sed	550	1,650	2,750	6,190	9,630	13,750

	6	5	4	3	2	1
S420 4d Sed	620	1,860	3,100	6,980	10,850	15,500
S500 2d Cpe	800	2,400	4,000	9,000	14,000	20,000
S500 4d Sed	500	1,500	2,500	5,630	8,750	12,500
S600 2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
S600 4d Sed	560	1,680	2,800	6,300	9,800	14,000
1996 SL Class						
SL320 2d Rds	1,120	3,360	5,600	12,600	19,600	28,000
SL500 2d Rds	1,400	4,200	7,000	15,750	24,500	35,000
SL600 2d Rds	1,600	4,800	8,000	18,000	28,000	40,000
NOTE: Add 5% for Spt Pkg.						
1997 C Class						
C230 4d Sed	260	780	1,300	2,930	4,550	6,500
C280 4d Sed	300	900	1,500	3,380	5,250	7,500
C36 4d Sed	760	2,280	3,800	8,550	13,300	19,000
1997 E Class						
E300D 4d Sed, Diesel	360	1,080	1,800	4,050	6,300	9,000
E320 4d Sed	330	980	1,640	3,690	5,740	8,200
E420 4d Sed	500	1,500	2,500	5,630	8,750	12,500
1997 S Class						
S320W 4d Sed	470	1,420	2,360	5,310	8,260	11,800
S320V 4d Sed	550	1,650	2,750	6,190	9,630	13,750
S420 4d Sed	620	1,860	3,100	6,980	10,850	15,500
S500 2d Cpe	800	2,400	4,000	9,000	14,000	20,000
S500 4d Sed	500	1,500	2,500	5,630	8,750	12,500
S600 2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
S600 4d Sed	560	1,680	2,800	6,300	9,800	14,000
1997 SL Class						
SL320 2d Rds	1,120	3,360	5,600	12,600	19,600	28,000
SL500 2d Rds	1,400	4,200	7,000	15,750	24,500	35,000
SL600 2d Rds	1,600	4,800	8,000	18,000	28,000	40,000
NOTE: Add 5% for Spt Pkg.						
1998 C Class, 4-cyl. & V-6						
C230 4d Sed	270	820	1,360	3,060	4,760	6,800
C280 4d Sed	330	980	1,640	3,690	5,740	8,200
1998 CLK Class, V-6						
CLK320 2d Cpe	460	1,380	2,300	5,180	8,050	11,500
1998 E Class, 6-cyl. & V-6						
E300TD 4d Sed, turbo diesel	370	1,120	1,860	4,190		
6,510	9,300					
E320 4d Sed	360	1,080	1,800	4,050	6,300	9,000
E320 4d Sed AWD	380	1,130	1,890	4,250	6,620	9,450
E320 4d Sta Wag	470	1,400	2,340	5,270	8,190	11,700
E320 4d Sta Wag AWD	500	1,510	2,520	5,670	8,820	12,600
E320 4d Sed (V-8 only)	460	1,380	2,300	5,180	8,050	11,500
1998 S Class, 6-cyl. & V-8						
S320W 4d Sed	530	1,580	2,640	5,940	9,240	13,200
S320V 4d Sed	550	1,650	2,750	6,190	9,630	13,750
S420 4d Sed	620	1,860	3,100	6,980	10,850	15,500
S500 4d Sed	500	1,500	2,500	5,630	8,750	12,500
S600 4d Sed (V-12 only)	640	1,920	3,200	7,200	11,200	16,000
1998 CL Class						
CL500 2d Cpe (V-8 only)	620	1,860	3,100	6,980	10,850	15,500
CL600 2d Cpe (V-12 only)	660	1,980	3,300	7,430	11,550	16,500
1998 SLK Class, Supercharged 4-cyl.						
SLK320 "Kompressor" 2d Rds						
	840	2,520	4,200	9,450	14,700	21,000
1998 SL Class						
SL500 2d Rds (V-8 only)	1,600	4,800	8,000	18,000	28,000	40,000
SL600 2d Rds (V-12 only)	1,840	5,520	9,200	20,700	32,200	46,000
NOTE: Add 5% for Spt Pkg.						
1999 C Class						
C230K 4d Sed (supercharged 4-cyl.)						
	340	1,020	1,700	3,830	5,950	8,500
C280 4d Sed (V-6)	360	1,080	1,800	4,050	6,300	9,000
C43 4d Sed (AMG V-8)	800	2,400	4,000	9,000	14,000	20,000
1999 CLK Class						
CLK320 2d Cpe (V-6)	480	1,440	2,400	5,400	8,400	12,000
CLK320 2d Conv (6-cyl.)	620	1,860	3,100	6,980	10,850	15,500
CLK430 2d Cpe (V-8)	540	1,620	2,700	6,080	9,450	13,500
1999 E Class, 6-cyl. & V-6						
E300TD 4d Sed, turbo diesel						
	380	1,140	1,900	4,280	6,650	9,500
E320 4d Sed	360	1,080	1,800	4,050	6,300	9,000
E320 4d Sed AWD	380	1,140	1,900	4,280	6,650	9,500
E320 4d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
E320 4d Sta Wag AWD	510	1,530	2,550	5,740	8,930	12,750
E430 4d Sed (V-8 only)	580	1,740	2,900	6,530	10,150	14,500
1999 S Class, 6-cyl. & V-8						
S320W 4d Sed	520	1,560	2,600	5,850	9,100	13,000
S320V 4d Sed	560	1,680	2,800	6,300	9,800	14,000
S420 4d Sed	720	2,160	3,600	8,100	12,600	18,000
S500 4d Sed	560	1,680	2,800	6,300	9,800	14,000
S600 4d Sed (V-12 only)	600	1,800	3,000	6,750	10,500	15,000
1999 CL Class						
CL500 2d Cpe (V-8 only)	620	1,860	3,100	6,980	10,850	15,500
CL600 2d Cpe (V-12 only)	660	1,980	3,300	7,430	11,550	16,500
1999 SLK Class, Supercharged 4-cyl.						
SLK230 "Kompressor" 2d Rds						
	840	2,520	4,200	9,450	14,700	21,000
NOTE: Add 5% for Sport Pkg.						
1999 SL Class						
SL500 2d Rds (V-8 only)	1,600	4,800	8,000	18,000	28,000	40,000
SL600 2d Rds (V-12 only)	1,840	5,520	9,200	20,700	32,200	46,000
NOTE: Add 5% for Sport Pkg.						
2000 C Class						
C230K 4d Sed (supercharged 4-cyl.)						
	340	1,020	1,700	3,830	5,950	8,500
C280 4d Sed (V-6)	360	1,080	1,800	4,050	6,300	9,000
C43 4d Sed (AMG V-8)	800	2,400	4,000	9,000	14,000	20,000
2000 CLK Class						
CLK320 2d Cpe (V-6)	480	1,440	2,400	5,400	8,400	12,000
CLK320 2d Conv (6-cyl.)	620	1,860	3,100	6,980	10,850	15,500
CLK430 2d Cpe (V-8)	540	1,620	2,700	6,080	9,450	13,500
CLK430 2d Conv (V-8)	800	2,400	4,000	9,000	14,000	20,000
2000 E Class, 6-cyl. & V-6						
E320 4d Sed	360	1,080	1,800	4,050	6,300	9,000
E320 4d Sed AWD	380	1,140	1,900	4,280	6,650	9,500
E320 4d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
E320 4d Sta Wag AWD	510	1,530	2,550	5,740	8,930	12,750
E430 4d Sed (V-8 only)	580	1,740	2,900	6,530	10,150	14,500
E430 4d Sed AWD (V-8 only)						
	600	1,800	3,000	6,750	10,500	15,000
E55 4d Sed (V-8 only)	580	1,740	2,900	6,530	10,150	14,500
2000 S Class, V-8						
S430 4d Sed	540	1,620	2,700	6,080	9,450	13,500
S500 4d Sed	560	1,680	2,800	6,300	9,800	14,000

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2000 CL Class, V-8						
CL500 2d Cpe	620	1,860	3,100	6,980	10,850	15,500
2000 SLK Class, Supercharged 4-cyl.						
SLK230 "Kompressor" 2d Rds	840	2,520	4,200	9,450	14,700	21,000
NOTE: Add 5% for Sport pkg.						
2000 SL Class						
SL500 2d Rds (V-8 only)	1,600	4,800	8,000	18,000	28,000	40,000
SL600 2d Rds (V-12 only)	1,840	5,520	9,200	20,700	32,200	46,000
NOTE: Add 5% for Sport pkg.						

MERKUR

1985						
HBk XR4Ti	240	720	1,200	2,700	4,200	6,000
1986						
HBk XR4Ti	280	840	1,400	3,150	4,900	7,000
1987						
HBk XR4Ti	360	1,080	1,800	4,050	6,300	9,000
1988						
HBk XR4Ti	380	1,140	1,900	4,280	6,650	9,500
HBk Scorpio	380	1,140	1,900	4,280	6,650	9,500
1989						
HBk XR4Ti	600	1,800	3,000	6,750	10,500	15,000
HBk Scorpio	600	1,800	3,000	6,750	10,500	15,000

MG

1945-49 MG-TC, 4-cyl., 94" wb						
Rds	1,800	5,400	9,000	20,250	31,500	45,000
1950 MG-TD, 4-cyl., 54.4 hp, 94" wb						
Rds	1,360	4,080	6,800	15,300	23,800	34,000
1951 Mk II, 4-cyl., 54.4 hp, 94" wb						
Rds	1,400	4,200	7,000	15,750	24,500	35,000
1952 MG-TD, 4-cyl., 54.4 hp, 94" wb						
Rds	1,360	4,080	6,800	15,300	23,800	34,000
1952 Mk II, 4-cyl., 62 hp, 94" wb						
Rds	1,360	4,080	6,800	15,300	23,800	34,000
NOTE: Add 20% for Inskip 4 place Roadster.						
1953 MG-TD, 4-cyl., 54.4 hp, 94" wb						
Rds	1,360	4,080	6,800	15,300	23,800	34,000
1953 MG-T/DC, 4-cyl.,TD/C 62 hp, 94" wb						
Rds	1,400	4,200	7,000	15,750	24,500	35,000
1953 MG-TF, 4-cyl., 57 hp, 94" wb						
Rds	1,520	4,560	7,600	17,100	26,600	38,000
1955 MG-TF, 4-cyl., 68 hp, 94" wb						
Rds	1,640	4,920	8,200	18,450	28,700	41,000
1956 MG-"A", 4-cyl., 68 hp, 94" wb						
1500 Rds	1,520	4,560	7,600	17,100	26,600	38,000
1958 MG-"A", 4-cyl., 72 hp, 94" wb						
1500 Cpe	1,200	3,600	6,000	13,500	21,000	30,000
1500 Rds	1,520	4,560	7,600	17,100	26,600	38,000
1959-60 MG-"A", Twin-Cam, 4-cyl., 107 hp, 94" wb						
Rds	2,640	7,920	13,200	29,700	46,200	66,000
Cpe	2,200	6,600	11,000	24,750	38,500	55,000
1961 MG-"A", 4-cyl., 79 hp, 94" wb						
1600 Rds	1,560	4,680	7,800	17,550	27,300	39,000
1600 Cpe	1,240	3,720	6,200	13,950	21,700	31,000
1600 Mk II Rds	1,640	4,920	8,200	18,450	28,700	41,000
1600 Mk II Cpe	1,320	3,960	6,600	14,850	23,100	33,000
1962 MG Midget, 4-cyl., 50 hp, 80" wb						
Rds	640	1,920	3,200	7,200	11,200	16,000
1962 MG-"A", 4-cyl., 90 hp, 94" wb						
1600 Mk II Rds	1,640	4,920	8,200	18,450	28,700	41,000
1600 Mk II Cpe	1,320	3,960	6,600	14,850	23,100	33,000
NOTE: Add 40% for 1600 Mk II Deluxe.						
1963 MG Midget, 4-cyl., 56 hp, 80" wb						
Rds	640	1,920	3,200	7,200	11,200	16,000
1963 MG-B, 4-cyl., 95 hp, 91" wb						
Rds	1,080	3,240	5,400	12,150	18,900	27,000
1964 MG Midget, 4-cyl., 56 hp, 80" wb						
Rds	640	1,920	3,200	7,200	11,200	16,000
1964 MG-B, 4-cyl., 95 hp, 91" wb						
Rds	1,080	3,240	5,400	12,150	18,900	27,000
1965 MG Midget Mk II, 4-cyl., 59 hp, 80" wb						
Rds	640	1,920	3,200	7,200	11,200	16,000
1965 MG-B, 4-cyl., 95 hp, 91" wb						
Rds	1,080	3,240	5,400	12,150	18,900	27,000
1966 MG Midget Mk III, 4-cyl., 59 hp, 80" wb						
Rds	640	1,920	3,200	7,200	11,200	16,000
1966 MG-B, 4-cyl., 95 hp, 91" wb						
Rds	1,080	3,240	5,400	12,150	18,900	27,000
1966 1100 Sport, 4-cyl., 58 hp, 93.5" wb						
2d Sed	300	900	1,500	3,380	5,250	7,500
4d Sed	310	920	1,540	3,470	5,390	7,700
1967 MG Midget Mk III, 4-cyl., 59 hp, 80" wb						
Rds	640	1,920	3,200	7,200	11,200	16,000
1967 MG-B, 4-cyl., 98 hp, 91" wb						
Rds	1,080	3,240	5,400	12,150	18,900	27,000
GT Cpe	720	2,160	3,600	8,100	12,600	18,000
1967 1100 Sport, 4-cyl., 58 hp, 93.5" wb						
2d Sed	300	900	1,500	3,380	5,250	7,500
4d Sed	310	920	1,540	3,470	5,390	7,700
1968 MG Midget, 4-cyl., 65 hp, 80" wb						
Rds	640	1,920	3,200	7,200	11,200	16,000
1968 MG-B, 4-cyl., 98 hp, 91" wb						
Conv	1,080	3,240	5,400	12,150	18,900	27,000
GT Cpe	720	2,160	3,600	8,100	12,600	18,000
1969 MG Midget Mk III, 4-cyl., 65 hp, 80" wb						
Rds	640	1,920	3,200	7,200	11,200	16,000
1969 MG-B/GT, Mk II, 4-cyl., 98 hp, 91" wb						
Cpe	720	2,160	3,600	8,100	12,600	18,000
"B" Rds	1,080	3,240	5,400	12,150	18,900	27,000
1969 MG-C, 6-cyl., 145 hp, 91" wb						
Rds	1,200	3,600	6,000	13,500	21,000	30,000
GT Cpe	880	2,640	4,400	9,900	15,400	22,000
1970 MG Midget, 4-cyl., 65 hp, 80" wb						
Rds	640	1,920	3,200	7,200	11,200	16,000
1970 MG-B/GT, 4-cyl., 78.5 hp, 91" wb						
Rds	1,080	3,240	5,400	12,150	18,900	27,000
GT Cpe	720	2,160	3,600	8,100	12,600	18,000
NOTE: Add 10% for wire wheels; 5% for overdrive.						
1971 MG Midget, 4-cyl., 65 hp, 80" wb						
Rds	640	1,920	3,200	7,200	11,200	16,000
1971 MG-B/GT, 4-cyl., 78.5 hp, 91" wb						
Rds	1,080	3,240	5,400	12,150	18,900	27,000
GT Cpe	720	2,160	3,600	8,100	12,600	18,000
NOTE: Add 10% for wire wheels; 5% for overdrive.						
1972 MG Midget, 4-cyl., 54.5 hp, 80" wb						
Conv	640	1,920	3,200	7,200	11,200	16,000
1972 MG-B/GT, 4-cyl., 78.5 hp, 91" wb						
Conv	840	2,520	4,200	9,450	14,700	21,000
Cpe GT	640	1,920	3,200	7,200	11,200	16,000
NOTE: Add 10% for wire wheels; 5% for overdrive.						
1973 MG Midget, 4-cyl., 54.5 hp, 80" wb						
Conv	640	1,920	3,200	7,200	11,200	16,000
1973 MG-B/GT, 4-cyl., 78.5 hp, 91" wb						
Conv	840	2,520	4,200	9,450	14,700	21,000
GT Cpe	640	1,920	3,200	7,200	11,200	16,000
NOTE: Add 10% for wire wheels; 5% for overdrive.						
1974 MG Midget, 4-cyl., 54.5 hp, 80" wb						
Conv	640	1,920	3,200	7,200	11,200	16,000
1974 MG-B, 4-cyl., 78.5 hp, 91" wb						
Conv	880	2,640	4,400	9,900	15,400	22,000
GT Cpe	640	1,920	3,200	7,200	11,200	16,000
1974 Interim MG-B, 4-cyl., 62.9 hp, 91.125" wb						
NOTE: Add 10% for wire wheels; 5% for overdrive.						
1975 MG Midget, 4-cyl., 50 hp, 80" wb						
Conv	640	1,920	3,200	7,200	11,200	16,000
1975 MG-B, 4-cyl., 62.9 hp, 91.125" wb						
Conv	880	2,640	4,400	9,900	15,400	22,000
NOTE: Add 10% for wire wheels; 5% for overdrive.						
1976 MG Midget, 4-cyl., 50 hp, 80" wb						
Conv	640	1,920	3,200	7,200	11,200	16,000
1976 MG-B, 4-cyl., 62.5 hp, 91.13" wb						
Conv	840	2,520	4,200	9,450	14,700	21,000
NOTE: Add 10% for wire wheels; 5% for overdrive.						
1977 MG Midget, 4-cyl., 50 hp, 80" wb						
Conv	640	1,920	3,200	7,200	11,200	16,000
1977 MG-B, 4-cyl., 62.5 hp, 91.13" wb						
Conv	840	2,520	4,200	9,450	14,700	21,000
NOTE: Add 10% for wire wheels; 5% for overdrive.						
1978 MG-B, 4-cyl., 62.5 hp, 91.13" wb						
Midget Conv	640	1,920	3,200	7,200	11,200	16,000
B Conv	840	2,520	4,200	9,450	14,700	21,000
1979 MG-B, 4-cyl., 62.5 hp, 91.13" wb						
Midget Conv	640	1,920	3,200	7,200	11,200	16,000
B Conv	840	2,520	4,200	9,450	14,700	21,000
1980 MG-B, 4-cyl., 62.5 hp, 91.13" wb						
B Conv	920	2,760	4,600	10,350	16,100	23,000

MITSUBISHI

1982-83 Cordia, 4-cyl., 1795cc, FWD, 96.3" wb						
2d HBk	80	230	380	860	1,330	1,900
L 2d HBk	80	250	420	950	1,470	2,100
LS 2d HBk	80	240	400	900	1,400	2,000
1982-83 Tredia, 4-cyl., 1795cc, FWD, 96.3" wb						
4d Sed	70	220	370	820	1,280	1,825
1982-83 Tredia, 4-cyl., 1795cc, FWD 96.3" wb						
L 4d Sed	80	230	380	950	1,330	1,900
1982-83 Tredia, 4-cyl., 1795cc, FWD, 96.3" wb						
LS 4d Sed	80	230	380	840	1,310	1,875
1982-83 Starion, 4-cyl., 2555cc, 95.9" wb						
2d Cpe (2+2)	120	370	620	1,400	2,170	3,100
LS 2d Cpe (2+2)	130	400	670	1,500	2,330	3,325
1984 Cordia, 4-cyl., 1997cc, FWD, 96.3" wb						
2d HBk	80	250	420	950	1,470	2,100
L 2d HBk	90	280	460	1,040	1,610	2,300
LS 2d HBk	90	260	440	990	1,540	2,200
2d HBk Turbo	100	310	510	1,150	1,790	2,550
1984 Tredia, 4-cyl., 1997cc, FWD, 96.3" wb						
4d Sed	80	240	410	910	1,420	2,025
L 4d Sed	80	250	420	950	1,470	2,100
LS 4d Sed	80	250	420	930	1,450	2,075
1984 Tredia, 4-cyl., 1795cc, FWD, 96.3" wb						
4d Sed Turbo	90	280	470	1,050	1,630	2,325
1984 Starion, 4-cyl., 2555cc, 95.9" wb						
LS Cpe (2+2)	140	420	710	1,590	2,470	3,525
LE Cpe (2+2)	140	430	720	1,620	2,520	3,600
ES Cpe (2+2)	150	440	740	1,670	2,590	3,700
1985-86 Mirage, 4-cyl., 1468cc, FWD, 93.7" wb						
2d HBk	80	230	390	870	1,350	1,925
L 2d HBk	80	230	390	880	1,370	1,950
LS 2d HBk	80	250	420	950	1,470	2,100
1985-86 Mirage, 4-cyl., 1597cc, FWD, 93.7" wb						
2d HBk Turbo	80	230	390	880	1,370	1,950
1985-86 Cordia, 4-cyl., 1997cc, FWD, 96.3" wb						
L 2d HBk	90	280	460	1,040	1,610	2,300
1985-86 Cordia, 4-cyl., 1795cc, FWD, 96.3" wb						
2d HBk Turbo	100	290	480	1,080	1,680	2,400
1985-86 Tredia, 4-cyl., 1997cc, FWD, 96.3" wb						
4d Sed	80	240	410	910	1,420	2,025
L 4d Sed	80	250	420	950	1,470	2,100
4d Sed Turbo	100	300	510	1,140	1,770	2,525
1985-86 Galant, 4-cyl., 2350cc, FWD, 102.4" wb						
4d Sed	120	370	610	1,370	2,140	3,050
1985-86 Starion (2+2), 4-cyl., 2555cc, 95.9" wb						
LS 2d Cpe	150	450	750	1,680	2,610	3,725
LE 2d Cpe	150	460	760	1,710	2,660	3,800
ES 2d Cpe	160	470	780	1,760	2,730	3,900
ESI 2d Cpe	150	460	770	1,730	2,700	3,850
ESI-R 2d Cpe	160	480	800	1,800	2,800	4,000
1987 Precis						
2d HBk	90	280	470	1,060	1,650	2,350
LS 2d HBk	100	290	490	1,100	1,720	2,450
LS 4d HBk	100	290	480	1,080	1,680	2,400
1987 Mirage						
2d HBk	90	280	460	1,040	1,610	2,300
L 2d HBk	90	280	470	1,060	1,650	2,350
2d HBk Turbo	100	310	520	1,170	1,820	2,600
4d Sed	100	300	500	1,130	1,750	2,500
1987 Cordia						
L 2d HBk	110	330	550	1,230	1,910	2,725
2d HBk Turbo	120	360	600	1,340	2,080	2,975
1987 Tredia						
L 4d Sed	100	290	480	1,080	1,680	2,400
4d Sed Turbo	100	300	510	1,140	1,770	2,525
1987 Galant						
LUX 4d Sed	130	400	660	1,490	2,310	3,300
1987 Starion						
LE 2d Cpe	150	460	760	1,710	2,660	3,800
ESI-R 2d Cpe	160	470	780	1,760	2,730	3,900
1988 Precis						
2d HBk	100	290	480	1,080	1,680	2,400
RS 2d HBk	100	300	500	1,130	1,750	2,500
LS 2d HBk	100	310	520	1,170	1,820	2,600
LS 4d HBk	110	320	530	1,180	1,840	2,625
1988 Mirage						
2d HBk Turbo	110	320	540	1,200	1,870	2,675
L 4d Sed	100	290	480	1,080	1,680	2,400
1988 Cordia						
L 2d HBk	120	350	580	1,310	2,030	2,900
2d HBk Turbo	120	360	600	1,350	2,100	3,000
1988 Galant						
Sigma 4d Sed	140	420	700	1,580	2,450	3,500
1988 Starion						
ESi 2d Cpe	150	460	760	1,710	2,660	3,800
ESi-R 2d Cpe	160	480	800	1,800	2,800	4,000
1989 Precis						
2d HBk	100	310	520	1,170	1,820	2,600
RS 2d HBk	110	320	530	1,180	1,840	2,625
LS 2d HBk	110	320	540	1,220	1,890	2,700
LS 4d HBk	110	330	560	1,250	1,940	2,775
1989 Mirage						
2d HBk	100	310	520	1,170	1,820	2,600
2d HBk Turbo	110	340	560	1,260	1,960	2,800
4d Sed	100	290	480	1,080	1,680	2,400
LS 4d Sed	110	320	540	1,200	1,870	2,675
1989 Galant						
4d Sed	100	310	520	1,170	1,820	2,600
LS 4d Sed	100	290	480	1,080	1,680	2,400
GS 4d Sed	120	360	600	1,350	2,100	3,000
1989 Sigma						
4d Sed	120	370	620	1,400	2,170	3,100
1989 Starion						
ESi-R 2d Cpe	170	500	840	1,890	2,940	4,200
1990 Precis						
2d HBk	110	340	560	1,260	1,960	2,800
RS 2d HBk	120	350	580	1,310	2,030	2,900
1990 Mirage						
VL 2d HBk	110	320	540	1,220	1,890	2,700
2d HBk	110	340	560	1,260	1,960	2,800
RS 2d HBk	120	360	600	1,350	2,100	3,000
4d Sed	100	310	520	1,170	1,820	2,600
RS 4d Sed	110	340	560	1,260	1,960	2,800
1990 Galant						
4d Sed	110	340	560	1,260	1,960	2,800
LS 4d Sed	100	300	500	1,130	1,750	2,500
GS 4d Sed	130	400	660	1,490	2,310	3,300
GSX 4d Sed 4x4	140	410	680	1,530	2,380	3,400
1990 Sigma						
4d Sed	130	400	660	1,490	2,310	3,300
1990 Eclipse						
2d Cpe	130	400	660	1,490	2,310	3,300
GS 2d Cpe	100	290	480	1,080	1,680	2,400
2d Cpe Turbo	140	420	700	1,580	2,450	3,500
2d Cpe Turbo 4x4	140	430	720	1,610	2,500	3,575
1990 Van						
Cargo Van	110	340	560	1,260	1,960	2,800
Mini Van	120	360	600	1,340	2,080	2,975
1991 Precis						
2d HBk	120	350	580	1,310	2,030	2,900
RS 2d HBk	120	360	600	1,350	2,100	3,000
1991 Mirage						
VL 2d HBk	120	350	590	1,320	2,050	2,925
2d HBk	120	360	600	1,350	2,100	3,000
4d Sed	110	320	540	1,220	1,890	2,700
LS 4d Sed	120	350	580	1,310	2,030	2,900
GS 4d Sed	120	360	600	1,350	2,100	3,000
1991 Galant						
4d Sed	120	350	580	1,310	2,030	2,900
LS 4d Sed	100	310	520	1,170	1,820	2,600
GS 4d Sed	140	410	680	1,530	2,380	3,400
GSR 4d Sed	140	420	700	1,580	2,450	3,500
GSX 4d Sed 4x4	140	430	720	1,610	2,500	3,575
VR-4 4d Turbo Sed 4x4	150	440	730	1,630	2,540	3,625
1991 Eclipse						
2d Cpe	140	420	700	1,580	2,450	3,500
GS 2d Cpe	100	300	500	1,130	1,750	2,500
GS 2d Cpe 16V	140	420	700	1,580	2,450	3,500
GS 2d Cpe 16V Turbo	140	430	720	1,620	2,520	3,600
GSX 2d Cpe 16V Turbo 4x4	150	440	730	1,640	2,560	3,650
1991 3000 GT						
2d Cpe	480	1,440	2,400	5,400	8,400	12,000
SL 2d Cpe	520	1,560	2,600	5,850	9,100	13,000
VR-4 2d Turbo Cpe 4x4	1,200	3,600	6,000	13,500	21,000	30,000
1992 Precis, 4-cyl.						
2d HBk	120	360	600	1,350	2,100	3,000
1992 Mirage, 4-cyl.						
2d VL HBk	120	360	610	1,360	2,120	3,025
2d HBk	120	360	600	1,350	2,100	3,000
4d Sed	120	350	580	1,310	2,030	2,900
4d LS Sed	120	360	610	1,360	2,120	3,025
4d GS Sed	120	370	620	1,400	2,170	3,100
1992 Expo, 4-cyl.						
2d LRV Sta Wag	150	440	740	1,670	2,590	3,700
2d LRV Spt Sta Wag	160	480	800	1,800	2,800	4,000
2d LRV Spt Sta Wag 4x4	170	500	840	1,890	2,940	4,200
4d Sta Wag	160	480	800	1,800	2,800	4,000
4d SP Sta Wag	170	500	840	1,890	2,940	4,200
4d SP Sta Wag 4x4	190	560	940	2,120	3,290	4,700
1992 Galant, 4-cyl.						
4d Sed	120	360	600	1,350	2,100	3,000
4d LS Sed	110	340	560	1,260	1,960	2,800
4d GS Sed	140	420	700	1,580	2,450	3,500
4d GSR Sed	140	430	720	1,610	2,500	3,575
4d GSX Sed 4x4	140	430	720	1,620	2,520	3,600
4d VR4 Sed 4x4	150	450	750	1,680	2,610	3,725
1992 Eclipse, 4-cyl.						
2d Cpe	140	420	700	1,580	2,450	3,500
2d GS Cpe	110	320	540	1,220	1,890	2,700
1992 Eclipse, GS, 16V, 4-cyl.						
2d Cpe	110	340	560	1,260	1,960	2,800
2d Turbo Cpe	150	440	740	1,670	2,590	3,700
2d GSX Turbo Cpe 4x4	180	530	880	1,980	3,080	4,400

	6	5	4	3	2	1
1992 Diamante, V-6						
4d Sed	130	400	660	1,490	2,310	3,300
4d LS Sed	140	410	680	1,530	2,380	3,400
1992 3000 GT, V-6						
2d Cpe	480	1,440	2,400	5,400	8,400	12,000
2d SL Cpe	520	1,560	2,600	5,850	9,100	13,000
2d VR-4 Turbo Cpe 4x4	1,200	3,600	6,000	13,500	21,000	30,000
1993 Precis, 4-cyl.						
2d HBk	1,280	3,840	6,400	14,400	22,400	32,000
1993 Mirage, 4-cyl.						
2d S Cpe	80	230	380	860	1,330	1,900
2d ES Cpe	100	290	480	1,080	1,680	2,400
2d LS Cpe	100	310	520	1,170	1,820	2,600
4d S Sed	80	250	420	950	1,470	2,100
4d ES Sed	100	310	520	1,170	1,820	2,600
4d LS Sed	120	370	620	1,400	2,170	3,100
1993 Expo, 4-cyl.						
3d LRV Sta Wag	160	470	780	1,760	2,730	3,900
3d LRV Sta Wag 4x4	170	500	840	1,890	2,940	4,200
3d Spt Sta Wag	170	520	860	1,940	3,010	4,300
4d Sta Wag	180	540	900	2,030	3,150	4,500
4d Sta Wag 4x4	170	520	870	1,960	3,050	4,350
4d SP Sta Wag	170	520	860	1,940	3,010	4,300
4d SP Sta Wag 4x4	200	590	980	2,210	3,430	4,900
1993 Galant, 4-cyl.						
4d S Sed	90	280	460	1,040	1,610	2,300
4d ES Sed	100	290	480	1,080	1,680	2,400
4d LS Sed	120	350	580	1,310	2,030	2,900
1993 Eclipse, 4-cyl.						
2d Cpe	140	430	720	1,620	2,520	3,600
2d GS Cpe	110	340	560	1,260	1,960	2,800
2d GS Cpe 16V	160	470	790	1,770	2,750	3,925
2d GS Turbo Cpe	150	460	760	1,710	2,660	3,800
2d GSX Cpe 4x4	180	550	920	2,070	3,220	4,600
1993 Diamante, V-6						
4d ES Sed	140	420	700	1,580	2,450	3,500
4d LS Sed	140	430	720	1,610	2,500	3,575
4d ES Sta Wag	160	490	820	1,850	2,870	4,100
1993 3000 GT, V-6						
2d Cpe	480	1,440	2,400	5,400	8,400	12,000
2d SL Cpe	520	1,560	2,600	5,850	9,100	13,000
2d Turbo Cpe, 4x4	1,200	3,600	6,000	13,500	21,000	30,000
1994 Precis, 4-cyl.						
2d HBk	100	310	520	1,170	1,820	2,600
1994 Mirage, 4-cyl.						
2d S Cpe	90	260	440	990	1,540	2,200
2d ES Cpe	100	310	520	1,170	1,820	2,600
2d LS Cpe	110	340	560	1,260	1,960	2,800
4d S Sed	90	280	460	1,040	1,610	2,300
4d ES Sed	110	340	560	1,260	1,960	2,800
4d LS Sed	130	400	660	1,490	2,310	3,300
1994 Expo, 4-cyl.						
4d LRV Sta Wag	170	500	840	1,880	2,920	4,175
4d Spt LRV Sta Wag	170	520	860	1,940	3,010	4,300
4d Sta Wag	190	580	960	2,160	3,360	4,800
4d Sta Wag 4x4	190	560	940	2,100	3,270	4,675
1994 Galant, 4-cyl.						
4d S Sed	100	300	500	1,110	1,730	2,475
4d ES Sed	100	310	520	1,160	1,800	2,575
4d LS Sed	130	380	630	1,420	2,210	3,150
4d GS Sed	150	440	740	1,650	2,570	3,675
1994 Eclipse, 4-cyl.						
2d Cpe	150	460	760	1,710	2,660	3,800
2d GS Cpe	120	350	590	1,320	2,050	2,925
2d GS Cpe 16V	160	480	800	1,790	2,780	3,975
2d GSi Cpe Turbo 16V	170	510	850	1,910	2,980	4,250
2d GSX Cpe Turbo 4x4 16V	190	580	970	2,180	3,400	4,850
1994 Diamante, V-6						
4d ES Sed	140	420	710	1,590	2,470	3,525
4d LS Sed	150	440	730	1,630	2,540	3,625
4d ES Sta Wag	170	520	860	1,940	3,010	4,300
1994 3000 GT, V-6						
2d Cpe	640	1,920	3,200	7,200	11,200	16,000
2d SL Cpe	680	2,040	3,400	7,650	11,900	17,000
2d Cpe Turbo 4x4	1,600	4,800	8,000	18,000	28,000	40,000
1995 Mirage, 4-cyl.						
2d S Cpe	90	270	460	1,020	1,590	2,275
2d ES Cpe	110	330	550	1,230	1,910	2,725
2d LS Cpe	120	360	600	1,340	2,080	2,975
4d S Sed	100	310	510	1,150	1,790	2,550
4d ES Sed	120	350	590	1,320	2,050	2,925
1995 Expo, 4-cyl.						
4d Sta Wag	200	590	990	2,230	3,470	4,950
4d Sta Wag 4x4	190	580	960	2,160	3,360	4,800
1995 Galant, 4-cyl.						
4d S Sed	110	320	540	1,200	1,870	2,675
4d ES Sed	110	340	570	1,270	1,980	2,825
4d LS Sed	130	380	640	1,430	2,220	3,175
1995 Eclipse, 4-cyl.						
2d RS Cpe	120	360	610	1,360	2,120	3,025
2d GS Cpe	120	360	610	1,360	2,120	3,025
2d GS Cpe Turbo	160	490	810	1,820	2,840	4,050
2d GSX Cpe Turbo 4x4	200	590	990	2,220	3,450	4,926
1995 Diamante, V-6						
4d ES Sed	140	420	710	1,590	2,470	3,525
4d LS Sed	150	440	740	1,670	2,590	3,700
4d ES Sta Wag	170	520	870	1,960	3,050	4,350
1995 3000GT, V-6						
2d Cpe	640	1,920	3,200	7,200	11,200	16,000
2d SL Cpe	680	2,040	3,400	7,650	11,900	17,000
2d VR-4 Cpe Turbo 4x4	1,600	4,800	8,000	18,000	28,000	40,000
2d Spyder SL Cpe	960	2,880	4,800	10,800	16,800	24,000
2d Spyder VR-4 Cpe Turbo 4x4	1,540	4,620	7,700	17,330	26,950	38,500
1996 Mirage, 4-cyl.						
2d S Cpe	90	270	460	1,020	1,590	2,275
2d LS Cpe	120	360	600	1,340	2,080	2,975
4d S Sed	100	310	510	1,150	1,790	2,550
1996 Galant, 4-cyl.						
4d S Sed	110	320	540	1,200	1,870	2,675
4d ES Sed	110	340	570	1,270	1,980	2,825
4d LS Sed	130	380	640	1,430	2,220	3,175
1996 Eclipse, 4-cyl.						
2d RS Cpe	120	360	610	1,360	2,120	3,025
2d GS Cpe	120	360	610	1,360	2,120	3,025
2d GS Cpe Turbo	170	510	850	1,910	2,980	4,250
2d GSX Cpe Turbo 4x4	210	620	1,030	2,310	3,590	5,125
2d GS Spyder Conv	260	780	1,300	2,930	4,550	6,500
2d GS Spyder Conv Turbo	320	960	1,600	3,600	5,600	8,000
NOTE: The GS convertible debuted late in the 1996 model year.						
1996 Diamante, V-6						
4d ES Sed	140	420	710	1,590	2,470	3,525
4d ES Wag	170	520	870	2,180	3,050	4,350
4d LS Sed	150	440	740	1,670	2,590	3,700
1996 3000GT, V-6						
2d Cpe	640	1,920	3,200	7,200	11,200	16,000
2d SL Cpe	680	2,040	3,400	7,650	11,900	17,000
2d VR-4 Cpe Turbo 4x4	1,600	4,800	8,000	18,000	28,000	40,000
2d Spyder SL Cpe	960	2,880	4,800	10,800	16,800	24,000
2d Spyder VR-4 Cpe Turbo 4x4	1,540	4,620	7,700	17,330	26,950	38,500
1997 Mirage, 4-cyl.						
2d DE Cpe	130	380	630	1,410	2,190	3,125
2d LS Cpe	140	430	720	1,610	2,500	3,575
4d DE Sed	140	430	720	1,610	2,500	3,575
4d LS Sed	150	450	750	1,680	2,610	3,725
1997 Galant, 4-cyl.						
4d DE Sed	120	360	600	1,350	2,100	3,000
4d ES Sed	130	380	630	1,410	2,190	3,125
4d LS Sed	150	460	760	1,710	2,660	3,800
1997 Eclipse, 4-cyl.						
2d Cpe	150	450	750	1,680	2,610	3,725
2d RS Cpe	130	390	650	1,450	2,260	3,225
2d GS Cpe	130	390	650	1,460	2,280	3,250
2d GS Cpe Turbo	180	540	910	2,040	3,170	4,525
2d GSX Cpe Turbo AWD	230	700	1,170	2,620	4,080	5,825
2d GS Spyder Conv	260	780	1,300	2,930	4,550	6,500
2d GS Spyder Conv Turbo	320	960	1,600	3,600	5,600	8,000
1997 Diamante, V-6						
4d ES Sed	140	430	710	1,600	2,490	3,550
4d LS Sed	160	470	780	1,940	2,710	3,875
4d LS Sed	160	470	780	1,940	2,710	3,875
1997 3000GT, V-6						
2d Cpe	130	400	670	1,510	2,350	3,350
2d SL Cpe	150	440	740	1,650	2,570	3,675
2d VR-4 Cpe Turbo AWD	780	2,340	3,900	8,780	13,650	19,500
1998 Mirage, 4-cyl.						
2d DE Cpe	130	400	670	1,510	2,350	3,350
2d LS Cpe	150	440	740	1,650	2,570	3,675
4d DE Sed	150	440	730	1,640	2,560	3,650
4d LS Sed	160	470	790	1,780	2,770	3,950
1998 Galant, 4-cyl.						
4d DE Sed	130	380	630	1,420	2,210	3,150
4d ES Sed	140	410	690	1,550	2,420	3,450
4d LS Sed	170	520	860	1,940	3,010	4,300
1998 Eclipse, 4-cyl.						
2d RS Cpe	130	400	670	1,510	2,350	3,350
2d GS Cpe	140	410	680	1,520	2,360	3,375
2d GS Cpe Turbo	190	560	930	2,090	3,260	4,650
2d GSX Cpe Turbo AWD	240	720	1,210	2,710	4,220	6,025
2d GS Spyder Conv	260	780	1,300	2,930	4,550	6,500
2d GS Spyder Conv Turbo	320	960	1,600	3,600	5,600	8,000
1998 Diamante, V-6						
4d ES Sed	150	440	730	1,630	2,540	3,625
4d LS Sed	180	540	900	2,030	3,150	4,500
1998 3000GT, V-6						
2d Cpe	540	1,620	2,700	6,080	9,450	13,500
2d SL Cpe	700	2,100	3,500	7,880	12,250	17,500
2d VR-4 Cpe Turbo AWD	1,600	4,800	8,000	18,000	28,000	40,000
1999 Mirage, 4-cyl.						
2d DE Cpe	140	410	690	1,540	2,400	3,425
2d LS Cpe	150	450	750	1,690	2,630	3,750
4d DE Sed	150	440	740	1,670	2,590	3,700
4d LS Sed	160	490	810	1,820	2,840	4,050
1999 Galant, 4-cyl. & V-6						
4d DE Sed	130	400	670	1,510	2,350	3,350
4d ES Sed	150	440	730	1,640	2,560	3,650
4d LS Sed (V-6 only)	170	520	870	1,960	3,050	4,350
4d GTZ Sed (V-6 only)	200	600	1,010	2,260	3,520	5,025
1999 Eclipse, 4-cyl.						
2d RS Cpe	140	410	690	1,540	2,400	3,425
2d GS Cpe	140	410	690	1,550	2,420	3,450
2d GS Cpe Turbo	190	580	960	2,160	3,360	4,800
2d GS Spyder Conv	260	780	1,300	3,250	4,550	6,500
2d GS Spyder Conv	260	780	1,300	3,250	4,550	6,500
2d GSX Cpe Turbo AWD	250	740	1,230	2,760	4,290	6,125
2d GSX Spyder Conv	270	800	1,340	3,020	4,690	6,700
2d GSX Spyder Conv Turbo	280	830	1,380	3,110	4,830	6,900
NOTE: Add 5% for Sport Value Pkg.						
1999 Diamante, V-6						
4d Sed	460	1,380	2,300	5,180	8,050	11,500
NOTE: Add 5% for Cold Weather Pkg.						
1999 3000GT, V-6						
2d Cpe	540	1,620	2,700	6,080	9,450	13,500
2d SL Cpe	700	2,100	3,500	7,880	12,250	17,500
2d VR-4 Cpe Turbo AWD	1,600	4,800	8,000	18,000	28,000	40,000
2000 Mirage, 4-cyl.						
2d DE Cpe	150	440	730	1,630	2,540	3,625
2d LS Cpe	160	470	780	1,760	2,730	3,900
4d DE Sed	150	460	770	1,720	2,680	3,825
4d LS Sed	170	500	840	1,880	2,920	4,175
2000 Galant, 4-cyl. & V-6						
4d DE Sed (4-cyl.)	130	400	670	1,510	2,350	3,350
4d ES Sed	150	450	760	1,700	2,640	3,775
4d LS Sed	180	540	910	2,040	3,170	4,525
4d GTZ Sed	210	620	1,040	2,330	3,620	5,175
2000 Eclipse, 4-cyl.						
2d RS Cpe	140	420	710	1,590	2,470	3,525
2d GS Cpe	140	430	720	1,610	2,500	3,575
2d GT Cpe (V-6)	150	460	770	1,730	2,700	3,850
2000 Diamante, V-6						
4d ES Sed	120	370	620	1,400	2,170	3,100
4d LS Sed	160	470	780	1,740	2,710	3,875
NOTE: Add 5% for Cold Weather Pkg.						

MORGAN

	6	5	4	3	2	1
1945-50 4/4, Series I, 4-cyl., 1267cc, 92" wb						
2d Rds	2,600	7,800	13,000	29,250	45,500	65,000
2d Rds (2+2)	2,080	6,240	10,400	23,400	36,400	52,000
2d DHC	2,400	7,200	12,000	27,000	42,000	60,000
1951-54 Plus Four I, 4-cyl., 2088cc, 96" wb						
2d Rds	2,480	7,440	12,400	27,900	43,400	62,000
2d Rds (2+2)	1,920	5,760	9,600	21,600	33,600	48,000
2d DHC	2,520	7,560	12,600	28,350	44,100	63,000
2d DHC (2+2)	2,000	6,000	10,000	22,500	35,000	50,000
1955-62 Plus Four I (1954-1962) 4-cyl., 1991cc, 96" wb						
2d Rds	2,400	7,200	12,000	27,000	42,000	60,000
2d Rds (2+2)	1,800	5,400	9,000	20,250	31,500	45,000
2d DHC	2,560	7,680	12,800	28,800	44,800	64,000
1955-62 Plus Four Super Sports 4-cyl., 2138cc, 96" wb						
2d Rds	5,000	15,000	25,000	56,250	87,500	125,000
1955-62 4/4 II (1955-59) L-head, 4-cyl., 1172cc, 96" wb						
2d Rds	1,920	5,760	9,600	21,600	33,600	48,000
1955-62 4/4 III (1960-61) 4-cyl., 997cc, 96" wb						
2d Rds	1,800	5,400	9,000	20,250	31,500	45,000
1955-62 4/4 IV (1961-63) 4-cyl., 1340cc, 96" wb						
2d Rds	2,000	6,000	10,000	22,500	35,000	50,000
1963-67 Plus Four (1962-68) 4-cyl., 2138cc, 96" wb						
2d Rds	2,520	7,560	12,600	28,350	44,100	63,000
2d Rds (2+2)	1,920	5,760	9,600	21,600	33,600	48,000
2d DHC	2,600	7,800	13,000	29,250	45,500	65,000
2d Sup Spt Rds	5,000	15,000	25,000	56,250	87,500	125,000
1963-67 Plus Four Plus (1963-66) 4-cyl., 2138cc, 96" wb						
2d Cpe	8,000	24,000	40,000	90,000	140,000	200,000
1963-67 4/4 Series IV (1962-63) 4-cyl., 1340cc, 96" wb						
2d Rds	2,000	6,000	10,000	22,500	35,000	50,000
1963-67 4/4 Series V (1963-68) 4-cyl., 1498cc, 96" wb						
2d Rds	2,200	6,600	11,000	24,750	38,500	55,000
1968-69 Plus Four (1962-68) 4-cyl., 2138cc, 96" wb						
2d Rds	2,600	7,800	13,000	29,250	45,500	65,000
2d Rds (2+2)	1,920	5,760	9,600	21,600	33,600	48,000
2d DHC	2,640	7,920	13,200	29,700	46,200	66,000
2d Sup Spt Rds	4,800	14,400	24,000	54,000	84,000	120,000
1968-69 Plus 8, V-8, 3528cc, 98" wb						
2d Rds	3,400	10,200	17,000	38,250	59,500	85,000
1968-69 4/4 Series V (1963-68) 4-cyl., 1498cc, 96" wb						
2d Rds	2,200	6,600	11,000	24,750	38,500	55,000
1968-69 4/4 1600, 4-cyl., 1599cc, 96" wb						
2d Rds	2,600	7,800	13,000	29,250	45,500	65,000
2d Rds (2+2)	1,920	5,760	9,600	21,600	33,600	48,000
1970-90 Plus 8 (1972-90) V-8, 3528cc, 98" wb						
2d Rds	3,400	10,200	17,000	38,250	59,500	85,000
1970-90 4/4 1600 (1970-81) 4-cyl., 1599cc, 96" wb						
2d Rds	2,280	6,840	11,400	25,650	39,900	57,000
2d Rds (2+2)	2,000	6,000	10,000	22,500	35,000	50,000
1970-90 4/4 1600 (1982-87) 4-cyl., 1596cc, 96" wb						
2d Rds	2,600	7,800	13,000	29,250	45,500	65,000
2d Rds (2+2)	1,920	5,760	9,600	21,600	33,600	48,000

MORRIS

	6	5	4	3	2	1
1946-48 Eight Series, 4-cyl., 918cc, 89" wb						
2d Sed	550	1,700	2,800	6,300	9,800	14,000
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Rds	600	1,850	3,100	6,980	10,900	15,500
1946-48 Ten Series, 4-cyl., 1140cc						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1949 Minor MM, 4-cyl., 918.6cc, 86" wb						
2d Sed	400	1,250	2,100	4,730	7,350	10,500
2d Conv	600	1,850	3,100	6,980	10,900	15,500
1949 Oxford MO, 4-cyl., 1476cc, 97" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1950 Minor MM, 4-cyl., 918.6cc, 86" wb						
2d Sed	400	1,250	2,100	4,730	7,350	10,500
2d Conv	600	1,850	3,100	6,980	10,900	15,500
1950 Oxford MO, 4-cyl., 1476cc, 97" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1951 Minor MM, 4-cyl., 918.6cc, 86" wb						
2d Sed	400	1,250	2,100	4,730	7,350	10,500
2d Conv	600	1,850	3,100	6,980	10,900	15,500
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1951 Oxford MO, 4-cyl., 1476cc, 97" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1952 Minor MM, 4-cyl., 918.6cc, 86" wb						
2d Sed	400	1,250	2,100	4,730	7,350	10,500
2d Conv	650	2,000	3,300	7,430	11,600	16,500
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1952 Oxford MO, 4-cyl., 1476cc, 97" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1953 Minor II, 4-cyl., 803cc, 86" wb						
2d Sed	400	1,250	2,100	4,730	7,350	10,500
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Conv	650	2,000	3,300	7,430	11,600	16,500
1953 Oxford MO, 4-cyl., 1476cc, 97" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	650	2,000	3,300	7,430	11,600	16,500
1954 Minor II, 4-cyl., 803cc, 86" wb						
2d Sed	400	1,250	2,100	4,730	7,350	10,500
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Tr Conv	650	2,000	3,300	7,430	11,600	16,500
2d Sta Wag	650	2,000	3,300	7,430	11,600	16,500
1954 Oxford MO, 4-cyl., 1476cc, 97" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	700	2,050	3,400	7,650	11,900	17,000
1955-56 Minor II, 4-cyl., 803cc, 86" wb						
2d Sed	400	1,250	2,100	4,730	7,350	10,500
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Conv	650	2,000	3,300	7,430	11,600	16,500
2d Sta Wag	650	2,000	3,300	7,430	11,600	16,500
1957-59 Minor 1000, 4-cyl., 948cc, 86" wb						
2d Sed	400	1,250	2,100	4,730	7,350	10,500

	6	5	4	3	2	1
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Conv	650	2,000	3,300	7,430	11,600	16,500
2d Sta Wag	650	2,000	3,300	7,430	11,600	16,500
1960-62 Minor 1000, 4-cyl., 997cc, 86" wb						
2d Sed	400	1,250	2,100	4,730	7,350	10,500
2d DeL Sed	550	1,600	2,700	6,080	9,450	13,500
4d Sed	400	1,200	2,000	4,500	7,000	10,000
4d DeL Sed	550	1,600	2,700	6,080	9,450	13,500
2d Conv	700	2,050	3,400	7,650	11,900	17,000
2d DeL Conv	700	2,100	3,500	7,880	12,300	17,500
2d Sta Wag	650	2,000	3,300	7,430	11,600	16,500
2d DeL Sta Wag	700	2,050	3,400	7,650	11,900	17,000
1960-62 Mini-Minor, 4-cyl., 997cc, FWD, 80" wb						
850 2d Sed	400	1,250	2,100	4,730	7,350	10,500
850 2d Sta Wag	650	2,000	3,300	7,430	11,600	16,500
1960-62 Oxford V, 4-cyl., 1489cc, 99.2" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1963-71 Minor 1000, 4-cyl., 1098cc, 86" wb						
2d Sed	400	1,250	2,100	4,730	7,350	10,500
2d Conv	700	2,050	3,400	7,650	11,900	17,000
2d Sta Wag	650	2,000	3,300	7,430	11,600	16,500
2d DeL Wag	700	2,050	3,400	7,650	11,900	17,000
1963-71 Mini-Minor 850 Cooper 4-cyl., 848cc, FWD, 80" wb						
2d Sed	550	1,700	2,800	6,300	9,800	14,000
2d Sta Wag	650	2,000	3,300	7,430	11,600	16,500

NOTE: The Mini-Minor Mark II 1000 1967-69 contained a 998cc engine. The Mini-Minor Cooper a 997cc until 1964 998cc thru 1964-65. The 1071 S a 1071cc the 970 S a 970cc the 1275 S a 1275cc. Add 50% for Mini-Minor Coopers.

OPEL

	6	5	4	3	2	1
1947-52 Olympia, 4-cyl., 1488cc, 94.3" wb						
2d Sed	300	900	1,500	3,380	5,250	7,500
1947-52 Kapitan, 6-cyl., 2473cc, 106.1" wb						
4d Sed	300	900	1,500	3,380	5,250	7,500
1953-57 Olympia Rekord, 4-cyl., 1488cc, 97.9" wb						
2d Sed	280	840	1,400	3,150	4,900	7,000
1953-57 Caravan, 4-cyl.						
2d Sta Wag	290	860	1,440	3,240	5,040	7,200
1953-57 Kapitan, 6-cyl., 2473cc, 108.3" wb						
4d Sed	300	900	1,500	3,380	5,250	7,500
1958-59 Olympia Rekord 28, 4-cyl., 1488cc, 100.4" wb						
2d Sed	280	840	1,400	3,150	4,900	7,000
1958-59 Caravan 29, 4-cyl., 100.4" wb						
2d Sta Wag	300	900	1,500	3,380	5,250	7,500
1960 Olympia Rekord 28, 4-cyl., 1488cc, 100.4" wb						
2d Sed	280	840	1,400	3,150	4,900	7,000
1960 Caravan 29, 4-cyl., 100.4" wb						
2d Sta Wag	300	900	1,500	3,380	5,250	7,500
1961-62 Olympia Rekord 11, 4-cyl., 1680cc, 100" wb						
2d Sed	280	840	1,400	3,150	4,900	7,000
1961-62 Caravan 14, 4-cyl., 1680cc						
2d Sta Wag	290	860	1,440	3,240	5,040	7,200
1964-65 Kadett, 4-cyl., 987cc, 91.5" wb						
31 2d Sed	280	840	1,400	3,150	4,900	7,000
32 2d Spt Cpe	300	900	1,500	3,380	5,250	7,500
34 2d Sta Wag	320	960	1,600	3,600	5,600	8,000
1966-67 Kadett, 4-cyl., 1077cc, 95.1" wb						
31 2d Sed	280	840	1,400	3,150	4,900	7,000
32 2d Spt Cpe	300	900	1,500	3,380	5,250	7,500
38 2d DeL Sed	290	860	1,440	3,240	5,040	7,200
37 4d DeL Sed	300	910	1,520	3,420	5,320	7,600
39 2d DeL Sta Wag	320	960	1,600	3,600	5,600	8,000
1966-67 Rallye, 4-cyl., 1077cc, 95.1" wb						
32 2d Spt Cpe	310	940	1,560	3,510	5,460	7,800
1968 Kadett, 4-cyl., 1077cc, 95.1" wb						
31 2d Sed	280	840	1,400	3,150	4,900	7,000
39 2d Sta Wag	290	860	1,440	3,240	5,040	7,200
1968 Rallye, 4-cyl., 1491cc, 95.1" wb						
92 2d Spt Cpe	300	910	1,520	3,420	5,320	7,600
1968 Sport Series, 4-cyl., 1491cc, 95.1" wb						
91 2d Spt Sed	290	860	1,440	3,240	5,040	7,200
99 2d LS Cpe	300	900	1,500	3,380	5,250	7,500
95 2d DeL Spt Cpe	310	940	1,560	3,510	5,460	7,800

NOTE: Two larger engines were optional in 1968. The 4-cyl. 149cc engine that was standard in the Rallye Cpe and the even larger 4-cyl. 1897cc.

1969 Kadett, 4-cyl., 1077cc, 95.1" wb						
31 2d Sed	280	850	1,420	3,200	4,970	7,100
39 2d Sta Wag	290	860	1,440	3,240	5,040	7,200
1969 Rallye/Sport Series, 4-cyl., 1077cc, 95.1" wb						
92 Rallye Spe Cpe	300	910	1,520	3,420	5,320	7,600
91 2d Spt Sed	290	880	1,460	3,290	5,110	7,300
95 DeL Spt Cpe	300	900	1,500	3,380	5,250	7,500
1969 GT, 4-cyl., 1077cc, 95.7" wb						
2d Cpe	490	1,460	2,440	5,490	8,540	12,200

NOTE: Optional 4-cyl. 1897cc engine.

1970 Kadett, 4-cyl., 1077cc, 95.1" wb						
31 2d Sed	280	850	1,420	3,200	4,970	7,100
39 2d Sta Wag	290	860	1,440	3,240	5,040	7,200
1970 Rallye/Sport (FB) Series, 4-cyl., 1077cc, 95.1" wb						
92 Rallye Spt Cpe	300	910	1,520	3,420	5,320	7,600
91 2d Spt Sed	290	880	1,460	3,290	5,110	7,300
95 DeL Spt Cpe	300	890	1,480	3,330	5,180	7,400
1970 GT, 4-cyl., 1077cc, 95.7" wb						
93 2d Cpe	490	1,460	2,440	5,490	8,540	12,200
1971-72 Kadett, 4-cyl., 1077cc, 95.1" wb						
31 2d Sed	290	860	1,440	3,240	5,040	7,200
31D DeL 2d Sed	290	880	1,460	3,290	5,110	7,300
36 4d Sed	280	850	1,420	3,200	4,970	7,100
36D DeL 4d Sed	290	860	1,440	3,240	5,040	7,200
39 DeL 2d Sta Wag	300	900	1,500	3,380	5,250	7,500
1971-72 1900 Series, 4-cyl., 1897cc, 95.7" wb						
51 2d Sed	300	900	1,500	3,380	5,250	7,500
53 4d Sed	300	890	1,480	3,330	5,180	7,400
54 2d Sta Wag	300	910	1,520	3,420	5,320	7,600
57 2d Spt Cpe	300	910	1,520	3,420	5,320	7,600
57R 2d Rallye Cpe	320	960	1,600	3,600	5,600	8,000
1971-72 GT, 4-cyl., 1897cc, 95.7" wb						
77 2d Cpe	490	1,460	2,440	5,490	8,540	12,200
1973 1900 Series, 4-cyl., 1897cc, 95.7" wb						
51 2d Sed	300	900	1,500	3,380	5,250	7,500
53 4d Sed	300	890	1,480	3,330	5,180	7,400
54 2d Sta Wag	300	910	1,520	3,420	5,320	7,600
1973 Manta 57, 4-cyl., 1897cc, 95.7" wb						
2d Spt Cpe	310	920	1,540	3,470	5,390	7,700
Luxus 2d Spt Cpe	490	1,460	2,440	5,490	8,540	12,200
R 2d Rallye Cpe	340	1,010	1,680	3,780	5,880	8,400
1973 GT, 4-cyl., 1897cc, 95.7" wb						
77 2d Cpe	330	980	1,640	3,690	5,740	8,200
1974-75 1900, 4-cyl., 1897cc, 95.7" wb						
51 2d Sed	290	860	1,440	3,240	5,040	7,200
54 2d Sta Wag	300	900	1,500	3,380	5,250	7,500
1974-75 Manta 57, 1897cc, 95.7" wb						
2d Spt Cpe	300	910	1,520	3,420	5,320	7,600
Luxus Spt Cpe	330	980	1,640	3,690	5,740	8,200
R 2d Rallye Cpe	340	1,010	1,680	3,780	5,880	8,400

NOTE: FI was available in 1975.

1976-79 Opel Isuzu, 1976 models 4-cyl., 1817cc, 94.3" wb						
77 2d Cpe	230	700	1,160	2,610	4,060	5,800
2d DeL Cpe	240	710	1,180	2,660	4,130	5,900
T77 2d Cpe	230	700	1,160	2,610	4,060	5,800
Y77 2d DeL Cpe	240	710	1,180	2,660	4,130	5,900
Y69 4d DeL Sed	240	710	1,180	2,660	4,130	5,900
W77 2d Spt Cpe	240	720	1,200	2,700	4,200	6,000

PEUGEOT

1945-48 202, 4-cyl., 1133cc						
Sed	300	900	1,500	3,380	5,250	7,500
1949-54 203, 4-cyl., 1290cc, 102 or 110" wb						
4d Sed	300	900	1,500	3,380	5,250	7,500
4d Family Limo	280	840	1,400	3,150	4,900	7,000
2d Cabr	660	1,980	3,300	7,430	11,550	16,500
4d Conv	700	2,100	3,500	7,880	12,250	17,500
1955-57 203, minimal changes 403, 4-cyl., 1468cc, 105" wb						
4d Sed	300	900	1,500	3,380	5,250	7,500
4d Sta Wag	280	850	1,420	3,200	4,970	7,100
2d Conv Cpe	700	2,100	3,500	7,880	12,250	17,500
1955-57 403L, 4-cyl., 1468cc, 114" wb						
4d Family Sed	260	780	1,300	2,930	4,550	6,500
1958-59 403, 4-cyl., 1468cc, 105" wb						
4d Sed	260	780	1,300	2,930	4,550	6,500
L 4d Family Sed	300	900	1,500	3,380	5,250	7,500
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500
2d Conv Cpe	700	2,100	3,500	7,880	12,250	17,500
1960 403, 4-cyl., 1468cc, 105" wb						
4d Sed	280	840	1,400	3,150	4,900	7,000
1960 403, 4-cyl., 1468cc, 116" wb						
4d Sta Wag	300	900	1,500	3,380	5,250	7,500
1961-62 403, 4-cyl., 1468cc, 105" wb						
4d Sed	280	840	1,400	3,150	4,900	7,000
1961-62 403, 4-cyl., 1468cc, 116" wb						
4d Sta Wag	280	840	1,400	3,150	4,900	7,000
1961-62 404, 4-cyl., 1618cc, 104.3" wb						
4d Sed	280	840	1,400	3,150	4,900	7,000
1963-64 403, 4-cyl., 1468cc, 105" wb						
4d Sed	280	840	1,400	3,150	4,900	7,000
1963-64 404, 4-cyl., 1618cc, 104.3" wb						
4d Sed	280	840	1,400	3,150	4,900	7,000
4d Sta Wag	300	900	1,500	3,380	5,250	7,500
1965-67 403, 4-cyl., 1468cc, 105" wb						
4d Sed	280	840	1,400	3,150	4,900	7,000
1965-67 404, 4-cyl., 1618cc, 104.3" wb						
4d Sed	260	780	1,300	2,930	4,550	6,500
1965-67 404, 4-cyl., 1618cc, 111.8" wb						
4d Sta Wag	280	840	1,400	3,150	4,900	7,000
1968-69 404, 4-cyl., 1618cc, 104.3" wb						
4d Sed	260	780	1,300	2,930	4,550	6,500
1968-69 404, 4-cyl., 1618cc, 111.8" wb						
4d Sta Wag	280	840	1,400	3,150	4,900	7,000

NOTE: Convertibles were available on a special order basis.

1970 404, 4-cyl., 1796cc, 111.8" wb						
4d Sta Wag	240	720	1,200	2,700	4,200	6,000
1970 504, 4-cyl., 1796cc, 108" wb						
4d Sed	240	720	1,200	2,700	4,200	6,000
1971-72 304, 4-cyl., 1288cc, 101.9" wb						
4d Sed	240	720	1,200	2,700	4,200	6,000
4d Sta Wag	260	780	1,300	2,930	4,550	6,500
1971-72 504, 4-cyl., 1971cc, 108" wb						
4d Sed	240	720	1,200	2,700	4,200	6,000
4d Sta Wag	260	780	1,300	2,930	4,550	6,500
1973-76 504, 1973 models 4-cyl., 1971cc						
4d Sed	240	720	1,200	2,700	4,200	6,000
4d Sta Wag	260	780	1,300	2,930	4,550	6,500
1973-76 504, 1974 models 4-cyl., 1971cc						
4d Sed	240	720	1,200	2,700	4,200	6,000
4d Sta Wag	240	720	1,200	2,700	4,200	6,000
1973-76 Diesel, 2111cc						
4d Sed	240	720	1,200	2,700	4,200	6,000
4d Sta Wag	260	780	1,300	2,930	4,550	6,500
1973-76 504, 1975 models 4-cyl., 1971cc						
4d Sed	240	720	1,200	2,700	4,200	6,000
4d Sta Wag	260	780	1,300	2,930	4,550	6,500
1973-76 Diesel, 2111cc						
4d Sed	240	720	1,200	2,700	4,200	6,000
4d Sta Wag	260	780	1,300	2,930	4,550	6,500
1973-76 504, 1976 models 4-cyl., 1971cc						
GL 4d Sed	240	720	1,200	2,700	4,200	6,000
SL 4d Sed	260	780	1,300	2,930	4,550	6,500
4d Sta Wag	260	780	1,300	2,930	4,550	6,500
1973-76 Diesel, 2111cc						
4d Sed	240	720	1,200	2,700	4,200	6,000
4d Sta Wag	260	780	1,300	2,930	4,550	6,500

NOTE: The sedans had a 108" wb. The station wagons had a 114" wb.

1977-79 504, 1977 models 4-cyl., 1971cc						
SL 4d Sed	240	720	1,200	2,700	4,200	6,000
4d Sta Wag	260	780	1,300	2,930	4,550	6,500
1977-79 Diesel, 2304cc						
4d Sed	240	720	1,200	2,700	4,200	6,000
4d Sta Wag	260	780	1,300	2,930	4,550	6,500
1977-79 604, 1977 models V-6, 2664cc, 110.2" wb						
4d Sed	240	720	1,200	2,700	4,200	6,000

NOTE: 504 sedans - 108" wb, 504 wagons - 114" wb.

1980-81 505/504, 1980 models, 4-cyl., 1971cc, 107.9" wb						
4d Sed	240	720	1,200	2,700	4,200	6,000
1980-81 Diesel, 2304cc						
505 4d Sed	240	720	1,200	2,700	4,200	6,000
504 4d Sta Wag	260	780	1,300	2,930	4,550	6,500
1980-81 505 Turbodiesel, 1981 models						
D 4d Sed	240	720	1,200	2,700	4,200	6,000
1980-81 604, 1980 models V-6, 2849cc, 110.2" wb						
SL 4d Sed	240	720	1,200	2,700	4,200	6,000
1982 505, 4-cyl., 1971cc, 107.9" wb						
4d Sed	260	780	1,300	2,930	4,550	6,500
S 4d Sed	260	780	1,300	2,930	4,550	6,500
STI 4d Sed	270	820	1,360	3,060	4,760	6,800
1982 Diesel, 2304cc						
505 4d Sed	220	660	1,100	2,480	3,850	5,500
504 4d Sta Wag	230	700	1,160	2,610	4,060	5,800
1982 505/604 Turbodiesel, 2304cc						
505 4d Sed	230	700	1,160	2,610	4,060	5,800
505S 4d Sed	230	700	1,160	2,610	4,060	5,800
604TD 4d Sed	240	720	1,200	2,700	4,200	6,000
1983 505/504						
505 4d Sed	260	780	1,300	2,930	4,550	6,500
505S 4d Sed	260	780	1,300	2,930	4,550	6,500
505 STI 4d Sed	260	780	1,300	2,930	4,550	6,500
505 Dsl 4d Sed	220	660	1,100	2,480	3,850	5,500
504 Dsl Sta Wag	240	720	1,200	2,700	4,200	6,000
1983 505/604 Turbodiesel						
505 4d Sed	260	780	1,300	2,930	4,550	6,500
505 S 4d Sed	260	780	1,300	2,930	4,550	6,500
604 4d Sed	260	780	1,300	2,930	4,550	6,500
1984 505 Series						
GL 4d Sed	280	840	1,400	3,150	4,900	7,000
S 4d Sed	280	840	1,400	3,150	4,900	7,000
STI 4d Sed	280	840	1,400	3,150	4,900	7,000
GL 4d Sta Wag	300	900	1,500	3,380	5,250	7,500
S 4d Sta Wag	300	900	1,500	3,380	5,250	7,500
1984 505/604 Turbodiesel						
GL 4d Sed	260	780	1,300	2,930	4,550	6,500
S 4d Sed	260	780	1,300	2,930	4,550	6,500
STI 4d Sed	260	780	1,300	2,930	4,550	6,500
GL 4d Sta Wag	280	840	1,400	3,150	4,900	7,000
S 4d Sta Wag	280	840	1,400	3,150	4,900	7,000
604 4d Sed	280	840	1,400	3,150	4,900	7,000
1985 505						
GL 4d Sed	300	900	1,500	3,380	5,250	7,500
S 4d Sed	300	900	1,500	3,380	5,250	7,500
STI 4d Sed	300	900	1,500	3,380	5,250	7,500
Turbo 4d Sed	310	940	1,560	3,510	5,460	7,800
GL 4d Sta Wag	310	940	1,560	3,510	5,460	7,800
S 4d Sta Wag	310	940	1,560	3,510	5,460	7,800
1985 505 Turbodiesel						
GL 4d Sed	280	840	1,400	3,150	4,900	7,000
S 4d Sed	280	840	1,400	3,150	4,900	7,000
STI 4d Sed	260	780	1,300	2,930	4,550	6,500
GL 4d Sta Wag	300	900	1,500	3,380	5,250	7,500
S 4d Sta Wag	300	900	1,500	3,380	5,250	7,500
1986 505						
GL 4d Sed	310	920	1,540	3,470	5,390	7,700
S 4d Sed	310	920	1,540	3,470	5,390	7,700
S 4d Sed Turbodiesel	300	910	1,520	3,420	5,320	7,600
STI 4d Sed	310	940	1,560	3,510	5,460	7,800
GL 4d Sed Turbo	320	960	1,600	3,600	5,600	8,000
4d Sed Turbo	310	940	1,560	3,510	5,460	7,800
GL 4d Sta Wag	310	940	1,560	3,510	5,460	7,800
S 4d Sta Wag	320	950	1,580	3,560	5,530	7,900
S 4d Sta Wag Turbodiesel	310	920	1,540	3,470	5,390	7,700
4d Sta Wag Turbo	320	960	1,600	3,600	5,600	8,000
1987 505						
GL 4d Sed	300	910	1,520	3,420	5,320	7,600
GLS 4d Sed	310	940	1,560	3,510	5,460	7,800
4d Sed Turbo	310	940	1,560	3,510	5,460	7,800
S 4d Sed Turbo	320	960	1,600	3,600	5,600	8,000
STI 4d Sed	320	970	1,620	3,650	5,670	8,100
STI 4d Sed V-6	320	950	1,580	3,560	5,530	7,900
STX 4d Sed V-6	320	960	1,600	3,600	5,600	8,000
Lib. 4d Sed	320	970	1,620	3,650	5,670	8,100
Lib. 4d Sta Wag	320	950	1,580	3,560	5,530	7,900
4d Sta Wag Turbo	320	960	1,600	3,600	5,600	8,000
S 4d Sta Wag Turbo	320	970	1,620	3,650	5,670	8,100
1988 505						
DL 4d Sed	320	950	1,580	3,560	5,530	7,900
GLS 4d Sed	320	960	1,600	3,600	5,600	8,000
S 4d Sed Turbo	320	970	1,620	3,650	5,670	8,100
STI 4d Sed	320	950	1,580	3,560	5,530	7,900
GLX 4d Sed V-6	330	980	1,640	3,690	5,740	8,200
STX 4d Sed V-6	330	980	1,640	3,690	5,740	8,200
DL 4d Sta Wag	320	960	1,600	3,600	5,600	8,000
GLS 4d Sta Wag	320	970	1,620	3,650	5,670	8,100
SW8 4d Sta Wag	330	980	1,640	3,690	5,740	8,200
S 4d Sta Wag Turbo	330	1,000	1,660	3,740	5,810	8,300
1989 405						
DL 4d Sed	320	960	1,600	3,600	5,600	8,000
S 4d Sed	320	970	1,620	3,650	5,670	8,100
Mk 4d Sed	330	980	1,640	3,690	5,740	8,200
1989 505						
S 4d Sed	320	970	1,620	3,650	5,670	8,100
S 4d Sed V-6	330	1,000	1,660	3,740	5,810	8,300
STX 4d Sed V-6	340	1,010	1,680	3,780	5,880	8,400
4d Sed Turbo	340	1,020	1,700	3,830	5,950	8,500
DL 4d Sta Wag	340	1,010	1,680	3,780	5,880	8,400
SW8 4d Sta Wag	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag Turbo	350	1,040	1,740	3,920	6,090	8,700
SW8 4d Sta Wag Turbo	360	1,080	1,800	4,050	6,300	9,000
1990 405						
DL 4d Sed	340	1,010	1,680	3,780	5,880	8,400
DL 4d Sta Wag	350	1,040	1,740	3,920	6,090	8,700
S 4d Sta Wag	360	1,080	1,800	4,050	6,300	9,000
1991 405						
DL 4d Sed	220	660	1,100	2,480	3,850	5,500
S 4d Sed	240	720	1,200	2,700	4,200	6,000
Mi 4d Sed 16V	260	780	1,300	2,930	4,550	6,500
DL 4d Sta Wag	330	980	1,640	3,690	5,740	8,200
S 4d Sta Wag	260	780	1,300	2,930	4,550	6,500
1991 505						
DL 4d Sta Wag	240	720	1,200	2,700	4,200	6,000
SW8 4d 2.2 Sta Wag	260	780	1,300	2,930	4,550	6,500
SW8 4d Turbo Sta Wag	300	900	1,500	3,380	5,250	7,500

PORSCHE

1950 Model 356, 40 hp 1100cc						
Cabr	26,000	78,000	130,000	292,500	455,000	650,000

	6	5	4	3	2	1
1950 Model 356, 40 hp, 1100cc						
Cpe	25,000	75,000	125,000	281,250	437,500	625,000
1951 Model 356, 40 hp, 1100cc						
Cpe	15,200	45,600	76,000	171,000	266,000	380,000
Cabr	27,440	82,320	137,200	308,700	480,200	686,000
1952 Model 356, 40 hp, 1100cc						
Cabr	32,200	96,600	161,000	362,250	563,500	805,000
1953 Model 356, 40 hp						
Cpe	7,200	21,600	36,000	81,000	126,000	180,000
Cabr	14,000	42,000	70,000	157,500	245,000	350,000
1954 Model 356, 1.5 liter, 55 hp						
Spds	20,000	60,000	100,000	225,000	350,000	500,000
Cpe	6,800	20,400	34,000	76,500	119,000	170,000
Cabr	13,000	39,000	65,000	146,250	227,500	325,000
1954 Model 356, 1.5 liter, Super						
Spds	24,000	72,000	120,000	270,000	420,000	600,000
Cpe	9,600	28,800	48,000	108,000	168,000	240,000
Cabr	12,000	36,000	60,000	135,000	210,000	300,000
1955 Model 356, 4-cyl., 55 hp						
Spds	19,200	57,600	96,000	216,000	336,000	480,000
Cpe	7,000	21,000	35,000	78,750	122,500	175,000
Cabr	10,000	30,000	50,000	112,500	175,000	250,000
1955 Model 356, Super, 1.5 liter, 70 hp						
Spds	24,000	72,000	120,000	270,000	420,000	600,000
Cpe	9,600	28,800	48,000	108,000	168,000	240,000
Cabr	12,000	36,000	60,000	135,000	210,000	300,000
1956 Model 356A, Normal, 1.6 liter, 60 hp						
Spds	18,000	54,000	90,000	202,500	315,000	450,000
Cpe	6,600	19,800	33,000	74,250	115,500	165,000
Cabr	9,000	27,000	45,000	101,250	157,500	225,000
1956 Model 356A, Super, 1.6 liter, 75 hp						
Spds	21,200	63,600	106,000	238,500	371,000	530,000
Cpe	8,800	26,400	44,000	99,000	154,000	220,000
Cabr	11,200	33,600	56,000	126,000	196,000	280,000
1956 Model 356A, Carrera, 1.5 liter, 100 hp						
Spds	59,000	177,000	295,000	663,750	1,032,500	1,475,000
Cpe	38,800	116,400	194,000	436,500	679,000	970,000
Cabr	40,000	120,000	200,000	450,000	700,000	1,000,000
1957 Model 356A, Normal, 1.6 liter, 60 hp						
Spds	18,000	54,000	90,000	202,500	315,000	450,000
Cpe	6,600	19,800	33,000	74,250	115,500	165,000
Cabr	9,000	27,000	45,000	101,250	157,500	225,000
1957 Model 356A, Super, 1.6 liter, 75 hp						
Spds	21,200	63,600	106,000	238,500	371,000	530,000
Cpe	8,800	26,400	44,000	99,000	154,000	220,000
Cabr	11,200	33,600	56,000	126,000	196,000	280,000
1957 Model 356A, Carrera, 1.5 liter, 100 hp						
Spds	59,000	177,000	295,000	663,750	1,032,500	1,475,000
Cpe	38,800	116,400	194,000	436,500	679,000	970,000
Cabr	40,000	120,000	200,000	450,000	700,000	1,000,000
1958 Model 356A, Normal, 1.6 liter, 60 hp						
Spds	18,000	54,000	90,000	202,500	315,000	450,000
Cpe	6,600	19,800	33,000	74,250	115,500	165,000
Cabr	9,000	27,000	45,000	101,250	157,500	225,000
1958 Model 356A, Super, 1.6 liter, 75 hp						
Spds	21,200	63,600	106,000	238,500	371,000	530,000
Cpe	8,800	26,400	44,000	99,000	154,000	220,000
Cabr	11,200	33,600	56,000	126,000	196,000	280,000
1958 Model 356A, Carrera, 1.5 liter, 100 hp						
Spds	59,000	177,000	295,000	663,750	1,032,500	1,475,000
Cpe	38,800	116,400	194,000	436,500	679,000	970,000
Cabr	40,000	120,000	200,000	450,000	700,000	1,000,000
1959 Model 356A, Normal, 60 hp						
Cpe	7,560	22,680	37,800	85,050	132,300	189,000
Conv D	12,000	36,000	60,000	135,000	210,000	300,000
Cabr	9,600	28,800	48,000	108,000	168,000	240,000
1959 Model 356A, Super, 75 hp						
Cpe	10,000	30,000	50,000	112,500	175,000	250,000
Spstr	21,480	64,440	107,400	241,650	375,900	537,000
Cabr	10,800	32,400	54,000	121,500	189,000	270,000
1959 Model 356A, Carrera, 1.6 liter, 105 hp						
Cpe	64,000	192,000	320,000	720,000	1,120,000	1,600,000
Spstr	58,000	174,000	290,000	652,500	1,015,000	1,450,000
Cabr	52,000	156,000	260,000	585,000	910,000	1,300,000
1960 Model 356B, Normal, 1.6 liter, 60 hp						
Cpe	4,600	13,800	23,000	51,750	80,500	115,000
Rds	9,400	28,200	47,000	105,750	164,500	235,000
Cabr	8,000	24,000	40,000	90,000	140,000	200,000
1960 Model 356B, Super, 1.6 liter, 75 hp						
Cpe	5,000	15,000	25,000	56,250	87,500	125,000
Rds	10,600	31,800	53,000	119,250	185,500	265,000
Cabr	9,600	28,800	48,000	108,000	168,000	240,000
1960 Model 356B, Super 90, 1.6 liter, 90 hp						
Cpe	10,600	31,800	53,000	119,250	185,500	265,000
Rds	12,400	37,200	62,000	139,500	217,000	310,000
Cabr	11,800	35,400	59,000	132,750	206,500	295,000
1961 Model 356B, Normal, 1.6 liter, 60 hp						
Cpe	4,600	13,800	23,000	51,750	80,500	115,000
HT	2,600	7,800	13,000	29,250	45,500	65,000
Rds	9,400	28,200	47,000	105,750	164,500	235,000
Cabr	8,000	24,000	40,000	90,000	140,000	200,000
1961 Model 356B, Super 90, 1.6 liter, 90 hp						
Cpe	6,000	18,000	30,000	67,500	105,000	150,000
Rds	12,400	37,200	62,000	139,500	217,000	310,000
Cabr	11,800	35,400	59,000	132,750	206,500	295,000
1962 Model 356B, Normal, 1.6 liter, 60 hp						
Cpe	4,600	13,800	23,000	51,750	80,500	115,000
1962 Model 356B, Super 90, 1.6 liter, 90 hp						
Cpe	6,000	18,000	30,000	67,500	105,000	150,000
Rds	12,400	37,200	62,000	139,500	217,000	310,000
Cabr	11,800	35,400	59,000	132,750	206,500	295,000
1962 Model 356B, Carrera 2, 2.0 liter, 130 hp						
Cpe	38,000	114,000	190,000	427,500	665,000	950,000
Cabr	66,000	198,000	330,000	742,500	1,155,000	1,650,000
1963 Model 356C, Standard, 1.6 liter, 75 hp						
Cpe	5,040	15,120	25,200	56,700	88,200	126,000
Cabr	7,400	22,200	37,000	83,250	129,500	185,000
1963 Model 356C, SC, 1.6 liter, 95 hp						
Cpe	7,000	21,000	35,000	78,750	122,500	175,000
Cabr	11,400	34,200	57,000	128,250	199,500	285,000
1963 Model 356C, Carrera 2, 2.0 liter, 130 hp						
Cpe	38,000	114,000	190,000	427,500	665,000	950,000
Cabr	66,000	198,000	330,000	742,500	1,155,000	1,650,000
1964 Model 356C, Normal, 1.6 liter, 75 hp						
Cpe	5,200	15,600	26,000	58,500	91,000	130,000
Cabr	7,600	22,800	38,000	85,500	133,000	190,000
1964 Model 356C, SC, 1.6 liter, 95 hp						
Cpe	7,000	21,000	35,000	78,750	122,500	175,000
Cabr	7,600	22,800	38,000	85,500	133,000	190,000
1964 Model 356C, Carrera 2, 2.0 liter, 130 hp						
Cpe	31,200	93,600	156,000	351,000	546,000	780,000
Cabr	39,000	117,000	195,000	438,750	682,500	975,000
1965 Model 356C, 1.6 liter, 75 hp						
Cpe	5,800	17,400	29,000	65,250	101,500	145,000
Cabr	7,600	22,800	38,000	85,500	133,000	190,000
1965 Model 356SC, 1.6 liter, 95 hp						
Cpe	7,000	21,000	35,000	78,750	122,500	175,000
Cabr	11,400	34,200	57,000	128,250	199,500	285,000
1966 Model 912, 4-cyl., 90 hp						
Cpe	3,000	9,000	15,000	33,750	52,500	75,000
1966 Model 911, 6-cyl., 130 hp						
Cpe	12,000	36,000	60,000	135,000	210,000	300,000
1967 Model 912, 4-cyl., 90 hp						
Cpe	3,000	9,000	15,000	33,750	52,500	75,000
Targa	3,600	10,800	18,000	40,500	63,000	90,000
1967 Model 911, 6-cyl., 110 hp						
Cpe	6,400	19,200	32,000	72,000	112,000	160,000
Targa	6,200	18,600	31,000	69,750	108,500	155,000
1967 Model 911S, 6-cyl., 160 hp						
Cpe	12,280	36,840	61,400	138,150	214,900	307,000
Targa	11,600	34,800	58,000	130,500	203,000	290,000
1968 Model 912, 4-cyl., 90 hp						
Cpe	3,000	9,000	15,000	33,750	52,500	75,000
Targa	3,600	10,800	18,000	40,500	63,000	90,000
1968 Model 911, 6-cyl., 130 hp						
Cpe	5,120	15,360	25,600	57,600	89,600	128,000
Targa	5,000	15,000	25,000	56,250	87,500	125,000
1968 Model 911S, 6-cyl., 160 hp						
Cpe	7,400	22,200	37,000	83,250	129,500	185,000
Targa	6,400	19,200	32,000	72,000	112,000	160,000
1969 Model 912, 4-cyl., 90 hp						
Cpe	2,600	7,800	13,000	29,250	45,500	65,000
Targa	3,180	9,540	15,900	35,780	55,650	79,500
1969 Model 911T, 6-cyl., 110 hp						
Cpe	4,400	13,200	22,000	49,500	77,000	110,000
Targa	3,600	10,800	18,000	40,500	63,000	90,000
1969 Model 911E, 6-cyl., 140 hp						
Cpe	5,840	17,520	29,200	65,700	102,200	146,000
Targa	5,600	16,800	28,000	63,000	98,000	140,000
1969 Model 911S, 6-cyl., 170 hp						
Cpe	8,480	25,440	42,400	95,400	148,400	212,000
Targa	7,520	22,560	37,600	84,600	131,600	188,000
1970 Model 914, 4-cyl., 1.7 liter, 80 hp						
Cpe/Targa	2,200	6,600	11,000	24,750	38,500	55,000
1970 Model 914/6, 6-cyl., 2.0 liter, 110 hp						
Cpe/Targa	5,200	15,600	26,000	58,500	91,000	130,000
1970 Model 911T, 6-cyl., 125 hp						
Cpe	4,400	13,200	22,000	49,500	77,000	110,000
Targa	3,600	10,800	18,000	40,500	63,000	90,000
1970 Model 911E, 6-cyl., 155 hp						
Cpe	5,840	17,520	29,200	65,700	102,200	146,000
Targa	5,600	16,800	28,000	63,000	98,000	140,000
1970 Model 911S, 6-cyl., 180 hp						
Cpe	8,480	25,440	42,400	95,400	148,400	212,000
Targa	7,520	22,560	37,600	84,600	131,600	188,000
1971 Model 914, 4-cyl., 1.7 liter, 80 hp						
Cpe/Targa	2,200	6,600	11,000	24,750	38,500	55,000
1971 Model 914/6, 6-cyl., 2.0 liter, 110 hp						
Cpe/Targa	5,200	15,600	26,000	58,500	91,000	130,000
1971 Model 911T, 6-cyl., 125 hp						
Cpe	440	1,320	2,200	4,950	7,700	11,000
Targa	3,600	10,800	18,000	40,500	63,000	90,000
1971 Model 911E, 6-cyl., 155 hp						
Cpe	5,840	17,520	29,200	65,700	102,200	146,000
Targa	5,600	16,800	28,000	63,000	98,000	140,000
1971 Model 911S, 6-cyl., 180 hp						
Cpe	8,480	25,440	42,400	95,400	148,400	212,000
Targa	7,520	22,560	37,600	84,600	131,600	188,000
1972 Model 914, 4-cyl., 1.7 liter, 80 hp						
Cpe/Targa	2,200	6,600	11,000	24,750	38,500	55,000
1972 Model 911T, 6-cyl., 130 hp						
Cpe	4,400	13,200	22,000	49,500	77,000	110,000
Targa	3,600	10,800	18,000	40,500	63,000	90,000
1972 Model 911E, 6-cyl., 165 hp						
Cpe	5,840	17,520	29,200	65,700	102,200	146,000
Targa	5,600	16,800	28,000	63,000	98,000	140,000
1972 Model 911S, 6-cyl., 190 hp						
Cpe	8,480	25,440	42,400	95,400	148,400	212,000
Targa	7,520	22,560	37,600	84,600	131,600	188,000
1973 Model 914, 4-cyl., 1.7 liter, 76 hp						
Cpe/Targa	2,200	6,600	11,000	24,750	38,500	55,000
1973 Model 914, 4-cyl., 2.0 liter, 95 hp						
Cpe/Targa	3,000	9,000	15,000	33,750	52,500	75,000
1973 Model 911T, 6-cyl., 140 hp						
Cpe	4,400	13,200	22,000	49,500	77,000	110,000
Targa	3,600	10,800	18,000	40,500	63,000	90,000
1973 Model 911E, 6-cyl., 165 hp						
Cpe	5,840	17,520	29,200	65,700	102,200	146,000
Targa	5,600	16,800	28,000	63,000	98,000	140,000
1973 Model 911S, 6-cyl., 190 hp						
Cpe	8,480	25,440	42,400	95,400	148,400	212,000
Targa	7,520	22,560	37,600	84,600	131,600	188,000
1974 Model 914, 4-cyl., 1.8 liter, 76 hp						
Cpe/Targa	2,160	6,480	10,800	24,300	37,800	54,000
1974 Model 914, 4-cyl., 2 liter, 95 hp						
Cpe/Targa	2,880	8,640	14,400	32,400	50,400	72,000
1974 Model 911, 6-cyl., 150 hp						
Cpe	2,400	7,200	12,000	27,000	42,000	60,000
Targa	2,320	6,960	11,600	26,100	40,600	58,000
1974 Model 911 Carrera, 6-cyl., 175 hp						
Cpe	4,000	12,000	20,000	45,000	70,000	100,000
Targa	2,400	7,200	12,000	27,000	42,000	60,000
NOTE: Add 10% for RS; 20% for RSR.						
1975 Model 914, 4-cyl., 1.8 liter, 76 hp						
Cpe/Targa	2,000	6,000	10,000	22,500	35,000	50,000
1975 Model 914, 4-cyl., 2 liter, 95 hp						
Cpe/Targa	2,800	8,400	14,000	31,500	49,000	70,000
1975 Model 911S, 6-cyl., 175 hp						
Cpe	2,160	6,480	10,800	24,300	37,800	54,000
Targa	2,040	6,120	10,200	22,950	35,700	51,000
1975 Model 911 Carrera, 6-cyl., 210 hp						
Cpe	2,800	8,400	14,000	31,500	49,000	70,000
Targa	2,680	8,040	13,400	30,150	46,900	67,000
1976 Model 914, 4-cyl., 2 liter, 95 hp						
Cpe/Targa	2,640	7,920	13,200	29,700	46,200	66,000
1976 Model 912E, 4-cyl., 90 hp						
Cpe	2,080	6,240	10,400	23,400	36,400	52,000
1976 Model 911S, 6-cyl., 165 hp						
Cpe	2,080	6,240	10,400	23,400	36,400	52,000
Cpe 3.0	3,200	9,600	16,000	36,000	56,000	80,000
Targa	2,000	6,000	10,000	22,500	35,000	50,000
1977 Model 924, 4-cyl., 95 hp						
Cpe	1,000	3,000	5,000	11,250	17,500	25,000
1977 Model 911S, 6-cyl., 165 hp						
Cpe	2,080	6,240	10,400	23,400	36,400	52,000
Targa	2,000	6,000	10,000	22,500	35,000	50,000
Targa 3.0 (200 hp)	3,200	9,600	16,000	36,000	56,000	80,000
1978 Model 924						
Cpe	1,000	3,000	5,000	11,250	17,500	25,000
1978 Model 911SC						
Cpe	3,200	9,600	16,000	36,000	56,000	80,000
Cpe Targa	2,800	8,400	14,000	31,500	49,000	70,000
1978 Model 928						
Cpe	2,400	7,200	12,000	27,000	42,000	60,000
1979 Model 924						
Cpe	100	300	500	1,130	1,750	2,500
1979 Model 911SC						
Cpe	3,200	9,600	16,000	36,000	56,000	80,000
Targa	2,800	8,400	14,000	31,500	49,000	70,000
1979 Model 928						
Cpe	2,400	7,200	12,000	27,000	42,000	60,000
1980 Model 924						
Cpe	1,000	3,000	5,000	11,250	17,500	25,000
Cpe Turbo	1,200	3,600	6,000	13,500	21,000	30,000
1980 Model 911SC						
Cpe	3,200	9,600	16,000	36,000	56,000	80,000
Cpe Targa	2,800	8,400	14,000	31,500	49,000	70,000
1980 Model 928						
Cpe	2,400	7,200	12,000	27,000	42,000	60,000
1981 Model 924						
Cpe	1,000	3,000	5,000	11,250	17,500	25,000
Cpe Turbo	1,200	3,600	6,000	13,500	21,000	30,000
1981 Model 911SC						
Cpe	3,200	9,600	16,000	36,000	56,000	80,000
Cpe Targa	2,800	8,400	14,000	31,500	49,000	70,000
1981 Model 928						
Cpe	2,400	7,200	12,000	27,000	42,000	60,000
1982 Model 924						
Cpe	1,000	3,000	5,000	11,250	17,500	25,000
Cpe Turbo	1,200	3,600	6,000	13,500	21,000	30,000
1982 Model 911SC						
Cpe	3,200	9,600	16,000	36,000	56,000	80,000
Cpe Targa	2,800	8,400	14,000	31,500	49,000	70,000
1982 Model 928						
Cpe	2,400	7,200	12,000	27,000	42,000	60,000
1983 Model 944						
Cpe	1,400	4,200	7,000	15,750	24,500	35,000
1983 Model 911SC						
Cpe	3,200	9,600	16,000	36,000	56,000	80,000
Cpe Targa	2,800	8,400	14,000	31,500	49,000	70,000
Conv	2,400	7,200	12,000	27,000	42,000	60,000
1983 Model 928						
Cpe	2,400	7,200	12,000	27,000	42,000	60,000
1984 Model 944						
2d Cpe	1,400	4,200	7,000	15,750	24,500	35,000
1984 Model 911 Carrera						
2d Cpe	3,200	9,600	16,000	36,000	56,000	80,000
2d Cpe Targa	2,800	8,400	14,000	31,500	49,000	70,000
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000
1984 Model 928S						
Cpe	2,080	6,240	10,400	23,400	36,400	52,000
1985 Model 944						
2d Cpe	1,400	4,200	7,000	15,750	24,500	35,000
1985 Model 911						
Carrera 2d Cpe	3,200	9,600	16,000	36,000	56,000	80,000
Carrera 2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
Targa 2d Cpe	2,800	8,400	14,000	31,500	49,000	70,000
1985 Model 928S						
2d Cpe	2,080	6,240	10,400	23,400	36,400	52,000
1986 Model 944						
2d Cpe	840	2,520	4,200	9,450	14,700	21,000
Turbo 2d Cpe	1,860	5,580	9,300	20,930	32,550	46,500
1986 Model 911 Carrera						
2d Cpe	3,200	9,600	16,000	36,000	56,000	80,000
2d Conv	2,560	7,680	12,800	28,800	44,800	64,000
2d Cpe Targa	2,800	8,400	14,000	31,500	49,000	70,000
2d Cpe Turbo	8,000	24,000	40,000	90,000	140,000	200,000
1986 Model 928S						
2d Cpe	2,400	7,200	12,000	27,000	42,000	60,000
1987 Model 924S						
2d Cpe	1,120	3,360	5,600	12,600	19,600	28,000
1987 Model 928S4						
2d Cpe	2,400	7,200	12,000	27,000	42,000	60,000
1987 Model 944						
2d Cpe	840	2,520	4,200	9,450	14,700	21,000
2d Cpe Turbo	1,880	5,640	9,400	21,150	32,900	47,000
1987 Model 944S						
2d Cpe	1,200	3,600	6,000	13,500	21,000	30,000
1987 Model 911 Carrera						
2d Cpe	3,440	10,320	17,200	38,700	60,200	86,000
2d Cpe Targa	3,120	9,360	15,600	35,100	54,600	78,000
2d Conv	2,760	8,280	13,800	31,050	48,300	69,000
2d Turbo	9,600	28,800	48,000	108,000	168,000	240,000
1988 Porsche						
2d 924S Cpe	1,160	3,480	5,800	13,050	20,300	29,000
2d 944 Cpe	920	2,760	4,600	10,350	16,100	23,000
2d 944S Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d 944 Cpe Turbo	1,920	5,760	9,600	21,600	33,600	48,000
2d 911 Cpe Carrera	3,480	10,440	17,400	39,150	60,900	87,000
2d 911 Cpe Targa	3,120	9,360	15,600	35,100	54,600	78,000
2d 911 Conv	2,800	8,400	14,000	31,500	49,000	70,000
2d 928S4 Cpe	2,400	7,200	12,000	27,000	42,000	60,000
2d 911 Turbo Conv	8,240	24,720	41,200	92,700	144,200	206,000
1989 Model 944						
2d Cpe	1,060	3,180	5,300	11,930	18,550	26,500
2d Cpe (Turbo)	2,600	7,800	13,000	29,250	45,500	65,000
2d S2 Cpe	1,600	4,800	8,000	18,000	28,000	40,000
2d S2 Conv	1,280	3,840	6,400	14,400	22,400	32,000

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1989 Model 911						
2d Carrera	3,600	10,800	18,000	40,500	63,000	90,000
2d Targa	3,240	9,720	16,200	36,450	56,700	81,000
2d Conv	2,840	8,520	14,200	31,950	49,700	71,000
2d Conv Turbo	9,800	29,400	49,000	110,250	171,500	245,000
1989 Model 928						
2d Cpe	2,800	8,400	14,000	31,500	49,000	70,000
1990 Model 944S						
2d Cpe	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	1,280	3,840	6,400	14,400	22,400	32,000
1990 Model 911						
2d Carrera Cpe 2P	2,800	8,400	14,000	31,500	49,000	70,000
2d Targa Cpe 2P	2,280	6,840	11,400	25,650	39,900	57,000
2d Carrera Conv 2P	2,160	6,480	10,800	24,300	37,800	54,000
2d Carrera Cpe 4P	3,280	9,840	16,400	36,900	57,400	82,000
2d Targa Cpe 4P	2,280	6,840	11,400	25,650	39,900	57,000
2d Carrera Conv 4P	2,480	7,440	12,400	27,900	43,400	62,000
1990 Model 928S						
2d Cpe	1,600	4,800	8,000	18,000	28,000	40,000
1991 Model 944S						
2d Cpe 2P	1,560	4,680	7,800	17,550	27,300	39,000
2d Conv 2P	1,280	3,840	6,400	14,400	22,400	32,000
1991 Model 911						
2d Carrera 2P	2,800	8,400	14,000	31,500	49,000	70,000
2d Carrera Targa 2P	2,280	6,840	11,400	25,650	39,900	57,000
2d Carrera Conv 2P	2,120	6,360	10,600	23,850	37,100	53,000
2d Carrera 4P	3,280	9,840	16,400	36,900	57,400	82,000
2d Carrera Targa 4P	2,680	8,040	13,400	30,150	46,900	67,000
2d Carrera Conv 4P	2,460	7,380	12,300	27,680	43,050	61,500
2d Turbo Cpe	12,000	36,000	60,000	135,000	210,000	300,000
1991 Model 928S						
2d Cpe 4P	2,400	7,200	12,000	27,000	42,000	60,000
1992 968, 4-cyl.						
2d Cpe	2,040	6,120	10,200	22,950	35,700	51,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
1992 911, 6-cyl.						
2d Cpe 2P	2,800	8,400	14,000	31,500	49,000	70,000
2d Targa Cpe 2P	2,280	6,840	11,400	25,650	39,900	57,000
2d Conv 2P	2,160	6,480	10,800	24,300	37,800	54,000
2d Cpe 4P	3,280	9,840	16,400	36,900	57,400	82,000
2d Targa Cpe 4P	2,280	6,840	11,400	25,650	39,900	57,000
2d Conv 4P	2,750	8,250	13,750	30,940	48,130	68,750
2d Turbo Cpe	9,800	29,400	49,000	110,250	171,500	245,000
1993 968, 4-cyl.						
2d Cpe	2,040	6,120	10,200	22,950	35,700	51,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
1993 911, 6-cyl.						
2d Carrera	2,450	7,360	12,260	27,590	42,910	61,300
2d Carrera Targa	2,280	6,840	11,400	25,650	39,900	57,000
2d Carrera Cabrio	2,400	7,200	12,000	27,000	42,000	60,000
2d Carrera Turbo	9,800	29,400	49,000	110,250	171,500	245,000
1993 928 GTS, V-8						
2d Cpe	5,200	15,600	26,000	58,500	91,000	130,000
1994 968, 4-cyl.						
2d Cpe	2,040	6,120	10,200	22,950	35,700	51,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
1994 911, 6-cyl.						
2d Cpe Carrera	2,800	8,400	14,000	31,500	49,000	70,000
2d Cpe Carrera Targa	2,600	7,800	13,000	29,250	45,500	65,000
2d Cpe Carrera Conv	2,120	6,360	10,600	23,850	37,100	53,000
1994 928 GTS, V-8						
2d Cpe	5,200	15,600	26,000	58,500	91,000	130,000
1995 968, 4-cyl.						
2d Cpe	2,040	6,120	10,200	22,950	35,700	51,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
1995 911, 6-cyl.						
2d Cpe Carrera 2	2,800	8,400	14,000	31,500	49,000	70,000
2d Cpe Carrera 2 Conv	2,600	7,800	13,000	29,250	45,500	65,000
2d Cpe Carrera 4	3,560	10,680	17,800	40,050	62,300	89,000
2d Cpe Carrera 4S	3,580	10,740	17,900	40,280	62,650	89,500
2d Cpe Carrera 4 Conv	2,920	8,760	14,600	32,850	51,100	73,000
2d Targa Cpe	2,400	7,200	12,000	27,000	42,000	60,000
2d Turbo Cpe 4x4	10,600	31,800	53,000	119,250	185,500	265,000
1997 Boxster, 6-cyl.						
2d Conv	960	2,880	4,800	10,800	16,800	24,000
NOTE: Add 5% for detachable HT.						
1998 911, 6-cyl.						
2d Cpe Carrera S	5,600	16,800	28,000	63,000	98,000	140,000
2d Conv Cpe Carrera	22,800	8,400	14,000	31,500	49,000	70,000
2d Cpe Carrera 4	3,560	10,680	17,800	40,050	62,300	89,000
2d Cpe Carrera 4S	6,800	20,400	34,000	76,500	119,000	170,000
2d Conv Cpe Carrera	42,960	8,880	14,800	33,300	51,800	74,000
2d Targa Cpe	3,260	9,780	16,300	36,680	57,050	81,500
1998 Boxster, 6-cyl.						
2d Conv	960	2,880	4,800	10,800	16,800	24,000
NOTE: Add 5% for detachable HT.						
1999 911, 6-cyl.						
2d Cpe Carrera S	5,600	16,800	28,000	63,000	98,000	140,000
2d Conv Cpe Carrera	22,800	8,400	14,000	31,500	49,000	70,000
2d Cpe Carrera 4	3,560	10,680	17,800	40,050	62,300	89,000
2d Conv Cpe Carrera	42,960	8,880	14,800	33,300	51,800	74,000
1999 Boxster, 6-cyl.						
2d Conv	960	2,880	4,800	10,800	16,800	24,000
NOTE: Add 5% for detachable HT.						
2000 911, 6-cyl.						
2d Cpe Carrera 2	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv Cpe Carrera	21,280	3,840	6,400	14,400	22,400	32,000
2d Cpe Carrera 4	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv Cpe Carrera	41,360	4,080	6,800	15,300	23,800	34,000
2000 Boxster, 6-cyl.						
2d Conv	920	2,760	4,600	10,350	16,100	23,000
2d S Conv	1,040	3,120	5,200	11,700	18,200	26,000

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NOTE: Add 5% for detachable HT.						

RENAULT

1946-48 Juvaquatre, 4-cyl., 760cc 4CV, 4-cyl., 760cc. 83" wb						
4d Sed	300	850	1,400	3,150	4,900	7,000
1949 4CV, 4-cyl., 760cc, 83" wb						
Std 4d Sed	300	850	1,400	3,150	4,900	7,000
Grande Luxe 4d Sed	280	840	1,400	3,150	4,900	7,000
1950 4CV, 4-cyl., 760cc, 83" wb						
Grande Luxe 4d Sed	280	840	1,400	3,150	4,900	7,000
1951 4CV, Sliding Windows 4-cyl., 747cc, 83" wb						
R-1060 4d Sed	300	850	1,400	3,150	4,900	7,000
1951 4CV Luxe, Rolldown Windows						
R-1062 4d Sed	300	850	1,400	3,150	4,900	7,000
1951 4CV Super Grande Luxe, Rolldown Windows						
R-1062 4d Sed	300	850	1,400	3,150	4,900	7,000
R-1062 4d Conv	300	900	1,500	3,380	5,250	7,500
1952 4CV Luxe, 4-cyl., 747cc, 83" wb						
R-1062 4d Sed	300	850	1,400	3,150	4,900	7,000
1952 4CV Super Grande Luxe						
R-1062 4d Sed	300	850	1,400	3,150	4,900	7,000
R-1062 4d Conv	300	900	1,500	3,380	5,250	7,500
NOTE: All models had rollup windows.						
1953-54 4CV Luxe, Sport Line 4-cyl., 747cc, 83" wb						
R-1062 4d Sed	300	850	1,400	3,150	4,900	7,000
1953-54 4CV Super Grande Luxe, Sport Line 4-cyl., 747cc, 83" wb						
R-1062 4d Conv	300	900	1,500	3,380	5,250	7,500
1953-54 Fregate, 4-cyl., 1997cc, 110.25" wb						
R-1100 4d Sed	200	650	1,100	2,480	3,850	5,500
1955-56 4CV Luxe, Sport Line 4-cyl., 747cc, 82.7" wb						
R-1062 4d Sed	300	850	1,400	3,150	4,900	7,000
1955-56 4CV Super Grande Luxe 4-cyl., 747cc, 82.7" wb						
R-1062 4d Conv	300	900	1,500	3,380	5,250	7,500
1957-59 4CV, Sport Line 4-cyl., 747cc, 82.7" wb						
R-1062 4d Sed	300	850	1,400	3,150	4,900	7,000
1957-59 Dauphine, 4-cyl., 845cc, 89" wb						
R-1090 4d Sed	250	700	1,200	2,700	4,200	6,000
1960-62 4CV, 1960-61 4-cyl., 747cc, 83" wb						
R-1062 4d Sed	300	850	1,400	3,150	4,900	7,000
4d Sed S/R	300	850	1,400	3,150	4,900	7,000
1960-62 Dauphine, 4-cyl., 845cc, 89" wb						
R-1090 4d Sed	250	700	1,200	2,700	4,200	6,000
4d Sed S/R	250	700	1,200	2,700	4,200	6,000
1960-62 Gordini, 1961-62 4-cyl., 845cc, 89" wb						
R-1091A 4d Spt Sed	220	660	1,100	2,480	3,850	5,500
1960-62 Caravella R-1092, 4-cyl., 845cc, 89" wb						
2d Conv	350	1,000	1,700	3,830	5,950	8,500
2d Cpe	300	950	1,600	3,600	5,600	8,000
2d HdTp Conv	350	1,000	1,700	3,830	5,950	8,500
1963-66 Dauphine, 4-cyl., 845cc, 89" wb						
R-1090 4d Sed	250	700	1,200	2,700	4,200	6,000
1963-66 Caravella S, 1963, 4-cyl., 956cc, 89" wb						
R-1133 2d Conv	350	1,000	1,700	3,830	5,950	8,500
R-1131 2d Cpe	300	950	1,600	3,600	5,600	8,000
2d HT Cpe	350	1,000	1,700	3,830	5,950	8,500
1963-66 Caravella 1964-66, 4-cyl., 89" wb						
R-1133 2d Conv	350	1,000	1,700	3,830	5,950	8,500
R-1131 2d Cpe	300	950	1,600	3,600	5,600	8,000
1963-66 R8, 4-cyl., 956cc, 89" wb						
R-1130 4d Sed	200	650	1,100	2,480	3,850	5,500
1963-66 R8 1100, 1964-66, 4-cyl., 1108cc, 89" wb						
R-1132 4d Sed	200	650	1,100	2,480	3,850	5,500
1963-66 R8 Gordini, 1965-66, 4-cyl., 89" wb						
R-1134 4d Sed	250	700	1,200	2,700	4,200	6,000
1967-68 10, R-10, 4-cyl., 1108cc, 89" wb						
R-1190 4d Sed	200	650	1,100	2,480	3,850	5,500
1969-70 10, 1969 R-10, 4-cyl., 1108cc, 89" wb						
R-1190 4d Sed	200	650	1,100	2,480	3,850	5,500
1969-70 10, 1970 R-10, 4-cyl., 1289cc, 89" wb						
4d Sed	250	700	1,200	2,700	4,200	6,000
1969-70 16, 1970 R-16, 4-cyl., 1565cc, FWD, 105.8" wb						
R-1152 4d Sed Wag	260	780	1,300	2,930	4,550	6,500
1971-75 R-10, 1971 only, 4-cyl., 1289cc, 89" wb						
4d Sed	250	700	1,200	2,700	4,200	6,000
1971-75 R-12, 1972-up, 4-cyl., 1565cc, FWD, 96" wb						
4d Sed	250	800	1,300	2,930	4,550	6,500
4d Sta Wag	250	700	1,200	2,700	4,200	6,000
1971-75 R-15, 1972-up, 4-cyl., 1647cc, FWD, 96" wb						
2d Cpe	250	800	1,300	2,930	4,550	6,500
1971-75 R-16, 1971-72 only, 4-cyl., 1565cc, FWD, 105.8" wb						
4d Sed	200	650	1,100	2,480	3,850	5,500
1971-75 R-17, 1972-up, 4-cyl., 1565cc-1647cc, FWD, 96" wb						
2d Spt Cpe	300	850	1,400	3,150	4,900	7,000
1976-80 R-5, 1976, 4-cyl., 1289cc, FWD, 94.6-95.8" wb						
R-5TL 2d HBk	200	650	1,100	2,480	3,850	5,500
R-5GTL 2d HBk	200	650	1,100	2,480	3,850	5,500
1976-80 LeCar, 1977-up, 4-cyl., 1289cc-1397cc, FWD						
TL 2d HBk	200	650	1,100	2,480	3,850	5,500
GTL 2d HBk	200	650	1,100	2,480	3,850	5,500
1976-80 R-12, 1976-77 only, 4-cyl., 1647cc, FWD, 96" wb						
TL 4d Sed	200	600	1,000	2,250	3,500	5,000
GTL 4d Sed	200	600	1,000	2,250	3,500	5,000
R-12 4d Sta Wag	200	650	1,050	2,390	3,700	5,300
1976-80 R-15, 1976 only, 4-cyl., 1647cc, FWD, 96" wb						
TL 2d Cpe	200	600	1,000	2,250	3,500	5,000
1976-80 R-17, 4-cyl., 1647cc, FWD, 96" wb						
TL 2d Cpe/Conv	250	800	1,300	2,930	4,550	6,500
Gordini 2d Cpe/Conv	280	840	1,400	3,150	4,900	7,000
1981 LeCar, 4-cyl., 1397cc, FWD, 95.2" wb						
2d HBk	200	650	1,100	2,480	3,850	5,500
1981 LeCar, 4-cyl, 95.2" wb, 1397cc, FWD						
DeL 2d HBk	200	650	1,100	2,480	3,850	5,500
DeL 4d HBk	200	650	1,100	2,480	3,850	5,500
1981 18i, 4-cyl., 1647cc, FWD, 96.1" wb						
4d Sed	200	650	1,100	2,480	3,850	5,500
4d Sta Wag	250	700	1,150	2,570	4,000	5,700
DeL 4d Sed	250	700	1,150	2,570	4,000	5,700
DeL 4d Sta Wag	250	700	1,200	2,660	4,150	5,900
1982 LeCar, 4-cyl., 1397cc, FWD, 95.2" wb						
2d HBk	200	650	1,100	2,480	3,850	5,500
DeL 2d HBk	250	700	1,150	2,570	4,000	5,700
DeL 4d HBk	250	700	1,150	2,570	4,000	5,700
1982 Fuego, 4-cyl., 1647cc, FWD, 96.1" wb						
2d Cpe	250	800	1,300	2,930	4,550	6,500
1982 18i, 4-cyl., 1647cc, FWD, 96.1" wb						
4d Sed	200	650	1,100	2,480	3,850	5,500
4d Sta Wag	250	700	1,150	2,570	4,000	5,700
DeL 4d Sed	250	700	1,150	2,570	4,000	5,700
DeL 4d Sta Wag	250	700	1,200	2,660	4,150	5,900
1983 LeCar, 4-cyl., 1397cc, FWD, 95.2" wb						
2d HBk	200	650	1,100	2,480	3,850	5,500
DeL 2d HBk	250	700	1,150	2,570	4,000	5,700
DeL 4d HBk	250	700	1,200	2,660	4,150	5,900
1983 Fuego, 4-cyl., 1647cc, FWD, 96.1" wb						
2d Cpe	250	800	1,300	2,930	4,550	6,500
1983 Fuego Turbo, 4-cyl., 1565cc, FWD, 96.1" wb						
2d Cpe	300	850	1,400	3,150	4,900	7,000
1983 18i, 4-cyl., 1647cc, FWD, 96.1" wb						
DeL 4d Sed	200	650	1,100	2,480	3,850	5,500
DeL 4d Sta Wag	250	700	1,150	2,570	4,000	5,700
1984 Fuego, 4-cyl., 2165cc, FWD, 96.1" wb						
2d Cpe	250	800	1,300	2,930	4,550	6,500
1984 Fuego Turbo, 4-cyl., 1565cc, FWD, 96.1" wb						
2d Cpe	300	850	1,400	3,150	4,900	7,000
1984 Sportwagon, 4-cyl., 2165cc, FWD, 96.1" wb						
4d Sta Wag	250	700	1,150	2,570	4,000	5,700
1985 Fuego, 4-cyl., 2165cc, FWD, 96.1" wb						
2d Cpe	300	850	1,400	3,150	4,900	7,000
1985 Sportwagon, 4-cyl., 2165cc, FWD, 96.1" wb						
4d Sta Wag	250	700	1,150	2,570	4,000	5,700

ROLLS-ROYCE

1947-51 6-cyl., 4257cc, 127" wb, 133" wb (1951), Silver Wraith Freestone & Webb						
Cpe	3,320	9,960	16,600	37,350	58,100	83,000
Limo	2,100	6,310	10,520	23,670	36,820	52,600
Saloon	1,960	5,880	9,800	22,050	34,300	49,000
Spt Saloon	3,640	10,920	18,200	40,950	63,700	91,000
1947-51 Hooper						
DHC	4,320	12,960	21,600	48,600	75,600	108,000
Treviot	2,200	6,600	11,000	24,750	38,500	55,000
Treviot II	2,240	6,720	11,200	25,200	39,200	56,000
Treviot III	2,280	6,840	11,400	25,650	39,900	57,000
1947-51 H.J. Mulliner						
Sedanca de Ville	3,320	9,960	16,600	37,350	58,100	83,000
Tr Limo	2,280	6,840	11,400	25,650	39,900	57,000
1947-51 Park Ward						
Saloon	2,120	6,360	10,600	23,850	37,100	53,000
1947-51 James Young						
Limo	2,280	6,840	11,400	25,650	39,900	57,000
Saloon	2,200	6,600	11,000	24,750	38,500	55,000
1949-51 6-cyl., 4257cc, 120" wb, Silver Dawn						
Std Steel Saloon	2,200	6,600	11,000	24,750	38,500	55,000
1949-51 Farina						
Spl Saloon	2,800	8,400	14,000	31,500	49,000	70,000
1949-51 Freestone & Webb						
Saloon	2,280	6,840	11,400	25,650	39,900	57,000
1949-51 Park Ward						
DHC	3,440	10,320	17,200	38,700	60,200	86,000
FHC	3,000	9,000	15,000	33,750	52,500	75,000
1950-56 8-cyl., 5675cc, 145" wb, Phantom IV						
Park Ward Limo	6,360	19,080	31,800	71,550	111,300	159,000
1951-52 6-cyl., 4566cc, 127" wb, Silver Wraith Freestone & Webb						
Cpe	2,880	8,640	14,400	32,400	50,400	72,000
1951-55 6-cyl., 4566cc, 127" wb, Silver Wraith Freestone & Webb						
Spt Saloon	2,280	6,840	11,400	25,650	39,900	57,000
1951-55 Hooper						
Tr Limo	2,120	6,360	10,600	23,850	37,100	53,000
1951-55 H.J. Mulliner						
Tr Limo	2,280	6,840	11,400	25,650	39,900	57,000
1951-55 Park Ward						
Limo	2,240	6,720	11,200	25,200	39,200	56,000
1951-55 6-cyl., 4566cc, 120" wb, Silver Dawn						
Std Steel Saloon	2,200	6,600	11,000	24,750	38,500	55,000
1951-55 Park Ward						
DHC	3,520	10,560	17,600	39,600	61,600	88,000
1955-59 6-cyl., 4887cc, 123" wb, 127" wb (after 1957), Silver Cloud						
Std Steel Saloon	2,120	6,360	10,600	23,850	37,100	53,000
1955-59 H.J. Mulliner						
DHC	4,400	13,200	22,000	49,500	77,000	110,000
1955-59 Park Ward						
Saloon, LWB	2,160	6,480	10,800	24,300	37,800	54,000
1955-59 James Young						
Saloon	2,600	7,800	13,000	29,250	45,500	65,000
NOTE: Deduct 30% for RHD.						
1955-59 6-cyl., 4887cc, 133" wb, Silver Wraith Hooper						
Limo, LWB	2,280	6,840	11,400	25,650	39,900	57,000
Saloon	2,200	6,600	11,000	24,750	38,500	55,000
1955-59 H.J. Mulliner						
Tr Limo	2,360	7,080	11,800	26,550	41,300	59,000
1955-59 Park Ward						
Limo	2,120	6,360	10,600	23,850	37,100	53,000
Saloon	2,080	6,240	10,400	23,400	36,400	52,000
NOTE: Deduct 30% for RHD.						
1959-62 V-8, 6230cc, 123" wb, 127" wb (after 1960), Silver Cloud II						
Std Steel Saloon	1,960	5,880	9,800	22,050	34,300	49,000
1959-62 H.J. Mulliner						
DHC	4,240	12,720	21,200	47,700	74,200	106,000
1959-62 Radford						
Countryman	2,200	6,600	11,000	24,750	38,500	55,000
1959-62 James Young						
Limo, LWB	2,640	7,920	13,200	29,700	46,200	66,000
NOTE: Deduct 30% for RHD.						
1960-68 V-8, 6230cc, 144" wb, Phantom V H.J. Mulliner-Park Ward						
Landaulette	6,360	19,080	31,800	71,550	111,300	159,000
Limo	2,960	8,880	14,800	33,300	51,800	74,000
1960-68 Park Ward						
Limo	2,400	7,200	12,000	27,000	42,000	60,000
1960-68 James Young						
Limo	3,360	10,080	16,800	37,800	58,800	84,000
Sedanca de Ville	6,360	19,080	31,800	71,550	111,300	159,000
NOTE: Deduct 30% for RHD.						
1962-66 V-8, 6230cc, 123" wb, 127" wb, Silver Cloud III						
Std Steel Saloon	3,120	9,360	15,600	35,100	54,600	78,000

	6	5	4	3	2	1
1962-66 H.J. Mulliner						
2d Saloon	2,360	7,080	11,800	26,550	41,300	59,000
DHC	5,280	15,840	26,400	59,400	92,400	132,000
Flying Spur	3,600	10,800	18,000	40,500	63,000	90,000
NOTE: Deduct 30% for RHD.						
1962-66 James Young						
4d Spt Saloon	1,960	5,880	9,800	22,050	34,300	49,000
Cpe	2,400	7,200	12,000	27,000	42,000	60,000
Tr Limo, SWB	2,720	8,160	13,600	30,600	47,600	68,000
Tr Limo, LWB	3,200	9,600	16,000	36,000	56,000	80,000
1962-66 Park Ward						
DHC	2,600	7,800	13,000	29,250	45,500	65,000
Limo, LWB	2,720	8,160	13,600	30,600	47,600	68,000
NOTE: Deduct 30% for RHD.						
1965-69 V-8, 6230cc, 119.5" wb, 123.5" wb, Silver Shadow						
Std Steel Saloon	1,920	5,760	9,600	21,600	33,600	48,000
LWB Saloon	2,040	6,120	10,200	22,950	35,700	51,000
1965-69 Mulliner-Park Ward						
2d Saloon	2,160	6,480	10,800	24,300	37,800	54,000
DHC	2,280	6,840	11,400	25,650	39,900	57,000
1965-69 James Young						
2d Saloon	2,160	6,480	10,800	24,300	37,800	54,000
NOTE: Deduct 30% for RHD.						
1968-77 V-8, 6230cc, 145" wb, Phantom VI						
Landau	4,000	12,000	20,000	45,000	70,000	100,000
Limo	3,600	10,800	18,000	40,500	63,000	90,000
1968-77 Mulliner-Park Ward						
Laudaulette	7,360	22,080	36,800	82,800	128,800	184,000
NOTE: Deduct 30% for RHD.						
1970-76 V-8, 6750cc, 119.5" wb, 123.5" wb, Silver Shadow						
Std Steel Saloon	2,040	6,120	10,200	22,950	35,700	51,000
1970-76 V-8, 6750cc, 119.5" wb, 123.5" wb Silver Shadow						
LWB Saloon	2,240	6,720	11,200	25,200	39,200	56,000
1970-76 Mulliner-Park Ward						
2d Saloon	2,480	7,440	12,400	27,900	43,400	62,000
DHC	2,880	8,640	14,400	32,400	50,400	72,000
NOTE: Deduct 30% for RHD.						
1971-77 V-8, 6750cc, 119" wb, Corniche						
2d Saloon	2,160	6,480	10,800	24,300	37,800	54,000
Conv	2,400	7,200	12,000	27,000	42,000	60,000
NOTE: Deduct 30% for RHD.						
1975-78 V-8, 6750cc, 108.5" wb						
Camarque	2,040	6,120	10,200	22,950	35,700	51,000
NOTE: Deduct 30% for RHD.						
1977-78 V-8, 6750cc, 120" wb						
Silver Shadow II	1,100	3,300	5,500	12,380	19,250	27,500
1977-78 V-8, 6750cc, 123.5" wb						
Silver Wraith II	1,160	3,480	5,800	13,050	20,300	29,000
NOTE: Add 10% for factory sunroof. Deduct 30% for RHD.						
1979 V-8, 6750cc, 123.5" wb						
4d Silver Spirit	720	2,170	3,620	8,150	12,670	18,100
4d Silver Spur	740	2,220	3,700	8,330	12,950	18,500
2d Conv Corniche	2,160	6,480	10,800	24,300	37,800	54,000
2d Camargue	2,040	6,120	10,200	22,950	35,700	51,000
4d Phantom VI	11,600	34,800	58,000	130,500	203,000	290,000
4d Silver Shadow	1,200	3,600	6,000	13,500	21,000	30,000
4d Silver Wraith	1,280	3,840	6,400	14,400	22,400	32,000
1980 V-8, 6750cc, 123.5" wb						
4d Silver Spirit	720	2,170	3,620	8,150	12,670	18,100
4d Silver Spur	740	2,220	3,700	8,330	12,950	18,500
2d Conv Corniche	2,200	6,600	11,000	24,750	38,500	55,000
2d Camarque	2,120	6,360	10,600	23,850	37,100	53,000
4d Phantom VI	11,800	35,400	59,000	132,750	206,500	295,000
4d Silver Shadow	1,200	3,600	6,000	13,500	21,000	30,000
4d Silver Wraith	1,280	3,840	6,400	14,400	22,400	32,000
1981 V-8, 6750cc, 123.5" wb						
4d Silver Spirit	720	2,170	3,620	8,150	12,670	18,100
4d Silver Spur	740	2,220	3,700	8,330	12,950	18,500
2d Conv Corniche	2,200	6,600	11,000	24,750	38,500	55,000
2d Camarque	2,360	7,080	11,800	26,550	41,300	59,000
4d Phantom VI	11,920	35,760	59,600	134,100	208,600	298,000
1982 V-8, 6750cc, 123.5" wb						
4d Silver Spirit	740	2,220	3,700	8,330	12,950	18,500
4d Silver Spur	800	2,400	4,000	9,000	14,000	20,000
2d Conv Corniche	2,200	6,600	11,000	24,750	38,500	55,000
2d Camarque	2,440	7,320	12,200	27,450	42,700	61,000
4d Phantom VI	11,920	35,760	59,600	134,100	208,600	298,000
1983 V-8, 6750cc, 123.5" wb						
4d Silver Spirit	760	2,280	3,800	8,550	13,300	19,000
4d Silver Spur	840	2,520	4,200	9,450	14,700	21,000
2d Conv Corniche	2,280	6,840	11,400	25,650	39,900	57,000
2d Camarque	2,550	7,700	12,800	28,800	44,800	64,000
4d Phantom VI	12,000	36,000	60,000	135,000	210,000	300,000
1984 V-8, 6750cc, 123.5" wb						
4d Silver Spirit Sed	880	2,640	4,400	9,900	15,400	22,000
4d Silver Spur Sed	960	2,880	4,800	10,800	16,800	24,000
2d Camarque Cpe	2,560	7,680	12,800	28,800	44,800	64,000
2d Corniche Conv	2,280	6,840	11,400	25,650	39,900	57,000
1985 V-8, 6750cc, 123.5" wb						
4d Silver Spirit Sed	960	2,880	4,800	10,800	16,800	24,000
4d Silver Spur Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d Camarque Cpe	3,400	10,200	17,000	38,250	59,500	85,000
2d Corniche Conv	3,600	10,800	18,000	40,500	63,000	90,000
1986 V-8, 6750cc, 123.5" wb						
4d Silver Spirit Sed	960	2,880	4,800	10,800	16,800	24,000
4d Silver Spur Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d Camarque Cpe	3,400	10,200	17,000	38,250	59,500	85,000
2d Corniche Conv	3,600	10,800	18,000	40,500	63,000	90,000
1987 V-8, 6750cc, 123.5" wb						
4d Silver Spirit Sed	960	2,880	4,800	10,800	16,800	24,000
4d Silver Spur Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d Camarque Cpe	3,400	10,200	17,000	38,250	59,500	85,000
2d Corniche Conv	3,600	10,800	18,000	40,500	63,000	90,000
4d Silver Spur Limo	2,000	6,000	10,000	22,500	35,000	50,000
1988 V-8, 6750cc, 123.5" wb						
4d Silver Spirit Sed	960	2,880	4,800	10,800	16,800	24,000
4d Silver Spur Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d Corniche Conv	2,600	7,800	13,000	29,250	45,500	65,000
1989 V-8, 6750cc, 123.5" wb						
4d Silver Spirit Sed	1,160	3,480	5,800	13,050	20,300	29,000
4d Silver Spur Sed	1,200	3,600	6,000	13,500	21,000	30,000
2d Corniche Conv	4,920	14,760	24,600	55,350	86,100	123,000
1990 V-8, 6750cc, 123.5" wb						
4d Silver Spirit Sed	1,160	3,480	5,800	13,050	20,300	29,000
4d Silver Spur Sed	1,200	3,600	6,000	13,500	21,000	30,000
2d Corniche Conv	5,000	15,000	25,000	56,250	87,500	125,000
1991 Silver Spirit II						
4d Sed, SWB	1,200	3,600	6,000	13,500	21,000	30,000
4d Sed, LWB	3,000	9,000	15,000	33,750	52,500	75,000
1991 Corniche III						
2d Conv	5,000	15,000	25,000	56,250	87,500	125,000
1992 Silver Spirit, V-8						
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
1992 Silver Spur, V-8						
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Limo	3,400	10,200	17,000	38,250	59,500	85,000
1992 Corniche IV, V-8						
2d Conv	5,400	16,200	27,000	60,750	94,500	135,000
1993 Silver Spur IV						
4d Sed	1,280	3,840	6,400	14,400	22,400	32,000
1993 Silver Spur						
4d Limo	3,400	10,200	17,000	38,250	59,500	85,000
1993 Corniche IV						
2d Conv	6,000	18,000	30,000	67,500	105,000	150,000
1994 Corniche IV, V-8						
2d Conv	6,000	18,000	30,000	67,500	105,000	150,000
1994 Silver Spirit II, V-8						
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
1994 Silver Spur III, V-8						
4d Sed, LWB	1,400	4,200	7,000	15,750	24,500	35,000
4d Limo	1,520	4,560	7,600	17,100	26,600	38,000
1995 Corniche IV, V-8						
2d Conv	6,000	18,000	30,000	67,500	105,000	150,000
2d Conv, Turbo	5,440	16,320	27,200	61,200	95,200	136,000
1995 Silver Dawn, V-8						
4d Sed	2,020	6,060	10,100	22,730	35,350	50,500
1995 Silver Spur III, V-8						
4d Sed, LWB	2,400	7,210	12,020	27,050	42,070	60,100
4d Limo	4,780	14,340	23,900	53,780	83,650	119,500
1996 Silver Dawn, V-8						
4d Sed	2,000	6,000	10,000	22,500	35,000	50,000
1996 Silver Spur III, V-8						
4d Sed, LWB	2,400	7,190	11,980	26,960	41,930	59,900
4d Limo	4,770	14,320	23,860	53,690	83,510	119,300
1997 Silver Dawn, V-8						
4d Sed	2,140	6,420	10,700	24,080	37,450	53,500
1997 Silver Spur III, V-8						
4d Sed, LWB	2,510	7,540	12,560	28,260	43,960	62,800
1997 Park Ward, V-8						
4d Limo	5,200	15,600	26,000	58,500	91,000	130,000
1998-1999 Silver Spur III, V-8						
4d Sed, LWB	3,000	9,000	15,000	33,750	52,500	75,000
4d Limo	3,600	10,800	18,000	40,500	63,000	90,000
4d Sed Park Ward	3,600	10,800	18,000	45,000	63,000	90,000
1999 Silver Seraph, V-12						
4d Sed	3,400	10,200	17,000	38,250	59,500	85,000
2000 Corniche IV, V-8						
2d Conv Cpe	6,600	19,800	33,000	74,250	115,500	165,000

SAAB

	6	5	4	3	2	1
1950-52 2-cyl., 764cc, 97.2" wb						
92 2d Sed	130	380	640	1,440	2,240	3,200
1953-55 2-cyl., 764cc, 97.2" wb						
92B 2d Sed	750	2,250	3,750	8,440	13,130	18,750
1956-57 3-cyl., 748cc, 98" wb						
93 2d Sed	950	2,860	4,760	10,710	16,660	23,800
1958 3-cyl., 748cc, 98" wb						
93B 2d Sed	720	2,160	3,600	8,100	12,600	18,000
GT 750 2d Sed	1,600	4,800	8,000	18,000	28,000	40,000
1959 3-cyl., 748cc, 98" wb						
93B 2d Sed	720	2,160	3,600	8,100	12,600	18,000
GT 750 2d Sed	1,600	4,800	8,000	18,000	28,000	40,000
1959 3-cyl., 841cc, 98" wb						
95 2d Sta Wag	1,600	4,800	8,000	18,000	28,000	40,000
1960 3-cyl., 748cc, 98" wb						
93F 2d Sed	720	2,160	3,600	8,100	12,600	18,000
GT 750 2d Sed	1,600	4,800	8,000	18,000	28,000	40,000
1960 3-cyl., 841cc, 98" wb						
96 2d Sed	880	2,640	4,400	9,900	15,400	22,000
95 2d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
1961 3-cyl., 748cc, 98" wb						
GT 750 2d Sed	1,400	4,200	7,000	15,750	24,500	35,000
1961 3-cyl., 841cc, 98" wb						
96 2d Sed	880	2,640	4,400	11,000	15,400	22,000
96 2d Sed	880	2,640	4,400	11,000	15,400	22,000
95 2d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
1962 3-cyl., 748cc, 98" wb						
GT 750 2d Sed	1,120	3,360	5,600	12,600	19,600	28,000
1962 3-cyl., 841cc, 98" wb						
96 2d Sed	880	2,640	4,400	9,900	15,400	22,000
95 2d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
2d Spt Sed	1,120	3,360	5,600	12,600	19,600	28,000
1963 3-cyl., 841cc, 98" wb						
96 2d Sed	880	2,640	4,400	9,900	15,400	22,000
95 2d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
Spt/GT 850 2d Sed	1,320	3,960	6,600	14,850	23,100	33,000
1964 3-cyl., 841cc, 98" wb						
96 2d Sed	880	2,640	4,400	9,900	15,400	22,000
95 2d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
Spt/Monte Carlo 850 2d Sed	1,320	3,960	6,600	14,850	23,100	33,000
1965 3-cyl., 841cc, 98" wb						
96 2d Sed	880	2,640	4,400	9,900	15,400	22,000
95 2d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
Spt/Monte Carlo 850 2d Sed	1,320	3,960	6,600	14,850	23,100	33,000
1966 3-cyl., 841cc, 98" wb						
96 2d Sed	880	2,640	4,400	9,900	15,400	22,000
96 Spl 2d Sed	920	2,760	4,600	10,350	16,100	23,000
95 2d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
Monte Carlo 850 2d Sed	1,320	3,960	6,600	14,850	23,100	33,000
1966 3-cyl., 841cc, 84.6" wb						
Sonett II	1,260	3,780	6,300	14,180	22,050	31,500
1967 3-cyl., 841cc, 98" wb						
96 Shrike 2d Sed	640	1,920	3,200	7,200	11,200	16,000
95 2d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
Monte Carlo 850 2d Sed	1,320	3,960	6,600	14,850	23,100	33,000
1967 3-cyl., 841cc, 84.6" wb						
Sonett II	1,260	3,780	6,300	14,180	22,050	31,500
1967 V-4, 1498cc, 98" wb						
96 V4 2d Sed	840	2,520	4,200	9,450	14,700	21,000
95 V4 2d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
Monte Carlo V4 2d Sed	1,200	3,600	6,000	13,500	21,000	30,000
1967 V-4, 1498cc, 84.6" wb						
Sonett V4	1,260	3,780	6,300	14,180	22,050	31,500
1968 3-cyl., 841cc (816cc Shrike), 98" wb						
96 Shrike 2d Sed	640	1,920	3,200	7,200	11,200	16,000
96 2d Sed	600	1,800	3,000	6,750	10,500	15,000
95 Shrike 2d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
95 2d Sta Wag	960	2,880	4,800	10,800	16,800	24,000
1968 V-4, 1498cc, 98" wb						
96 V4 2d Sed	840	2,520	4,200	9,450	14,700	21,000
96 V4 2d DeL Sed	860	2,580	4,300	9,680	15,050	21,500
95 V4 2d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
95 V4C 2d Sta Wag	1,060	3,180	5,300	11,930	18,550	26,500
Monte Carlo V4 2d Sed	1,200	3,600	6,000	13,500	21,000	30,000
1968 V-4, 1498cc, 84.6" wb						
Sonett V4	1,240	3,720	6,200	13,950	21,700	31,000
1969 V-4, 1498cc, 98" wb						
96 V4 2d Sed	800	2,400	4,000	9,000	14,000	20,000
96 V4 2d DeL Sed	1,240	3,720	6,200	13,950	21,700	31,000
95 V4 2d Sta Wag	680	2,040	3,400	7,650	11,900	17,000
1969 V-4, 1498cc, 84.6" wb						
Sonett V4	1,240	3,720	6,200	13,950	21,700	31,000
1969 4-cyl., 1709cc, 97.4" wb						
99 2d Sed	680	2,040	3,400	7,650	11,900	17,000
1970 V-4, 1498cc, 98" wb						
96 V4 2d Sed	840	2,520	4,200	9,450	14,700	21,000
95 V4 2d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
1970 V-4, 84.6" wb						
Sonett III	680	2,040	3,400	7,650	11,900	17,000
1970 4-cyl., 1709cc, 97.4" wb						
99 2d Sed	680	2,040	3,400	7,650	11,900	17,000
99 4d Sed	640	1,920	3,200	7,200	11,200	16,000
1971 V-4, 1698cc, 98" wb						
96 V4 2d Sed	840	2,520	4,200	9,450	14,700	21,000
95 V4 2d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
1971 V-4, 1698cc, 84.6" wb						
Sonett III	680	2,040	3,400	7,650	11,900	17,000
1971 4-cyl., 1709cc, 97.4" wb						
99 2d Sed	680	2,040	3,400	7,650	11,900	17,000
99 4d Sed	640	1,920	3,200	7,200	11,200	16,000
1972 V-4, 1698cc, 98" wb						
96 V4 2d Sed	840	2,520	4,200	9,450	14,700	21,000
95 V4 2d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
1972 V-4, 1698cc, 84.6" wb						
Sonett III	680	2,040	3,400	7,650	11,900	17,000
1972 4-cyl., 1850/1985cc, 97.4" wb						
99 2d Sed	680	2,040	3,400	7,650	11,900	17,000
99EMS 2d Sed	660	1,980	3,300	7,430	11,550	16,500
99 4d Sed	640	1,920	3,200	7,200	11,200	16,000
1973 V-4, 1698cc, 98" wb						
96 V4	840	2,520	4,200	9,450	14,700	21,000
95 V4 2d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
1973 V-4, 1698cc, 84.6" wb						
Sonett III	680	2,040	3,400	7,650	11,900	17,000
1973 4-cyl., 1850/1985cc, 97.4" wb						
99X7 2d Sed	680	2,040	3,400	7,650	11,900	17,000
99L 2d Sed	700	2,100	3,500	7,880	12,250	17,500
99L 4d Sed	640	1,920	3,200	7,200	11,200	16,000
99EMS 2d Sed	660	1,980	3,300	7,430	11,550	16,500
1974 V-4, 1698cc, 98" wb						
96 V4 2d Sed	840	2,520	4,200	9,450	14,700	21,000
95 V4 2d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
1974 V-4, 1698cc, 84.6" wb						
Sonett III	820	2,460	4,100	9,230	14,350	20,500
1974 4-cyl., 1985cc, 97.4" wb						
99X7 2d Sed	460	1,380	2,300	5,180	8,050	11,500
99L 2d Sed	470	1,400	2,340	5,270	8,190	11,700
99L 4d Sed	480	1,440	2,400	5,400	8,400	12,000
99L 3d Combi Cpe	490	1,460	2,440	5,490	8,540	12,200
99EMS 2d Sed	600	1,800	3,000	6,750	10,500	15,000
1975 V-4, 1498cc, 98" wb						
96 V4 2d Sed	460	1,390	2,320	5,220	8,120	11,600
95 V4 2d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
1975 4-cyl., 1985cc, 97.4" wb						
99 2d Sed	420	1,260	2,100	4,730	7,350	10,500
99L 2d Sed	470	1,400	2,340	5,270	8,190	11,700
99L 4d Sed	480	1,440	2,400	5,400	8,400	12,000
99L 3d Combi Cpe	490	1,460	2,440	5,490	8,540	12,200
99EMS 2d Sed	620	1,860	3,100	6,980	10,850	15,500
1976 4-cyl., 1985cc, 97.4" wb						
99L 2d Sed	450	1,340	2,240	5,040	7,840	11,200
99GL 2d Sed	480	1,440	2,400	5,400	8,400	12,000
99GL 4d Sed	460	1,380	2,300	5,180	8,050	11,500
99GL 3d Combi Cpe	470	1,410	2,350	5,290	8,230	11,750
99GL 5d Combi Cpe	440	1,320	2,200	4,950	7,700	11,000
99EMS 2d Sed	600	1,800	3,000	6,750	10,500	15,000
99GLE 4d Sed	600	1,800	3,000	6,750	10,500	15,000
1977 4-cyl., 1985cc, 97.4" wb						
99L 2d Sed	450	1,340	2,240	5,040	7,840	11,200
99GL 2d Sed	580	1,740	2,900	6,530	10,150	14,500
99GL 4d Sed	630	1,880	3,140	7,070	10,990	15,700
99GL 3d Combi Cpe	600	1,800	3,000	6,750	10,500	15,000
99GL 5d Combi Cpe	620	1,860	3,100	6,980	10,850	15,500
99EMS 2d Sed	640	1,920	3,200	7,200	11,200	16,000
99GLE 4d Sed	660	1,980	3,300	7,430	11,550	16,500
1978 4-cyl., 1985cc, 97.4" wb						
99L 2d Sed	450	1,340	2,240	5,040	7,840	11,200
99L 4d Sed	460	1,370	2,280	5,130	7,980	11,400
99L 3d Combi Cpe	460	1,380	2,300	5,180	8,050	11,500
99GL 2d Sed	580	1,740	2,900	6,530	10,150	14,500
99GL 4d Sed	630	1,880	3,140	7,070	10,990	15,700
99GL 3d Combi Cpe	600	1,800	3,000	6,750	10,500	15,000
99GL 5d Combi Cpe	600	1,800	3,000	6,750	10,500	15,000
99EMS 2d Sed	640	1,920	3,200	7,200	11,200	16,000
99EMS 3d Combi Cpe	960	2,880	4,800	10,800	16,800	24,000
99GLE 5d Combi Cpe	660	1,980	3,300	7,430	11,550	16,500
99 Turbo 3d Combi Cpe	820	2,460	4,100	9,230	14,350	20,500
1979 4-cyl., 1985cc, 97.4" wb						
99GL 2d Sed	420	1,260	2,100	4,730	7,350	10,500

	6	5	4	3	2	1
900GL 2d HBk	130	380	640	1,440	2,240	3,200
900GLE 4d HBk	130	400	660	1,490	2,310	3,300
900EMS 2d HBk	240	720	1,200	2,700	4,200	6,000
900 Turbo 2d HBk	320	950	1,580	3,560	5,530	7,900
900 Turbo 4d HBk	340	1,020	1,700	3,830	5,950	8,500
1980 4-cyl., 1985cc, 97.4" wb						
99GL 2d Sed	420	1,260	2,100	4,730	7,350	10,500
900GLI 2d HBk	130	390	650	1,460	2,280	3,250
900GLE 4d HBk	130	400	660	1,490	2,310	3,300
900EMS 2d HBk	240	720	1,200	2,700	4,200	6,000
900 Turbo 2d HBk	320	950	1,580	3,560	5,530	7,900
900 Turbo 4d HBk	340	1,020	1,700	3,830	5,950	8,500
1981 4-cyl., 1985cc, 97.4" wb						
900 2d HBk	120	360	600	1,350	2,100	3,000
900S 2d HBk	120	370	620	1,400	2,170	3,100
900S 4d Sed	120	370	610	1,370	2,140	3,050
900 Turbo 2d HBk	320	950	1,580	3,560	5,530	7,900
900 Turbo 4d HBk	340	1,020	1,700	3,830	5,950	8,500
1982 4-cyl., 1985cc, 97.4" wb						
900 2d HBk	120	360	600	1,350	2,100	3,000
900 4d Sed	120	370	620	1,400	2,170	3,100
900S 2d HBk	130	380	630	1,420	2,210	3,150
900S 4d Sed	120	370	610	1,370	2,140	3,050
900 Turbo 2d HBk	320	960	1,600	3,600	5,600	8,000
900 Turbo 4d Sed	340	1,030	1,720	3,870	6,020	8,600
1983 4-cyl., 1985cc, 97.4" wb						
900 2d HBk	130	380	640	1,440	2,240	3,200
900 4d Sed	130	400	660	1,490	2,310	3,300
900S 2d HBk	130	400	670	1,510	2,350	3,350
900S 4d Sed	130	390	650	1,460	2,280	3,250
900 Turbo 2d HBk	330	980	1,640	3,690	5,740	8,200
900 Turbo 4d Sed	350	1,060	1,760	3,960	6,160	8,800
1984 4-cyl., 1985cc, 97.4" wb						
900 2d HBk	140	420	700	1,580	2,450	3,500
900 4d Sed	140	430	720	1,620	2,520	3,600
900S 2d HBk	140	430	720	1,620	2,520	3,600
900S 4d Sed	140	430	710	1,600	2,490	3,550
900 Turbo 2d HBk	340	1,020	1,700	3,830	5,950	8,500
900 Turbo 4d Sed	360	1,090	1,820	4,100	6,370	9,100
1985 4-cyl., 1985cc, 97.4" wb						
900 2d HBk	150	460	760	1,710	2,660	3,800
900 4d Sed	160	470	780	1,760	2,730	3,900
900S 2d HBk	160	470	790	1,780	2,770	3,950
900S 4d Sed	150	460	770	1,730	2,700	3,850
NOTE: Add 10% for Turbo.						
1986 4-cyl., 1985cc, 97.4" wb						
900 2d HBk	170	520	870	1,960	3,050	4,350
900 4d Sed	180	530	880	1,980	3,080	4,400
900S 2d Sed	180	530	890	2,000	3,120	4,450
900S 2d HBk	200	590	990	2,230	3,470	4,950
900S 4d Sed	190	580	970	2,180	3,400	4,850
NOTE: Add 10% for Turbo.						
1987 4-cyl., 1985cc, 97.4" wb						
900 2d HBk	190	580	970	2,180	3,400	4,850
900 4d Sed	200	590	980	2,210	3,430	4,900
900S 2d HBk	200	590	990	2,230	3,470	4,950
900S 4d Sed	210	640	1,070	2,410	3,750	5,350
900 2d HBk Turbo	260	780	1,300	2,930	4,550	6,500
900 2d Conv Turbo	800	2,400	4,000	9,000	14,000	20,000
9000S 4d HBk	190	560	940	2,120	3,290	4,700
9000 4d HBk Turbo	200	600	1,000	2,250	3,500	5,000
1988 4-cyl., 1985cc, 97.4" wb						
900 2d HBk	200	610	1,010	2,270	3,540	5,050
900 4d Sed	200	610	1,020	2,300	3,570	5,100
900S 2d HBk	210	620	1,030	2,320	3,610	5,150
900S 4d Sed	220	670	1,110	2,500	3,890	5,550
900 2d HBk Turbo	270	800	1,340	3,020	4,690	6,700
900 2d Conv Turbo	800	2,400	4,000	9,000	14,000	20,000
9000 4d HBk	210	620	1,040	2,340	3,640	5,200
9000 4d HBk Turbo	220	650	1,080	2,430	3,780	5,400
1989 4-cyl., 1985cc, 97.4" wb						
900 2d HBk	210	630	1,050	2,360	3,680	5,250
900 4d Sed	210	640	1,060	2,390	3,710	5,300
900S 2d HBk	210	640	1,070	2,410	3,750	5,350
900S 4d Sed	230	690	1,150	2,590	4,030	5,750
900 2d HBk Turbo	240	720	1,200	2,700	4,200	6,000
900 4d Sed Turbo	220	660	1,100	2,480	3,850	5,500
900 2d Conv Turbo	820	2,460	4,100	9,230	14,350	20,500
9000S 4d HBk	200	600	1,000	2,250	3,500	5,000
9000 4d HBk Turbo	210	640	1,060	2,390	3,710	5,300
9000 4d Sed Turbo	220	650	1,090	2,450	3,820	5,450
1990 4-cyl., 1985 cc, 97.4" wb						
900 2d Sed	220	650	1,090	2,450	3,820	5,450
1990 4-cyl., 1985cc, 97.4" wb						
900 4d Sed	220	660	1,100	2,480	3,850	5,500
900S 2d Sed	220	670	1,110	2,500	3,890	5,550
900S 4d Sed	230	690	1,150	2,590	4,030	5,750
900 2d Sed Turbo	240	710	1,180	2,660	4,130	5,900
900 4d Sed Turbo	240	710	1,180	2,660	4,130	5,900
900 2d Conv Turbo	840	2,520	4,200	9,450	14,700	21,000
9000S 4d Sed	210	620	1,040	2,340	3,640	5,200
9000S 4d HBk Sed	210	640	1,060	2,390	3,710	5,300
9000 4d HBk Sed Turbo	220	660	1,100	2,480	3,850	5,500
9000 4d Sed Turbo	230	680	1,130	2,540	3,960	5,650
1991 4-cyl., 1985cc, 97.4" wb						
900 2d Sed	190	580	960	2,160	3,360	4,800
900S 2d Sed	230	690	1,150	2,590	4,030	5,750
900S 2d Conv	300	900	1,500	3,380	5,250	7,500
900 2d Sed Turbo	240	730	1,220	2,750	4,270	6,100
900 2d Conv Turbo	860	2,580	4,300	9,680	15,050	21,500
900 4d Sed	230	680	1,140	2,570	3,990	5,700
900S 4d Sed	240	710	1,190	2,680	4,170	5,950
9000 HBk	220	650	1,080	2,430	3,780	5,400
9000S 4d HBk	220	670	1,120	2,520	3,920	5,600
9000S 4d Turbo HBk	230	680	1,140	2,570	3,990	5,700
9000CD 4d Sed	210	640	1,060	2,390	3,710	5,300
9000CD 4d Turbo Sed	230	680	1,140	2,550	3,970	5,675
1992 900, 4-cyl.						
2d HBk	200	590	980	2,210	3,430	4,900
4d Sed	200	600	1,000	2,250	3,500	5,000
2d S HBk	240	710	1,190	2,680	4,170	5,950
4d S Sed	250	740	1,230	2,770	4,310	6,150
2d S Conv	310	920	1,540	3,470	5,390	7,700
2d Turbo HBk	250	760	1,260	2,840	4,410	6,300
2d Turbo Conv	860	2,580	4,300	9,680	15,050	21,500

	6	5	4	3	2	1
1992 9000, 4-cyl.						
4d HBk	230	680	1,140	2,570	3,990	5,700
4d S HBk	240	710	1,180	2,660	4,130	5,900
4d CD Sed	220	660	1,100	2,480	3,850	5,500
4d Turbo HBk	240	710	1,180	2,660	4,130	5,900
4d CD Turbo Sed	250	760	1,260	2,840	4,410	6,300
1993 900, 4-cyl.						
2d S Sed	240	710	1,190	2,680	4,170	5,950
4d S Sed	250	740	1,230	2,770	4,310	6,150
2d S Conv	320	960	1,600	3,600	5,600	8,000
2d Sed Turbo	260	780	1,300	2,930	4,550	6,500
2d Conv Turbo	860	2,580	4,300	9,680	15,050	21,500
1993 9000, 4-cyl.						
4d CD Sed	220	670	1,120	2,520	3,920	5,600
4d CD Turbo Sed	240	710	1,180	2,660	4,130	5,900
CS 4d HBk	220	670	1,120	2,520	3,920	5,600
CS 4d HBk, Turbo	240	720	1,200	2,700	4,200	6,000
4d CDE Sed	230	680	1,140	2,570	3,990	5,700
4d CDE Turbo Sed	240	730	1,220	2,750	4,270	6,100
CSE 4d HBk	140	420	700	1,580	2,450	3,500
CSE 4d Turbo HBk	150	460	760	1,710	2,660	3,800
4d Aero Turbo Sed	190	560	940	2,120	3,290	4,700
1994 900, 4-cyl.						
2d S Cpe HBk	240	720	1,200	2,700	4,200	6,000
2d SE Cpe HBk Turbo	120	370	620	1,400	2,170	3,100
4d S Sed HBk	250	740	1,240	2,790	4,340	6,200
4d S Sed HBk, V-6	100	310	520	1,170	1,820	2,600
4d SE Sed HBk, V-6	130	380	640	1,440	2,240	3,200
2d S Conv	320	960	1,600	3,600	5,600	8,000
2d Conv, Turbo	870	2,600	4,340	9,770	15,190	21,700
1994 9000, 4-cyl.						
4d Sed Cpe, Turbo	230	700	1,160	2,610	4,060	5,800
CS 4d Sed HBk	230	700	1,160	2,610	4,060	5,800
CS 4d Sed HBk, Turbo	240	720	1,200	2,700	4,200	6,000
CSE 4d Sed HBk	150	440	740	1,670	2,590	3,700
CSE 4d Sed Hbk, Turbo	160	480	800	1,800	2,800	4,000
4d Sed HBk Aero, Turbo	200	590	980	2,210	3,430	4,900
1995 900, 4-cyl. & V-6						
2d S Cpe	240	720	1,200	2,700	4,200	6,000
2d S Conv	320	960	1,600	3,600	5,600	8,000
4d S Sed	250	740	1,240	2,790	4,340	6,200
2d SE Cpe, Turbo	120	370	620	1,400	2,170	3,100
4d SE Sed, V-6	270	820	1,360	3,060	4,760	6,800
2d SE Conv, Turbo	840	2,520	4,200	9,450	14,700	21,000
2d SE Conv, V-6	320	960	1,600	3,600	5,600	8,000
1995 9000, 4-cyl. & V-6						
4d CDE Sed, V-6	250	760	1,270	2,860	4,450	6,350
CS 4d Sed, Turbo	120	360	600	1,350	2,100	3,000
CS 4d Sup Sed, Turbo	130	400	660	1,490	2,310	3,300
CSE 4d Sed, Turbo	160	470	780	1,760	2,730	3,900
CSE 4d Sed, V-6	560	1,690	2,820	6,350	9,870	14,100
4d Aero Sed, Turbo	190	580	970	2,180	3,400	4,850
1996 900, 4-cyl.						
2d S Cpe	250	740	1,240	2,790	4,340	6,200
2d S Conv	330	980	1,640	3,690	5,740	8,200
4d S Sed	260	770	1,280	2,880	4,480	6,400
2d SE Cpe, Turbo	130	400	660	1,490	2,310	3,300
2d SE Conv, Turbo	840	2,520	4,200	9,450	14,700	21,000
4d SE Sed, Turbo	140	420	700	1,580	2,450	3,500
1996 900, V-6						
2d SE Conv	320	960	1,600	3,600	5,600	8,000
4d SE Sed	120	370	620	1,400	2,170	3,100
1996 9000, 4-cyl.						
CS 4d Sed, Turbo	130	380	640	1,440	2,240	3,200
CSE 4d Sed, Turbo	170	500	840	1,890	2,940	4,200
4d Aero Sed, Turbo	200	610	1,010	2,270	3,540	5,050
1996 9000, V-6.						
CSE 4d Sed	160	480	800	1,800	2,800	4,000
1997 900, 4-cyl.						
2d S Cpe	260	770	1,280	2,880	4,480	6,400
2d S Conv	340	1,010	1,680	3,780	5,880	8,400
4d S Sed	260	790	1,320	2,970	4,620	6,600
2d SE Cpe, Turbo	140	420	700	1,580	2,450	3,500
2d SE Conv, Turbo	840	2,520	4,200	9,450	14,700	21,000
4d SE Sed, Turbo	140	420	700	1,580	2,450	3,500
1997 900, V-6						
2d SE Conv	840	2,520	4,200	9,450	14,700	21,000
4d SE Sed	150	440	740	1,670	2,590	3,700
1997 9000, 4-cyl.						
CS 4d Sed, Turbo	140	410	680	1,530	2,380	3,400
CSE 4d Sed, Turbo	180	530	880	1,980	3,080	4,400
4d Aero Sed, Turbo	170	510	850	1,910	2,980	4,250
1997 9000, V-6						
CSE 4d Sed	170	500	840	1,890	2,940	4,200
1998 900, 4-cyl.						
2d S Cpe Turbo	260	790	1,320	2,970	4,620	6,600
2d S Conv	340	1,010	1,680	3,780	5,880	8,400
4d S Sed	270	820	1,360	3,060	4,760	6,800
2d SE Cpe Turbo	150	440	740	1,670	2,590	3,700
2d SE Conv Turbo	840	2,520	4,200	9,450	14,700	21,000
4d SE Sed Turbo	150	440	740	1,670	2,590	3,700
1998 9000, Turbo 4-cyl.						
CS 4d Sed	140	430	720	1,620	2,520	3,600
CSE 4d Sed	180	550	920	2,070	3,220	4,600
1999 9-3, Turbo 4-cyl.						
2d Cpe	140	420	700	1,580	2,450	3,500
2d Conv	210	630	1,050	2,350	3,660	5,225
2d Viggen Cpe	220	650	1,090	2,450	3,820	5,450
4d Sed	140	410	680	1,530	2,380	3,400
4d SE Sed	170	510	850	1,910	2,980	4,250
2d SE Conv	210	620	1,030	2,320	3,610	5,150
1999 9-5, Turbo 4-cyl.						
4d Sed	160	480	800	1,800	2,800	4,000
4d Sta Wag	210	640	1,070	2,680	3,750	5,350
4d SE Sed	180	530	890	2,000	3,120	4,450
4d SE Sed (Turbo V-6)	200	590	980	2,210	3,430	4,900
2000 9-3, Turbo 4-cyl.						
2d Cpe	150	440	740	1,670	2,590	3,700
4d Sed	140	430	720	1,620	2,520	3,600
2d Conv	220	660	1,100	2,480	3,850	5,500
4d SE Sed	180	530	890	2,000	3,120	4,450
2d SE Conv	230	680	1,140	2,570	3,990	5,700
2d Viggen Cpe	220	670	1,120	2,520	3,920	5,600

	6	5	4	3	2	1
4d Viggen Sed	230	680	1,140	2,570	3,990	5,700
2d Viggen Conv	250	740	1,240	2,790	4,340	6,200
2000 9-5, Turbo 4-cyl.						
4d Sed	170	500	840	1,890	2,940	4,200
4d SE Sed	190	560	930	2,090	3,260	4,650
4d SE Sed (Turbo V-6)	200	610	1,020	2,300	3,570	5,100
4d Aero Sed	190	570	950	2,140	3,330	4,750
4d Sta Wag	220	670	1,120	2,520	3,920	5,600
4d SE Sta Wag (Turbo V-6)	250	760	1,260	2,840	4,410	6,300
4d Aero Sta Wag	230	700	1,160	2,610	4,060	5,800

SIMCA

	6	5	4	3	2	1
1946-50 Series 5, 4-cyl., 570cc, 79" wb						
2d Cpe	350	1,000	1,700	3,830	5,950	8,500
1946-50 Series 6, 4-cyl., 570cc, 79" wb						
2d Cpe	350	1,000	1,700	3,830	5,950	8,500
1946-50 Series 8, 1000, 4-cyl., 1089cc, 95" wb						
4d Sed	300	950	1,600	3,600	5,600	8,000
2d Bus Cpe	350	1,000	1,700	3,830	5,950	8,500
2d Conv Cpe	600	1,750	2,900	6,530	10,200	14,500
1946-50 Series 8, 1200, 4-cyl., 1221cc, 95" wb						
4d Sed	300	950	1,600	3,600	5,600	8,000
2d Bus Cpe	350	1,000	1,700	3,830	5,950	8,500
2d Conv Cpe	600	1,750	2,900	6,530	10,200	14,500
1946-50 Series 8, 4-cyl., 1221cc, 95" wb						
2d Spt Rds	700	2,050	3,400	7,650	11,900	17,000
1951-55 Series 8, 4-cyl., 1221cc, 95" wb						
2d Spt Rds	700	2,050	3,400	7,650	11,900	17,000
2d Spt Cpe	600	1,750	2,900	6,530	10,200	14,500
2d Sed	300	950	1,600	3,600	5,600	8,000
1951-55 Aronde 9, 4-cyl., 1221cc, 96" wb						
4d Sed	200	600	1,000	2,250	3,500	5,000
2d Sta Wag	200	650	1,100	2,480	3,850	5,500
2d HT Cpe	250	800	1,300	2,930	4,550	6,500
1956-58 Aronde 1300, 4-cyl., 1290cc, 96.2" wb						
4d DeL Sed	200	550	900	2,030	3,150	4,500
4d Elysee Sed	200	600	950	2,160	3,350	4,800
2d Plein Ciel Sed	200	600	1,000	2,250	3,500	5,000
Grand Large HT Cpe	260	780	1,300	2,930	4,550	6,500
Chatelaine Sta Wag	200	650	1,100	2,480	3,850	5,500
Oceane 2d Conv	600	1,750	2,900	6,530	10,200	14,500
1956-58 Vedette, V-8, 2351cc, 106" wb						
Versailles Sed	200	650	1,100	2,480	3,850	5,500
1959-61 Aronde, 4-cyl., 1290cc, 96.3" wb						
4d DeL Sed	200	550	900	2,030	3,150	4,500
Sup DeL Sed	200	600	950	2,160	3,350	4,800
4d Elysee Sed	200	600	1,000	2,250	3,500	5,000
Montlhery Sed	200	600	1,050	2,340	3,650	5,200
Grand Large HT Cpe	260	780	1,300	2,930	4,550	6,500
Plain Ciel HT Cpe	250	800	1,300	2,930	4,550	6,500
Chatelaine Sta Wag	200	650	1,100	2,480	3,850	5,500
Oceane 2d Conv	600	1,750	2,900	6,530	10,200	14,500
1959-61 Aronde (Second Series 1959) 4-cyl., 1290cc, 96.3" wb						
Elysee 4d Sed	200	550	900	2,030	3,150	4,500
Montlhery Sed	200	600	950	2,160	3,350	4,800
Grand Large HT Cpe	260	780	1,300	2,930	4,550	6,500
Monaco HT Cpe	250	800	1,300	2,930	4,550	6,500
Etoile 4d Sed	200	600	950	2,160	3,350	4,800
1959-61 Vedette Beaulieu, V-8, 2351cc, 106" wb						
4d Sed	200	650	1,100	2,480	3,850	5,500
1959-61 Ariane, 235cc, 106" wb						
Four 4d Sed	200	550	900	2,030	3,150	4,500
1959-61 Ariane, 2351cc, 106" wb						
V-8 4d Sed	200	650	1,100	2,480	3,850	5,500
1962-68 Series 5, 4-cyl., 1290cc, 96.3" wb						
4d Sed	200	550	900	2,030	3,150	4,500
1962-68 Series 1000, 4-cyl., 944cc, 87.3" wb						
4d Sed	200	550	900	2,030	3,150	4,500
1962-68 Bertone 1000, 4-cyl., 944cc, 87.7" wb						
2d Cpe	200	650	1,100	2,480	3,850	5,500
1969-71 Series 1118, 4-cyl., 1118cc, 87.4" wb						
GL 4d Sed	200	550	900	2,030	3,150	4,500
GLS 4d Sed	200	550	900	2,030	3,150	4,500
1969-71 Series 1204, 4-cyl., 1204cc, 99.2" wb						
LS 2d Sed	200	550	900	2,030	3,150	4,500
GLS 2d Sed	200	550	900	2,070	3,200	4,600
GLS 4d Sed	200	550	900	2,030	3,150	4,500
GLS 2d Sta Wag	200	600	950	2,160	3,350	4,800
GLS 4d Sta Wag	200	600	950	2,160	3,350	4,800

SUBARU

	6	5	4	3	2	1
1958-70 360, 2-cyl., 356cc, 70.9" wb						
2d Cpe	600	1,800	3,000	6,750	10,500	15,000
2d Cus Cpe	620	1,860	3,100	6,980	10,850	15,500
NOTE: Imports began in the late 1960s.						
1971 FF-1 Star, 4-cyl., 1088cc, 95.2" wb						
1100 2d Sed	220	670	1,120	2,520	3,920	5,600
1100 4d Sed	220	660	1,100	2,480	3,850	5,500
1100 4d Sta Wag	230	680	1,140	2,570	3,990	5,700
1972 1300, 4-cyl., 1267cc, 95.3" wb						
A15L 2d Sed	220	670	1,120	2,520	3,920	5,600
A15L 4d Sed	220	660	1,100	2,480	3,850	5,500
A44L 4d Sta Wag	230	680	1,140	2,570	3,990	5,700
GL 2d Cpe	240	720	1,200	2,700	4,200	6,000
1973-76 1400, 4-cyl., 1361cc, 96.7" wb						
DL 2d Sed	220	670	1,120	2,520	3,920	5,600
DL 4d Sed	220	660	1,100	2,480	3,850	5,500
DL 4d Sta Wag	220	660	1,100	2,480	3,850	5,500
GL 2d Cpe	240	720	1,200	2,700	4,200	6,000
NOTE: A 4WD Station Wagon was available in 1975 with a 96.1" wb.						
1977-79 1600, 4-cyl., 1595cc, 96.7" wb						
STD 2d Sed	220	660	1,100	2,480	3,850	5,500
DL 2d Sed	220	670	1,120	2,520	3,920	5,600
DL 4d Sed	220	660	1,100	2,480	3,850	5,500
DL 2d Cpe	230	680	1,140	2,570	3,990	5,700
GF 2d HT Cpe	240	720	1,200	2,700	4,200	6,000
DL 4d Sta Wag	230	680	1,140	2,570	3,990	5,700
DL 4x4 Sta Wag	260	780	1,300	2,930	4,550	6,500
1980-84 1600						
STD 2d HBk	220	660	1,100	2,480	3,850	5,500
STD 2d HBk, 4x4	240	720	1,200	2,700	4,200	6,000
DL 2d HBk	220	660	1,100	2,480	3,850	5,500
DL 2d HBk, 4x4	240	720	1,200	2,700	4,200	6,000

	6	5	4	3	2	1
DL 4d Sed	220	660	1,100	2,480	3,850	5,500
DL 2d HT Cpe	240	720	1,200	2,700	4,200	6,000
DL 4d Sta Wag	220	660	1,100	2,480	3,850	5,500
DL Sta Wag, 4x4	260	780	1,300	2,930	4,550	6,500
GL 4d Sed	220	660	1,100	2,480	3,850	5,500
GL 4d Sta Wag	240	720	1,200	2,700	4,200	6,000
GL Sta Wag, 4x4	260	780	1,300	2,930	4,550	6,500
GLF HT Cpe	240	720	1,200	2,700	4,200	6,000
NOTE: Optional 4-cyl. 1781cc engine also available.						
1985-86 STD						
STD 2d HBk	240	720	1,200	2,700	4,200	6,000
DL 4d Sed	260	780	1,300	2,930	4,550	6,500
DL 4d Sta Wag	280	840	1,400	3,150	4,900	7,000
GL 2d HBk	290	860	1,440	3,240	5,040	7,200
GL HBk, 4x4	310	920	1,540	3,470	5,390	7,700
GL 4d Sed	250	740	1,240	2,790	4,340	6,200
GL 4d Sed, 4x4	280	840	1,400	3,150	4,900	7,000
GL 4d Sta Wag	260	780	1,300	2,930	4,550	6,500
GL Sta Wag, 4x4	300	900	1,500	3,380	5,250	7,500
1985-86 Turbo RX						
RX 4d Sed, 4x4	300	900	1,500	3,380	5,250	7,500
GL 4d Sed, 4x4	300	900	1,500	3,380	5,250	7,500
1985-86 XT						
DL 2d Cpe	230	700	1,160	2,610	4,060	5,800
GL 2d Cpe	240	720	1,200	2,700	4,200	6,000
Turbo 2d Cpe, 4x4	280	840	1,400	3,150	4,900	7,000
1987 STD						
2d HBk	200	600	1,000	2,250	3,500	5,000
1987 Justy						
DL 2d HBk	210	620	1,040	2,340	3,640	5,200
GL 2d HBk	220	650	1,080	2,430	3,780	5,400
1987 DL						
2d Cpe	220	670	1,120	2,520	3,920	5,600
4d Sed	220	660	1,100	2,480	3,850	5,500
4d Sta Wag	230	680	1,140	2,570	3,990	5,700
4d Sta Wag, 4x4	270	800	1,340	3,020	4,690	6,700
1987 GL						
2d HBk	230	680	1,140	2,570	3,990	5,700
2d HBk, 4x4	270	800	1,340	3,020	4,690	6,700
2d Cpe	220	670	1,120	2,520	3,920	5,600
2d Cpe, 4x4	260	790	1,320	2,970	4,620	6,600
4d Sed	220	660	1,100	2,480	3,850	5,500
4d Sed, 4x4	260	780	1,300	2,930	4,550	6,500
4d Sta Wag	230	700	1,160	2,610	4,060	5,800
4d Sta Wag, 4x4	270	820	1,360	3,060	4,760	6,800
4d Sed RX Turbo, 4x4	300	910	1,520	3,420	5,320	7,600
1987 XT						
DL 2d Cpe	230	700	1,160	2,610	4,060	5,800
GL 2d Cpe	240	720	1,200	2,700	4,200	6,000
GL 2d Cpe, 4x4	280	840	1,400	3,150	4,900	7,000
1988 Justy						
DL 2d HBk	220	650	1,080	2,430	3,780	5,400
GL 2d HBk	220	660	1,100	2,480	3,850	5,500
GL 2d HBk, 4x4	260	770	1,280	2,880	4,480	6,400
RS 2d HBk, 4x4	260	780	1,300	2,930	4,550	6,500
1988 DL						
2d Cpe	230	680	1,140	2,570	3,990	5,700
4d Sed	220	670	1,120	2,520	3,920	5,600
4d Sta Wag	230	700	1,160	2,610	4,060	5,800
4d Sta Wag, 4x4	270	820	1,360	3,060	4,760	6,800
1988 GL						
2d HBk	230	680	1,140	2,570	3,990	5,700
2d HBk, 4x4	270	800	1,340	3,020	4,690	6,700
2d Cpe	240	710	1,180	2,660	4,130	5,900
2d Cpe, 4x4	270	820	1,360	3,060	4,760	6,800
2d Cpe RX Turbo, 4x4	300	900	1,500	3,380	5,250	7,500
4d Sed	230	700	1,160	2,610	4,060	5,800
4d Sed, 4x4	280	830	1,380	3,110	4,830	6,900
4d Sed RX Turbo, 4x4	300	910	1,520	3,420	5,320	7,600
1988 XT						
DL 2d Cpe	230	700	1,160	2,610	4,060	5,800
GL 2d Cpe	240	720	1,200	2,700	4,200	6,000
GL 2d Cpe, 4x4	280	840	1,400	3,150	4,900	7,000
2d Cpe XT6	280	840	1,400	3,150	4,900	7,000
2d Cpe XT6, 4x4	340	1,020	1,700	3,830	5,950	8,500
1989 Justy						
DL 2d HBk	220	660	1,100	2,480	3,850	5,500
GL 2d HBk	220	670	1,120	2,520	3,920	5,600
DL 2d HBk, 4x4	260	780	1,300	2,930	4,550	6,500
GL 2d HBk, 4x4	260	790	1,320	2,970	4,620	6,600
1989 DL						
2d Cpe	230	700	1,160	2,610	4,060	5,800
4d Sed	230	680	1,140	2,570	3,990	5,700
4d Sta Wag	240	710	1,180	2,660	4,130	5,900
4d Sta Wag, 4x4	280	830	1,380	3,110	4,830	6,900
1989 GL						
2d HBk	230	700	1,160	2,610	4,060	5,800
2d HBk, 4x4	270	820	1,360	3,060	4,760	6,800
2d Cpe	240	720	1,200	2,700	4,200	6,000
2d Cpe, 4x4	280	830	1,380	3,110	4,830	6,900
2d Cpe RX Turbo, 4x4	310	940	1,560	3,510	5,460	7,800
4d Sed	240	710	1,180	2,660	4,130	5,900
4d Sed, 4x4	280	840	1,400	3,150	4,900	7,000
4d Sta Wag	250	740	1,240	2,790	4,340	6,200
4d Sta Wag, 4x4	290	860	1,440	3,240	5,040	7,200
1989 XT						
GL 2d Cpe	240	720	1,200	2,700	4,200	6,000
GL 2d Cpe, 4x4	280	840	1,400	3,150	4,900	7,000
2d Cpe XT6	280	840	1,400	3,150	4,900	7,000
2d Cpe XT6, 4x4	340	1,020	1,700	3,830	5,950	8,500
1990 Justy						
2d DL HBk	220	670	1,120	2,520	3,920	5,600
2d GL HBk	230	680	1,140	2,570	3,990	5,700
2d GL HBk 4x4	270	800	1,340	3,020	4,690	6,700
4d GL HBk 4x4	260	790	1,320	2,970	4,620	6,600
1990 Loyale						
2d Cpe	220	650	1,080	2,430	3,780	5,400
2d RS Cpe 4x4	270	820	1,360	3,060	4,760	6,800
2d RS Cpe Turbo 4x4	280	840	1,400	3,150	4,900	7,000
4d Sed	230	700	1,160	2,610	4,060	5,800
4d Sed 4x4	280	830	1,380	3,110	4,830	6,900
4d Sta Wag	240	720	1,200	2,700	4,200	6,000
4d Sta Wag 4x4	280	840	1,400	3,150	4,900	7,000
1990 Legacy						
4d Sed	240	720	1,200	2,700	4,200	6,000
4d L Sed	240	730	1,220	2,750	4,270	6,100
4d L Sed 4x4	280	850	1,420	3,200	4,970	7,100
4d Sta Wag	240	730	1,220	2,750	4,270	6,100
4d L Sta Wag	250	740	1,240	2,790	4,340	6,200
4d L Sta Wag 4x4	290	860	1,440	3,240	5,040	7,200
1991 Justy						
2d DL HBk	160	480	800	1,800	2,800	4,000
2d GL HBk	170	500	840	1,890	2,940	4,200
2d GL HBk 4x4	240	720	1,200	2,700	4,200	6,000
4d GL HBk 4x4	240	710	1,180	2,660	4,130	5,900
1991 Loyale						
4d Sed	230	680	1,140	2,570	3,990	5,700
4d Sed 4x4	260	780	1,300	2,930	4,550	6,500
4d Sta Wag	240	720	1,200	2,700	4,200	6,000
4d Sta Wag 4x4	280	840	1,400	3,150	4,900	7,000
1991 Legacy						
4d L Sed	280	840	1,400	3,150	4,900	7,000
4d L Sed 4x4	340	1,020	1,700	3,830	5,950	8,500
4d LS Sed	300	900	1,500	3,380	5,250	7,500
4d LS Sed 4x4	360	1,080	1,800	4,050	6,300	9,000
4d Sed Spt Turbo 4x4	560	1,680	2,800	6,300	9,800	14,000
4d L Sta Wag	320	960	1,600	3,600	5,600	8,000
4d L Sta Wag 4x4	360	1,080	1,800	4,050	6,300	9,000
4d LS Sta Wag	340	1,020	1,700	3,830	5,950	8,500
4d LS Sta Wag 4x4	380	1,140	1,900	4,280	6,650	9,500
1991 XT						
2d GL HBk	280	840	1,400	3,150	4,900	7,000
2d XT6 HBk	300	900	1,500	3,380	5,250	7,500
2d XT6 HBk 4x4	320	960	1,600	3,600	5,600	8,000
1992 Justy, 3-cyl.						
2d DL HBk	170	500	840	1,890	2,940	4,200
2d GL HBk	180	540	900	2,030	3,150	4,500
2d GL HBk, 4x4	220	670	1,120	2,520	3,920	5,600
4d GL HBk, 4x4	220	660	1,100	2,480	3,850	5,500
1992 Loyale, 4-cyl.						
4d Sed	240	720	1,200	2,700	4,200	6,000
4d Sed 4x4	280	840	1,400	3,150	4,900	7,000
4d Sta Wag	250	740	1,240	2,790	4,340	6,200
4d Sta Wag 4x4	300	900	1,500	3,380	5,250	7,500
1992 Legacy, 4-cyl.						
4d L Sed	290	860	1,440	3,240	5,040	7,200
4d L Sed 4x4	320	960	1,600	3,600	5,600	8,000
4d LS Sed	320	960	1,600	3,600	5,600	8,000
4d LS Sed 4x4	360	1,080	1,800	4,050	6,300	9,000
4d LSi Sed	340	1,020	1,700	3,830	5,950	8,500
4d LSi Sed 4x4	580	1,740	2,900	6,530	10,150	14,500
4d Turbo Sed 4x4	600	1,800	3,000	6,750	10,500	15,000
4d L Sta Wag	340	1,020	1,700	3,830	5,950	8,500
4d L Sta Wag 4x4	580	1,740	2,900	6,530	10,150	14,500
4d LS Sta Wag	560	1,680	2,800	6,300	9,800	14,000
4d LS Sta Wag 4x4	600	1,800	3,000	6,750	10,500	15,000
4d Turbo Sta Wag 4x4	620	1,860	3,100	6,980	10,850	15,500
1992 SVX, 6-cyl.						
2d LS Cpe	640	1,920	3,200	7,200	11,200	16,000
2d LSL Cpe	680	2,040	3,400	7,650	11,900	17,000
1993 Justy, 3-cyl.						
2d HBk	220	660	1,100	2,480	3,850	5,500
2d GL HBk	220	670	1,120	2,520	3,920	5,600
2d GL HBk 4x4	260	790	1,320	2,970	4,620	6,600
4d GL HBk 4x4	260	780	1,300	2,930	4,550	6,500
1993 Loyale, 4-cyl.						
4d Sed	240	710	1,180	2,660	4,130	5,900
4d Sed, 4x4	280	830	1,380	3,110	4,830	6,900
4d Sta Wag	240	730	1,220	2,750	4,270	6,100
4d Sta Wag 4x4	280	850	1,420	3,200	4,970	7,100
1993 Impreza, 4-cyl.						
4d Sed	290	860	1,440	3,240	5,040	7,200
4d Sed L	300	900	1,500	3,380	5,250	7,500
4d Sed L 4x4	340	1,020	1,700	3,830	5,950	8,500
4d Sed LS	300	910	1,520	3,420	5,320	7,600
4d Sed LS 4x4	340	1,030	1,720	3,870	6,020	8,600
4d Sta Wag L	320	960	1,600	3,600	5,600	8,000
4d Sta Wag L 4x4	360	1,080	1,800	4,050	6,300	9,000
4d Sta Wag LS	330	980	1,640	3,690	5,740	8,200
4d Sta Wag LS 4x4	370	1,100	1,840	4,140	6,440	9,200
1993 Legacy, 4-cyl.						
4d Sed L	380	1,140	1,900	4,280	6,650	9,500
4d Sed L 4x4	580	1,740	2,900	6,530	10,150	14,500
4d Sed LS	380	1,150	1,920	4,320	6,720	9,600
4d Sed LS 4x4	580	1,750	2,920	6,570	10,220	14,600
4d Sed LSi 4x4	590	1,780	2,960	6,660	10,360	14,800
4d Turbo Sed 4x4	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag L	580	1,740	2,900	6,530	10,150	14,500
4d Sta Wag L 4x4	620	1,860	3,100	6,980	10,850	15,500
4d Sta Wag LS	580	1,750	2,920	6,570	10,220	14,600
4d Sta Wag LS 4x4	620	1,870	3,120	7,020	10,920	15,600
4d Sta Wag LSi 4x4	640	1,920	3,200	7,200	11,200	16,000
4d Turbo Sta Wag 4x4	680	2,040	3,400	7,650	11,900	17,000
1993 SVX, 6-cyl.						
2d Cpe LSL	590	1,780	2,960	6,660	10,360	14,800
1994 Justy, 3-cyl.						
2d HBk	170	500	840	1,890	2,940	4,200
4d HBk GL 4x4	180	540	900	2,030	3,150	4,500
1994 Loyale, 4-cyl.						
4d Sta Wag 4x4	340	1,020	1,700	3,830	5,950	8,500
1994 Impreza, 4-cyl.						
4d Sed	260	780	1,300	2,930	4,550	6,500
4d Sed L	280	840	1,400	3,150	4,900	7,000
4d Sed L 4x4	340	1,020	1,700	3,830	5,950	8,500
4d Sed LS 4x4	380	1,140	1,900	4,280	6,650	9,500
4d Sta Wag L	360	1,080	1,800	4,050	6,300	9,000
4d Sta Wag L 4x4	420	1,260	2,100	4,730	7,350	10,500
4d Sta Wag LS 4x4	440	1,320	2,200	4,950	7,700	11,000
1994 Legacy, 4-cyl.						
4d Sed L	320	960	1,600	3,600	5,600	8,000
4d Sed L 4x4	380	1,140	1,900	4,280	6,650	9,500
4d Sed LS	360	1,080	1,800	4,050	6,300	9,000
4d Sed LS 4x4	420	1,260	2,100	4,730	7,350	10,500
4d Sed LSi 4x4	440	1,320	2,200	4,950	7,700	11,000
4d Sed Spt Turbo 4x4	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag L	360	1,080	1,800	4,050	6,300	9,000
4d Sta Wag L 4x4	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag LS	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag LS 4x4	460	1,380	2,300	5,180	8,050	11,500
4d Sta Wag LSi 4x4	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag Spt Turbo 4x4	520	1,560	2,600	5,850	9,100	13,000
1994 SVX, 6-cyl.						
2d Cpe L	340	1,020	1,700	3,830	5,950	8,500
2d Cpe LS	380	1,140	1,900	4,280	6,650	9,500
2d Cpe LSi 4x4	440	1,320	2,200	4,950	7,700	11,000
1995 Impreza, 4-cyl.						
2d Cpe	180	550	920	2,070	3,220	4,600
2d Cpe 4x4	200	600	1,000	2,250	3,500	5,000
2d L Cpe	210	640	1,060	2,390	3,710	5,300
2d L Cpe 4x4	240	710	1,180	2,660	4,130	5,900
2d LX Cpe 4x4	280	840	1,400	3,150	4,900	7,000
4d Sed	260	780	1,300	2,930	4,550	6,500
4d Sed 4x4	270	820	1,360	3,060	4,760	6,800
4d L Sed	280	840	1,400	3,150	4,900	7,000
4d L Sed 4x4	340	1,020	1,700	3,830	5,950	8,500
4d LX Sed 4x4	380	1,140	1,900	4,280	6,650	9,500
4d L Sta Wag 4x4	420	1,260	2,100	4,730	7,350	10,500
4d LX Sta Wag 4x4	440	1,320	2,200	4,950	7,700	11,000
1995 Legacy, 4-cyl.						
4d Sed	290	880	1,460	3,290	5,110	7,300
4d L Sed	320	960	1,600	3,600	5,600	8,000
4d L Sed 4x4	380	1,140	1,900	4,280	6,650	9,500
4d LS Sed 4x4	420	1,260	2,100	4,730	7,350	10,500
4d LSi Sed 4x4	440	1,320	2,200	4,950	7,700	11,000
4d Brighton Sta Wag 4x4	380	1,140	1,900	4,280	6,650	9,500
4d L Sta Wag	360	1,080	1,800	4,050	6,300	9,000
4d L Sta Wag 4x4	400	1,200	2,000	4,500	7,000	10,000
4d Outback Sta Wag 4x4	420	1,260	2,100	4,730	7,350	10,500
4d LS Sta Wag 4x4	460	1,380	2,300	5,180	8,050	11,500
4d LSi Sta Wag 4x4	480	1,440	2,400	5,400	8,400	12,000
1995 SVX, 6-cyl.						
2d L Cpe	340	1,020	1,700	3,830	5,950	8,500
2d L Cpe 4x4	380	1,140	1,900	4,280	6,650	9,500
2d LSi Cpe 4x4	440	1,320	2,200	4,950	7,700	11,000
1996 Impreza, 4-cyl.						
2d Brighton Cpe 4x4	180	550	920	2,070	3,220	4,600
2d L Cpe	210	640	1,060	2,390	3,710	5,300
2d L Cpe 4x4	240	710	1,180	2,660	4,130	5,900
2d LX Cpe 4x4	280	840	1,400	3,150	4,900	7,000
4d L Sed	280	840	1,400	3,150	4,900	7,000
4d L Sed 4x4	340	1,020	1,700	3,830	5,950	8,500
4d LX Sed 4x4	380	1,140	1,900	4,280	6,650	9,500
4d L Sta Wag 4x4	420	1,260	2,100	4,730	7,350	10,500
4d LX Sta Wag 4x4	440	1,320	2,200	4,950	7,700	11,000
4d Outback Sta Wag 4x4	460	1,380	2,300	5,180	8,050	11,500
1996 Legacy, 4-cyl.						
4d L Sed	320	960	1,600	3,600	5,600	8,000
4d L Sed 4x4	380	1,140	1,900	4,280	6,650	9,500
4d LS Sed 4x4	420	1,260	2,100	4,730	7,350	10,500
4d LSi Sed 4x4	440	1,320	2,200	4,950	7,700	11,000
4d Brighton Sta Wag 4x4	380	1,140	1,900	4,280	6,650	9,500
4d L Sta Wag 4x4	400	1,200	2,000	4,500	7,000	10,000
4d Outback Sta Wag 4x4	420	1,260	2,100	4,730	7,350	10,500
4d LS Sta Wag 4x4	460	1,380	2,300	5,180	8,050	11,500
4d LSi Sta Wag 4x4	480	1,440	2,400	5,400	8,400	12,000
4d 2.5 GT Sed	440	1,320	2,200	4,950	7,700	11,000
4d 2.5 GT Sta Wag	460	1,380	2,300	5,180	8,050	11,500
1996 SVX, 6-cyl.						
2d L Cpe 4x4	380	1,140	1,900	4,280	6,650	9,500
2d LSi Cpe 4x4	440	1,320	2,200	4,950	7,700	11,000
1997 Impreza, 4-cyl.						
2d Brighton Cpe AWD	180	550	920	2,070	3,220	4,600
2d L Cpe AWD	240	710	1,180	2,660	4,130	5,900
4d L Sed AWD	340	1,020	1,700	3,830	5,950	8,500
4d L Sta Wag AWD	420	1,260	2,100	4,730	7,350	10,500
4d Outback Sta Wag AWD	460	1,380	2,300	5,180	8,050	11,500
1997 Legacy, 4-cyl.						
4d L Sed AWD	380	1,140	1,900	4,280	6,650	9,500
4d GT Sed AWD	420	1,260	2,100	4,730	7,350	10,500
4d LSi Sed AWD	440	1,320	2,200	4,950	7,700	11,000
4d Brighton Sta Wag AWD	380	1,140	1,900	4,280	6,650	9,500
4d L Sta Wag AWD	400	1,200	2,000	4,500	7,000	10,000
4d GT Sta Wag AWD	440	1,320	2,200	4,950	7,700	11,000
4d Outback Sta Wag AWD	460	1,380	2,300	5,180	8,050	11,500
4d Outback Ltd Sta Wag AWD	480	1,440	2,400	5,400	8,400	12,000
4d LSi Sta Wag AWD	500	1,500	2,500	5,630	8,750	12,500
1997 SVX, 6-cyl.						
2d L Cpe AWD	380	1,140	1,900	4,280	6,650	9,500
2d LSi Cpe AWD	520	1,560	2,600	5,850	9,100	13,000
1998 Impreza, 4-cyl.						
2d L Cpe AWD	240	710	1,180	2,660	4,130	5,900
4d L Sed AWD	340	1,020	1,700	3,830	5,950	8,500
4d L Sta Wag AWD	420	1,260	2,100	4,730	7,350	10,500
4d Outback Sta Wag AWD	460	1,380	2,300	5,180	8,050	11,500
2d 2.5 RS Cpe AWD	500	1,500	2,500	5,630	8,750	12,500
1998 Legacy, 4-cyl.						
4d L Sed AWD	380	1,140	1,900	4,280	6,650	9,500
4d Spt Utly Sed AWD	400	1,200	2,000	4,500	7,000	10,000
4d GT Sed AWD	420	1,260	2,100	4,730	7,350	10,500
4d Brighton Sta Wag AWD	380	1,140	1,900	4,280	6,650	9,500
4d L Sta Wag AWD	400	1,200	2,000	4,500	7,000	10,000
4d GT Sta Wag AWD	440	1,320	2,200	4,950	7,700	11,000
4d Outback Sta Wag AWD	460	1,380	2,300	5,180	8,050	11,500
NOTE: Add 5% for Limited Pkg.						
1998 Forester, 4-cyl.						
4d Sta Wag AWD	440	1,320	2,200	4,950	7,700	11,000
4d L Sta Wag AWD	480	1,440	2,400	5,400	8,400	12,000
4d S Sta Wag AWD	520	1,560	2,600	5,850	9,100	13,000
1999 Impreza, 4-cyl.						
2d L Cpe AWD	240	710	1,180	2,660	4,130	5,900

	6	5	4	3	2	1
4d L Sed AWD	340	1,020	1,700	3,830	5,950	8,500
4d L Sta Wag AWD	420	1,260	2,100	4,730	7,350	10,500
4d Outback Sta Wag AWD	460	1,380	2,300	5,180	8,050	11,500
2d 2.5 RS Cpe AWD	500	1,500	2,500	5,630	8,750	12,500
1999 Legacy, 4-cyl.						
4d L Sed AWD	380	1,140	1,900	4,280	6,650	9,500
4d Spt Utly Sed AWD	400	1,200	2,000	4,500	7,000	10,000
4d GT Sed AWD	420	1,260	2,100	4,730	7,350	10,500
4d Brighton Sta Wag AWD	380	1,140	1,900	4,280	6,650	9,500
4d L Sta Wag AWD	400	1,200	2,000	4,500	7,000	10,000
4d GT Sta Wag AWD	440	1,320	2,200	4,950	7,700	11,000
4d Outback Sta Wag AWD	460	1,380	2,300	5,180	8,050	11,500
NOTE: Add 5% for Limited Pkg. Add 5% for 30th Anv Pkg.						
1999 Forester, 4-cyl.						
4d Sta Wag AWD	440	1,320	2,200	4,950	7,700	11,000
4d L Sta Wag AWD	480	1,440	2,400	5,400	8,400	12,000
4d S Sta Wag AWD	520	1,560	2,600	5,850	9,100	13,000
2000 Impreza, 4-cyl., AWD						
2d L Cpe	240	710	1,180	2,660	4,130	5,900
4d L Sed	340	1,020	1,700	3,830	5,950	8,500
4d L Sta Wag	420	1,260	2,100	4,730	7,350	10,500
4d Outback Sta Wag	460	1,380	2,300	5,180	8,050	11,500
2d 2.5 RS Cpe	500	1,500	2,500	5,630	8,750	12,500
4d 2.5 RS Sed	520	1,560	2,600	5,850	9,100	13,000
2000 Legacy, 4-cyl., AWD						
4d L Sed	380	1,140	1,900	4,280	6,650	9,500
4d GT Sed	420	1,260	2,100	4,730	7,350	10,500
4d GT Ltd Sed	440	1,320	2,200	4,950	7,700	11,000
4d Outback Ltd Sed	460	1,380	2,300	5,180	8,050	11,500
4d Brighton Sta Wag	390	1,160	1,940	4,370	6,790	9,700
4d L Sta Wag	400	1,200	2,000	4,500	7,000	10,000
4d GT Sta Wag	450	1,340	2,240	5,040	7,840	11,200
4d Outback Sta Wag	470	1,400	2,340	5,270	8,190	11,700
4d Outback Ltd Sta Wag	500	1,500	2,500	5,630	8,750	12,500
2000 Forester, 4-cyl., AWD						
4d L Sta Wag	480	1,440	2,400	5,400	8,400	12,000
4d S Sta Wag	520	1,560	2,600	5,850	9,100	13,000

SUNBEAM

	6	5	4	3	2	1
1948-51 4-cyl., 1944cc, 97.5" wb, Sunbeam-Talbot 90						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
DHC	1,280	3,840	6,400	14,400	22,400	32,000
1948-57 4-cyl., 2267cc, 97.5" wb, Sunbeam-Talbot 90						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
DHC	1,280	3,840	6,400	14,400	22,400	32,000
1953-55 4-cyl., 2267cc, 97.5" wb, Sunbeam Alpine						
Rds	3,200	9,600	16,000	36,000	56,000	80,000
1956-58 4-cyl., 1390cc, 96" wb, Sunbeam Rapier Series I						
2d HT	600	1,800	3,000	6,750	10,500	15,000
Conv	740	2,220	3,700	8,330	12,950	18,500
1959-61 4-cyl., 1494cc, 96" wb, Sunbeam Rapier Series II/III						
2d HT	600	1,800	3,000	6,750	10,500	15,000
Conv	740	2,220	3,700	8,330	12,950	18,500
1960 4-cyl., 1494cc, 86" wb, Sunbeam Alpine Series I						
Conv	1,180	3,530	5,880	13,230	20,580	29,400
1961 4-cyl., 1592cc, 86" wb, Sunbeam Alpine Series II/III						
Conv	1,120	3,360	5,600	12,600	19,600	28,000
1962 4-cyl., 1592cc, 86" wb, Sunbeam Alpine Series II/III						
Conv	1,160	3,480	5,800	13,050	20,300	29,000
1962 Sunbeam Herrington LeMans						
Cpe	2,040	6,120	10,200	22,950	35,700	51,000
1962-65 4-cyl., 1592cc, 96" wb, Sunbeam Rapier Series III/IV						
2d HT	300	900	1,500	3,380	5,250	7,500
Conv	580	1,740	2,900	6,530	10,150	14,500
1963 4-cyl., 1592cc, 86" wb, Sunbeam Alpine Series II/III						
Conv	1,120	3,360	5,600	12,600	19,600	28,000
Conv GT	1,140	3,420	5,700	12,830	19,950	28,500
1963 Sunbeam Herrington LeMans						
Cpe	2,040	6,120	10,200	22,950	35,700	51,000
1964 4-cyl., 1592cc, 86" wb, Sunbeam Alpine Series III/IV						
Conv	1,100	3,300	5,500	12,380	19,250	27,500
Conv GT	1,140	3,420	5,700	12,830	19,950	28,500
1964 Sunbeam Venezia by Superleggera						
Cpe	1,760	5,280	8,800	19,800	30,800	44,000
1964 V-8, 260 cid, 86" wb, Sunbeam Tiger Series I						
Conv	5,600	16,800	28,000	63,000	98,000	140,000
1965 4-cyl., 1592cc, 86" wb, Sunbeam Alpine Series IV						
Conv	1,200	3,600	6,000	13,500	21,000	30,000
1965 Sunbeam Venezia by Superleggera						
Cpe	1,760	5,280	8,800	19,800	30,800	44,000
1965 V-8, 260 cid, 86" wb, Sunbeam Tiger Series I						
Conv	5,600	16,800	28,000	63,000	98,000	140,000
1966 V-8, 260 cid, 86" wb, Sunbeam Tiger Series I/IA						
Conv	5,800	17,400	29,000	65,250	101,500	145,000
1966-67 4-cyl., 1725cc, 96" wb, Sunbeam Rapier Series V						
2d HT	740	2,220	3,700	8,330	12,950	18,500
Conv	1,000	3,000	5,000	11,250	17,500	25,000
1967-68 4-cyl., 1725cc, 86" wb, Sunbeam Alpine Series V						
Conv	1,200	3,600	6,000	13,500	21,000	30,000
1967-68 V-8, 289cc, 86" wb, Sunbeam Tiger Series II						
Conv	7,400	22,200	37,000	83,250	129,500	185,000
1969-70 4-cyl., 1725cc, 98.5" wb, Sunbeam Alpine						
HT FBk	700	2,100	3,500	7,880	12,250	17,500
GT HT FBk	800	2,400	4,000	9,000	14,000	20,000

TOYOTA (TOYOPET)

	6	5	4	3	2	1
1958-60 Crown, 4-cyl., 1453cc, 99.6" wb						
RSL 4d Sed	400	1,200	2,000	4,500	7,000	10,000
1961-66 Tiara, 4-cyl., 1453cc, 94.5" wb						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
1961-66 Crown, 4-cyl., 1879cc, 99.6" wb						
4d Cus Sed	430	1,280	2,140	4,820	7,490	10,700
4d Cus Sta Wag	800	2,400	4,000	9,000	14,000	20,000

TOYOTA

	6	5	4	3	2	1
1967-68 Corona, 4-cyl., 1879cc, 95.3" wb						
4d Sed	240	720	1,200	2,700	4,200	6,000
2d HT Cpe	280	840	1,400	3,150	4,900	7,000
1967-68 Crown, 6-cyl., 2254cc, 105.9" wb						
4d Sed	240	720	1,200	2,700	4,200	6,000
4d Sta Wag	248	744	1,240	2,790	4,340	6,200
1967-70 2000 GT, 6-cyl., 1988cc, 91.7" wb						
2d FBk Cpe	60,000	180,000	300,000	675,000	1,050,000	1,500,000
2d FBk Cpe (RHD)	50,000	150,000	250,000	625,000	875,000	1,250,000
1969-70 1969 - Corolla, 4-cyl., 1079cc, 90" wb; 1970 - Corolla, 4-cyl., 1166cc, 90" wb						
2d Sed	380	1,140	1,900	4,280	6,650	9,500
2d FBk Cpe	440	1,320	2,200	4,950	7,700	11,000
2d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
1969-70 Corona, 4-cyl., 1879cc, 95.3" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HT Cpe	440	1,320	2,200	4,950	7,700	11,000
1969-70 Corona Mk II, 4-cyl., 1859cc, 98.8" wb						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d HT Cpe	460	1,380	2,300	5,180	8,050	11,500
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500
1969-70 Crown, 6-cyl., 2254cc, 105.9" wb						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
4d Sta Wag	440	1,320	2,200	4,950	7,700	11,000
1971-77 Corolla 1200, 4-cyl., 1166cc, 91.9" wb						
2d Sed	380	1,140	1,900	4,280	6,650	9,500
2d Cpe	440	1,320	2,200	4,950	7,700	11,000
2d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
1971-77 Corolla 1600, 4-cyl., 1588cc, 91.9" wb						
2d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d Cpe	460	1,380	2,300	5,180	8,050	11,500
2d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
1971-77 1971-74 - Celica, 4-cyl., 1967cc; 1975-77 - 2189cc						
2d Cpe	420	1,250	2,090	4,700	7,320	10,450
1971-77 Corona, 4-cyl., 1859cc, 95.7" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HT Cpe	440	1,320	2,200	4,950	7,700	11,000
1971-77 Corona Mk II, 4-cyl., 1859cc, 98.8" wb						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d HT Cpe	460	1,380	2,300	5,180	8,050	11,500
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1971-77 Crown, 1971 only, 6-cyl., 2254cc, 105.9" wb						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500
1978-83 Corolla, 4-cyl., 1770cc, 94.5" wb						
2d Sed	540	1,620	2,700	6,080	9,450	13,500
DeL 2d Sed	320	970	1,620	3,650	5,670	8,100
DeL 4d Sed	320	950	1,590	3,580	5,570	7,950
DeL Sta Wag	400	1,200	2,000	4,500	7,000	10,000
DeL HT Cpe	340	1,020	1,700	3,830	5,950	8,500
SR5 2d HT Cpe	350	1,040	1,740	3,920	6,090	8,700
DeL 3d LBk	330	980	1,640	3,690	5,740	8,200
DeL 2d Spt Cpe	340	1,020	1,700	3,830	5,950	8,500
SR5 3d LBk	340	1,010	1,680	3,780	5,880	8,400
SR5 2d Spt Cpe	350	1,060	1,760	3,960	6,160	8,800
1978-83 Tercel, 4-cyl., 1452cc, 98.4" wb						
2d Sed	300	910	1,520	3,420	5,320	7,600
DeL 2d Sed	310	920	1,540	3,470	5,390	7,700
4d Sed	320	950	1,580	3,560	5,530	7,900
DeL 3d LBk	310	920	1,540	3,470	5,390	7,700
SR5 3d LBk	320	960	1,600	3,600	5,600	8,000
1978-83 Starlet, 4-cyl., 1290cc, 90.6" wb						
3d LBk	260	780	1,300	2,930	4,550	6,500
1978-83 Celica, 4-cyl., 2366cc, 98.4" wb						
ST 2d Spt Cpe	320	960	1,600	3,600	5,600	8,000
GT 2d Spt Cpe	330	990	1,650	3,710	5,780	8,250
GT 3d LBk	370	1,120	1,870	4,210	6,550	9,350
1978-83 Celica Supra, 6-cyl., 2759cc, 103.5" wb						
L Type 3d liftback	640	1,920	3,200	8,000	11,200	16,000
GT 3d liftback	800	2,400	4,000	9,000	14,000	20,000
1978-83 Corona, 4-cyl., 2366cc, 99.4" wb						
DeL 4d Sed	420	1,260	2,100	4,730	7,350	10,500
DeL 5d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
LE 4d Sed	440	1,320	2,200	4,950	7,700	11,000
LE 5d LBk	470	1,420	2,360	5,310	8,260	11,800
1978-83 Cressida, 6-cyl., 2759cc, 104.1" wb						
Lux 4d Sed	450	1,360	2,260	5,090	7,910	11,300
Lux 4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500
1978-83 Cressida, 6-cyl., 2759cc, 103.5" wb						

NOTE: Specifications in this section are for 1981 models only.
Prices are averages for the 1980-1981 model years.

	6	5	4	3	2	1
1984 Starlet						
2d LBk	260	780	1,300	2,930	4,550	6,500
1984 Tercel						
2d LBk	310	920	1,540	3,470	5,390	7,700
4d Sta Wag	330	980	1,640	3,690	5,740	8,200
NOTE: Add 20% for 4x4 option where available.						
1984 Corolla						
4d Sed	320	960	1,600	3,600	5,600	8,000
4d LBk	330	1,000	1,660	3,740	5,810	8,300
2d HT	340	1,010	1,680	3,780	5,880	8,400
1984 Celica						
2d Cpe	320	950	1,580	3,560	5,530	7,900
2d LBk	330	1,000	1,660	3,740	5,810	8,300
2d Supra	580	1,740	2,900	6,530	10,150	14,500
1984 Camry						
4d Sed	320	960	1,600	3,600	5,600	8,000
4d LBk	320	970	1,620	3,650	5,670	8,100
1984 Cressida						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
1984 Tercel						
4d Sta Wag	110	320	540	1,220	1,890	2,700
1984 Camry						
4d Sed	90	280	460	1,040	1,610	2,300
1985 Tercel						
2d LBk	260	780	1,300	2,930	4,550	6,500
4d LBk	310	920	1,540	3,470	5,390	7,700
4d Sta Wag	330	980	1,640	3,690	5,740	8,200
NOTE: Add 20% for 4x4 option where available.						
1985 Corolla						
4d Sed	320	960	1,600	3,600	5,600	8,000
4d LBk	330	1,000	1,660	3,740	5,810	8,300
2d Cpe	340	1,010	1,680	3,780	5,880	8,400
2d LBk	330	980	1,640	3,690	5,740	8,200
1985 Celica						
2d Cpe	320	950	1,580	3,560	5,530	7,900
2d LBk	330	1,000	1,660	3,740	5,810	8,300
2d Conv	600	1,800	3,000	6,750	10,500	15,000
2d Supra	800	2,390	3,980	8,960	13,930	19,900
1985 Camry						
4d Sed	320	960	1,600	3,600	5,600	8,000
4d LBk	320	970	1,620	3,650	5,670	8,100
1985 MR2						
2d Cpe	600	1,800	3,000	6,750	10,500	15,000
1985 Cressida						
4d Sta Wag	100	290	480	1,080	1,680	2,400
4d Sed	90	280	460	1,040	1,610	2,300
1986 Tercel						
2d LBk	310	920	1,540	3,470	5,390	7,700
4d Sta Wag	330	980	1,640	3,690	5,740	8,200
NOTE: Add 20% for 4x4 option where available.						
1986 Corolla						
4d Sed	320	960	1,600	3,600	5,600	8,000
4d LBk	330	1,000	1,660	3,740	5,810	8,300
2d Cpe	340	1,010	1,680	3,780	5,880	8,400
1986 Celica						
2d Cpe	320	950	1,580	3,560	5,530	7,900
2d LBk	340	1,020	1,700	3,830	5,950	8,500
1986 Supra						
2d LBk	800	2,390	3,980	8,960	13,930	19,900
1986 Camry						
4d Sed	320	960	1,600	3,600	5,600	8,000
4d LBk	320	970	1,620	3,650	5,670	8,100
1986 MR2						
2d Cpe	600	1,800	3,000	6,750	10,500	15,000
1986 Cressida						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
1987 Tercel						
2d LBk	310	940	1,560	3,510	5,460	7,800
4d LBk	320	950	1,580	3,560	5,530	7,900
2d Cpe	320	960	1,600	3,600	5,600	8,000
4d Sta Wag	340	1,010	1,680	3,780	5,880	8,400
NOTE: Add 20% for 4x4 option where available.						
1987 Corolla						
4d Sed	320	970	1,620	3,650	5,670	8,100
4d LBk	340	1,010	1,680	3,780	5,880	8,400
2d Cpe	340	1,020	1,700	3,830	5,950	8,500
2d LBk	340	1,030	1,720	3,870	6,020	8,600
1987 Celica						
2d Cpe	320	960	1,600	3,600	5,600	8,000
2d LBk	340	1,030	1,720	3,870	6,020	8,600
2d Conv	720	2,160	3,600	8,100	12,600	18,000
1987 Supra						
2d LBk	800	2,390	3,980	8,960	13,930	19,900
1987 Camry						
4d Sed	320	970	1,620	3,650	5,670	8,100
4d Sta Wag	330	980	1,640	3,690	5,740	8,200
1987 MR2						
2d Cpe	600	1,800	3,000	6,750	10,500	15,000
1987 Cressida						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
1988 Tercel						
2d LBk	310	920	1,540	3,470	5,390	7,700
4d LBk	300	900	1,500	3,380	5,250	7,500
2d Cpe	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag	340	1,030	1,720	3,870	6,020	8,600
NOTE: Add 20% for 4x4 option where available.						
1988 Corolla						
4d Sed	330	980	1,640	3,690	5,740	8,200
4d Sta Wag	340	1,020	1,700	3,830	5,950	8,500
2d Cpe	340	1,030	1,720	3,870	6,020	8,600
2d LBk	350	1,040	1,740	3,920	6,090	8,700
NOTE: Add 20% for 4x4 option where available.						
1988 Celica						
2d Cpe	320	970	1,620	3,650	5,670	8,100
2d LBk	350	1,040	1,740	3,920	6,090	8,700
2d Conv	740	2,210	3,680	8,280	12,880	18,400
1988 Supra						
2d LBk	800	2,400	4,000	9,000	14,000	20,000
1988 Camry						
4d Sed	330	980	1,640	3,690	5,740	8,200
4d Sta Wag	330	1,000	1,660	3,740	5,810	8,300
NOTE: Add 20% for 4x4 option where available.						
1988 MR2						
2d Cpe	620	1,860	3,100	6,980	10,850	15,500
1988 Cressida						
4d Sed	440	1,330	2,220	5,000	7,770	11,100

	6	5	4	3	2	1
1989 Tercel						
2d LBk	310	940	1,560	3,510	5,460	7,800
4d LBk	300	910	1,520	3,420	5,320	7,600
2d Cpe	340	1,030	1,720	3,870	6,020	8,600
1989 Corolla						
4d Sed	330	1,000	1,660	3,740	5,810	8,300
4d Sta Wag	340	1,030	1,720	3,870	6,020	8,600
2d Cpe	350	1,040	1,740	3,920	6,090	8,700
NOTE: Add 20% for 4x4 option.						
1989 Celica						
2d Cpe	330	980	1,640	3,690	5,740	8,200
2d LBk	350	1,060	1,760	3,960	6,160	8,800
2d Conv	740	2,220	3,700	8,330	12,950	18,500
1989 Supra						
2d LBk	820	2,460	4,100	9,230	14,350	20,500
1989 Camry						
4d Sed	330	1,000	1,660	3,740	5,810	8,300
4d Sta Wag	340	1,010	1,680	3,780	5,880	8,400
1989 MR2						
2d Cpe	630	1,890	3,150	7,090	11,030	15,750
1989 Cressida						
4d Sed	450	1,340	2,240	5,040	7,840	11,200
1989 Corolla						
4d Sta Wag	90	260	440	990	1,540	2,200
1990 Tercel, 4-cyl.						
2d EZ HBk	260	780	1,300	2,930	4,550	6,500
2d HBk	320	950	1,580	3,560	5,530	7,900
2d Cpe	350	1,040	1,740	3,920	6,090	8,700
2d DLX Cpe	350	1,050	1,750	3,940	6,130	8,750
1990 Corolla, 4-cyl.						
4d Sed	340	1,010	1,680	3,780	5,880	8,400
DLX 4d Sed	340	1,010	1,690	3,800	5,920	8,450
LE 4d Sed	340	1,020	1,700	3,830	5,950	8,500
DLX 4d Sta Wag	340	1,030	1,720	3,870	6,020	8,600
DLX 4d Sed 4x4	350	1,040	1,730	3,890	6,060	8,650
DLX 4d Sta Wag 4x4	350	1,040	1,740	3,920	6,090	8,700
SR5 4d Sta Wag 4x4	350	1,050	1,750	3,940	6,130	8,750
SR5 2d Cpe	350	1,060	1,760	3,960	6,160	8,800
GT-S 2d Cpe	360	1,070	1,780	4,010	6,230	8,900
1990 Celica, 4-cyl.						
ST 2d Cpe	320	960	1,600	3,600	5,600	8,000
GT 2d Cpe	320	970	1,620	3,650	5,670	8,100
GT 2d HBk	330	980	1,640	3,690	5,740	8,200
GT-S 2d HBk	330	1,000	1,670	3,760	5,850	8,350
2d HBk 4x4, Turbo	360	1,080	1,800	4,050	6,300	9,000
1990 Supra, 6-cyl.						
2d HBk	800	2,400	4,000	9,000	14,000	20,000
2d HBk, Turbo	1,000	3,000	5,000	11,250	17,500	25,000
1990 Camry 4-cyl.						
4d Sed	340	1,010	1,680	3,780	5,880	8,400
DLX 4d Sed	350	1,040	1,740	3,920	6,090	8,700
LE 4d Sed	360	1,080	1,800	4,050	6,300	9,000
DLX 4d Sed 4x4	380	1,140	1,900	4,280	6,650	9,500
LE 4d Sed 4x4	390	1,160	1,940	4,370	6,790	9,700
DLX 4d Sta Wag	400	1,190	1,980	4,460	6,930	9,900
Note: Add 5% for V-6						
1990 Cressida, 6-cyl.						
LUX 4d Sed	450	1,360	2,260	5,090	7,910	11,300
1990 Camry 4-cyl.						
DLX 4d Sed	90	280	460	1,040	1,610	2,300
1991 Tercel						
2d Sed	260	780	1,300	2,930	4,550	6,500
DX 2d Sed	280	840	1,400	3,150	4,900	7,000
DX 4d Sed	260	770	1,280	2,880	4,480	6,400
LE 4d Sed	260	790	1,320	2,970	4,620	6,600
1991 Corolla						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
DX 4d Sed	340	1,030	1,710	3,850	5,990	8,550
LE 4d Sed	340	1,030	1,720	3,870	6,020	8,600
DX 4d Sta Wag	350	1,040	1,740	3,920	6,090	8,700
DX 4d Sta Wag 4x4	350	1,050	1,750	3,940	6,130	8,750
SR5 2d Cpe	350	1,060	1,760	3,960	6,160	8,800
GT-S 2d Cpe	360	1,070	1,780	4,010	6,230	8,900
1991 Celica						
ST 2d Cpe	320	970	1,620	3,650	5,670	8,100
GT 2d Cpe	330	980	1,640	3,690	5,740	8,200
GT 2d Conv	380	1,140	1,900	4,280	6,650	9,500
GT 2d HBk	330	1,000	1,660	3,740	5,810	8,300
GT-S 2d HBk	340	1,010	1,690	3,800	5,920	8,450
2d HBk 4x4, Turbo	360	1,090	1,820	4,100	6,370	9,100
1991 Supra						
2d HBk	800	2,400	4,000	9,000	14,000	20,000
2d HBk, Turbo	1,600	4,800	8,000	18,000	28,000	40,000
1991 Camry						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
DX 4d Sed	350	1,060	1,760	3,960	6,160	8,800
LE 4d Sed	360	1,090	1,820	4,100	6,370	9,100
DX 4d Sed 4x4	380	1,150	1,920	4,320	6,720	9,600
LE 4d Sed 4x4	370	1,120	1,860	4,190	6,510	9,300
DX 4d Sta Wag	380	1,130	1,880	4,230	6,580	9,400
LE 4d Sta Wag V-6	380	1,140	1,900	4,280	6,650	9,500
NOTE: Add 5% for V-6 on LE and DX 2x4 sedans.						
1991 MR2						
2d Cpe	630	1,890	3,150	7,090	11,030	15,750
2d Cpe, Turbo	660	1,980	3,300	7,430	11,550	16,500
1991 Cressida						
4d Sed	460	1,370	2,280	5,130	7,980	11,400
1991 Corolla						
DX 4d Sed	90	260	440	990	1,540	2,200
DX 4d Sta Wag	90	280	460	1,040	1,610	2,300

	6	5	4	3	2	1
1992 & 1993 Tercel, 4-cyl.						
DX 2d Sed	280	850	1,420	3,200	4,970	7,100
DX 4d Sed	260	780	1,300	2,930	4,550	6,500
LE 4d Sed	270	800	1,340	3,020	4,690	6,700
1992 & 1993 Corolla, 4-cyl.						
4d Sed	350	1,060	1,770	3,980	6,200	8,850
DX 4d Sed	340	1,030	1,720	3,870	6,020	8,600
LE 4d Sed	350	1,040	1,740	3,920	6,090	8,700
DX 4d Sta Wag	350	1,060	1,760	3,960	6,160	8,800
1992 & 1993 Paseo, 4-cyl.						
2d Cpe	280	840	1,400	3,150	4,900	7,000
1992 & 1993 Celica, 4-cyl.						
ST 2d Cpe	330	980	1,640	3,690	5,740	8,200
GT 2d Cpe	330	1,000	1,660	3,740	5,810	8,300
GT 2d HBk	340	1,010	1,680	3,780	5,880	8,400
GT-S 2d HBk	340	1,030	1,710	3,850	5,990	8,550
2d HBk, Turbo	370	1,100	1,840	4,140	6,440	9,200
GT 2d Conv	380	1,150	1,920	4,320	6,720	9,600
1992 & 1993 Camry, 4-cyl.						
DX 4d Sed	360	1,070	1,780	4,010	6,230	8,900
LE 4d Sed	370	1,100	1,840	4,140	6,440	9,200
XLE 4d Sed	380	1,130	1,880	4,230	6,580	9,400
DX 4d Sta Wag	380	1,130	1,890	4,250	6,620	9,450
LE 4d Sta Wag	380	1,150	1,910	4,300	6,690	9,550
Note: Add 5% for V-6.						
1992 & 1993 MR2, 4-cyl.						
2d Cpe	640	1,920	3,200	7,200	11,200	16,000
2d Cpe, Turbo	680	2,040	3,400	7,650	11,900	17,000
1992 & 1993 Supra						
2d HBk	1,800	5,400	9,000	20,250	31,500	45,000
2d HBk, Turbo	4,400	13,200	22,000	49,500	77,000	110,000
1994 Tercel, 4-cyl.						
2d Sed	280	830	1,380	3,110	4,830	6,900
DX 2d Sed	290	860	1,440	3,240	5,040	7,200
DX 4d Sed	270	800	1,340	3,020	4,690	6,700
1994 Corolla, 4-cyl.						
4d Sed	350	1,040	1,740	3,920	6,090	8,700
DX 4d Sed	340	1,030	1,720	3,870	6,020	8,600
LE 4d Sed	350	1,060	1,760	3,960	6,160	8,800
DX 4d Sta Wag	360	1,070	1,780	4,010	6,230	8,900
1994 Paseo, 4-cyl.						
2d Cpe	280	850	1,420	3,200	4,970	7,100
1994 Celica, 4-cyl.						
ST 2d Cpe	330	1,000	1,660	3,740	5,810	8,300
GT 2d Cpe	340	1,010	1,680	3,780	5,880	8,400
ST 2d HBk	340	1,020	1,700	3,830	5,950	8,500
GT 2d HBk	350	1,040	1,740	3,920	6,090	8,700
1994 Camry						
DX 2d Cpe, 4-cyl.	360	1,090	1,820	4,100	6,370	9,100
LE 2d Cpe, 4-cyl.	370	1,100	1,840	4,140	6,440	9,200
LE 2d Cpe, V-6	370	1,110	1,850	4,160	6,480	9,250
SE 2d Cpe, V-6	370	1,120	1,860	4,190	6,510	9,300
DX 4d Sed, 4-cyl.	370	1,100	1,840	4,140	6,440	9,200
LE 4d Sed, 4-cyl.	370	1,120	1,860	4,190	6,510	9,300
LE 4d Sed, V-6	380	1,130	1,890	4,250	6,620	9,450
SE 4d Sed, V-6	380	1,140	1,900	4,280	6,650	9,500
XLE 4d Sed, 4-cyl.	380	1,140	1,900	4,280	6,650	9,500
XLE 4d Sed, V-6	380	1,150	1,920	4,320	6,720	9,600
DX 4d Sta Wag, 4-cyl.	390	1,160	1,930	4,340	6,760	9,650
LE 4d Sta Wag, 4-cyl.	390	1,160	1,940	4,370	6,790	9,700
LE 4d Sta Wag, V-6	390	1,180	1,960	4,410	6,860	9,800
1994 MR2, 4-cyl.						
2d Cpe	660	1,980	3,300	7,430	11,550	16,500
2d Cpe, Turbo	700	2,100	3,500	7,880	12,250	17,500
1994 Supra						
2d HBk	1,800	5,400	9,000	20,250	31,500	45,000
2d HBk, Turbo	4,400	13,200	22,000	49,500	77,000	110,000
1994 Tercel, 4-cyl.						
DX 4d Sed	90	280	460	1,040	1,610	2,300
1994 Corolla, 4-cyl.						
4d Sed	100	290	480	1,080	1,680	2,400
4d Sed	90	260	440	990	1,540	2,200
1995 Tercel, 4-cyl.						
2d Sed	280	840	1,400	3,150	4,900	7,000
DX 2d Sed	290	880	1,460	3,290	5,110	7,300
DX 4d Sed	270	820	1,360	3,060	4,760	6,800
1995 Corolla, 4-cyl.						
4d Sed	350	1,060	1,760	3,960	6,160	8,800
DX 4d Sed	350	1,040	1,740	3,920	6,090	8,700
DX 4d Sta Wag	360	1,080	1,800	4,050	6,300	9,000
LE 4d Sed	360	1,070	1,780	4,010	6,230	8,900
1995 Paseo, 4-cyl.						
2d Cpe	290	860	1,440	3,240	5,040	7,200
1995 Celica, 4-cyl.						
ST 2d Cpe	340	1,010	1,680	3,780	5,880	8,400
ST 2d HBk	340	1,030	1,720	3,870	6,020	8,600
GT 2d Cpe	340	1,020	1,700	3,830	5,950	8,500
GT 2d HBk	350	1,060	1,760	3,960	6,160	8,800
GT 2d Conv	400	1,200	2,000	4,500	7,000	10,000
1995 Camry, 4-cyl. & V-6						
DX 2d Cpe	370	1,100	1,840	4,140	6,440	9,200
DX 4d Sed	370	1,120	1,860	4,190	6,510	9,300
LE 2d Cpe	370	1,120	1,870	4,210	6,550	9,350
LE 2d Cpe, V-6	370	1,120	1,870	4,210	6,550	9,350
LE 4d Sed	380	1,130	1,880	4,230	6,580	9,400
LE 4d Sed, V-6	380	1,150	1,910	4,300	6,690	9,550
LE 4d Sta Wag	390	1,180	1,960	4,410	6,860	9,800

	6	5	4	3	2	1
LE 4d Sta Wag, V-6	400	1,190	1,980	4,460	6,930	9,900
SE 2d Cpe, V-6	380	1,130	1,880	4,230	6,580	9,400
SE 4d Sed, V-6	380	1,150	1,920	4,320	6,720	9,600
XLE 4d Sed	380	1,150	1,920	4,320	6,720	9,600
XLE 4d Sed, V-6	390	1,160	1,940	4,370	6,790	9,700
1995 MR2, 4-cyl.						
2d Cpe	660	1,980	3,300	7,430	11,550	16,500
2d Cpe, Turbo	700	2,100	3,500	7,880	12,250	17,500
1995 Avalon, V-6						
XL 4d Sed	400	1,200	2,000	4,500	7,000	10,000
XLS 4d Sed	420	1,260	2,100	4,730	7,350	10,500
1995 Supra, 6-cyl.						
2d HBk	1,800	5,400	9,000	20,250	31,500	45,000
2d HBk, Turbo	4,400	13,200	22,000	49,500	77,000	110,000
1996 Tercel, 4-cyl.						
2d Sed	280	850	1,420	3,200	4,970	7,100
DX 2d Sed	300	890	1,480	3,330	5,180	7,400
DX 4d Sed	280	830	1,380	3,110	4,830	6,900
1996 Corolla, 4-cyl.						
4d Sed	360	1,070	1,780	4,010	6,230	8,900
DX 4d Sed	350	1,060	1,760	3,960	6,160	8,800
DX 4d Sta Wag	360	1,090	1,820	4,100	6,370	9,100
1996 Paseo, 4-cyl.						
2d Cpe	290	880	1,460	3,290	5,110	7,300
1996 Celica, 4-cyl.						
ST 2d Cpe	340	1,020	1,700	3,830	5,950	8,500
ST 2d HBk	350	1,040	1,740	3,920	6,090	8,700
GT 2d Cpe	340	1,030	1,720	3,870	6,020	8,600
GT 2d HBk	360	1,070	1,780	4,010	6,230	8,900
GT 2d Conv	400	1,210	2,020	4,550	7,070	10,100
1996 Camry, 4-cyl.						
DX 2d Cpe	370	1,120	1,860	4,190	6,510	9,300
DX 4d Sed	370	1,120	1,860	4,190	6,510	9,300
LE 2d Cpe	380	1,130	1,890	4,250	6,620	9,450
LE 4d Sed	380	1,140	1,900	4,280	6,650	9,500
LE 4d Sta Wag	400	1,190	1,980	4,460	6,930	9,900
XLE 4d Sed	390	1,160	1,940	4,370	6,790	9,700
Note: Add 5% for V-6						
1996 Avalon, V-6.						
XL 4d Sed	400	1,210	2,020	4,550	7,070	10,100
XLS 4d Sed	420	1,270	2,120	4,770	7,420	10,600
1996 Supra, 6-cyl.						
2d HBk	1,780	5,340	8,900	20,030	31,150	44,500
2d HBk, Turbo	4,200	12,600	21,000	47,250	73,500	105,000
1996 Corolla, 4-cyl.						
4d Sed	100	290	480	1,080	1,680	2,400
DX 4d Sed	100	300	500	1,130	1,750	2,500
1997 Tercel, 4-cyl.						
CE 2d Sed	300	900	1,500	3,380	5,250	7,500
CE 4d Sed	280	850	1,420	3,200	4,970	7,100
1997 Corolla, 4-cyl.						
VE 4d Sed	360	1,090	1,820	4,100	6,370	9,100
CE 4d Sed	360	1,080	1,800	4,050	6,300	9,000
LE 4d Sed	370	1,100	1,840	4,140	6,440	9,200
1997 Paseo, 4-cyl.						
2d Cpe	300	890	1,480	3,330	5,180	7,400
2d Conv	370	1,120	1,860	4,190	6,510	9,300
1997 Celica, 4-cyl.						
ST 2d Cpe	340	1,030	1,720	3,870	6,020	8,600
ST 2d HBk	350	1,060	1,760	3,960	6,160	8,800
GT 2d HBk	360	1,090	1,820	4,100	6,370	9,100
GT 2d Conv	410	1,240	2,060	4,640	7,210	10,300
1997 Camry, 4-cyl.						
CE 4d Sed	370	1,120	1,860	4,190	6,510	9,300
LE 4d Sed	380	1,150	1,920	4,320	6,720	9,600
XLE 4d Sed	390	1,180	1,960	4,410	6,860	9,800
1997 Camry, V-6						
CE 4d Sed	360	1,090	1,820	4,100	6,370	9,100
LE 4d Sed	380	1,150	1,920	4,320	6,720	9,600
XLE 4d Sed	390	1,180	1,960	4,410	6,860	9,800
1997 Avalon, V-6						
XL 4d Sed	410	1,220	2,040	4,590	7,140	10,200
XLS 4d Sed	430	1,280	2,140	4,820	7,490	10,700
1997 Supra, 6-cyl.						
2d HBk	1,780	5,340	8,900	20,030	31,150	44,500
2d HBk, Turbo	4,200	12,600	21,000	47,250	73,500	105,000
2d HBk 15th Anv. Ed.	4,280	12,840	21,400	48,150	74,900	107,000
1998 Tercel, 4-cyl.						
CE 2d Sed	300	910	1,520	3,420	5,320	7,600
CE 4d Sed	290	860	1,440	3,240	5,040	7,200
1998 Corolla, 4-cyl.						
VE 4d Sed	370	1,100	1,840	4,140	6,440	9,200
CE 4d Sed	360	1,090	1,820	4,100	6,370	9,100
LE 4d Sed	370	1,120	1,860	4,190	6,510	9,300
1998 Paseo, 4-cyl.						
2d Cpe	300	900	1,500	3,380	5,250	7,500
2d Conv	380	1,130	1,880	4,230	6,580	9,400
1998 Celica GT, 4-cyl.						
2d Cpe	350	1,040	1,740	3,920	6,090	8,700
2d HBk	370	1,100	1,840	4,140	6,440	9,200
2d Conv	420	1,260	2,100	4,730	7,350	10,500
1998 Camry, 4-cyl.						
CE 4d Sed	370	1,100	1,840	4,140	6,440	9,200
LE 4d Sed	390	1,160	1,940	4,370	6,790	9,700
XLE 4d Sed	400	1,190	1,980	4,460	6,930	9,900
1998 Camry, V-6						
CE 4d Sed	370	1,100	1,840	4,140	6,440	9,200
LE 4d Sed	390	1,160	1,940	4,370	6,790	9,700

	6	5	4	3	2	1
XLE 4d Sed	400	1,190	1,980	4,460	6,930	9,900
1998 Avalon, V-6						
XL 4d Sed	410	1,240	2,060	4,640	7,210	10,300
XLS 4d Sed	430	1,300	2,160	4,860	7,560	10,800
1998 Supra, 6-cyl.						
2d HBk	1,800	5,400	9,000	20,250	31,500	45,000
2d HBk, Turbo	4,240	12,720	21,200	47,700	74,200	106,000
1999 Echo, 4-cyl.						
2d Sed	220	660	1,100	2,480	3,850	5,500
4d Sed	210	620	1,040	2,340	3,640	5,200
1999 Corolla, 4-cyl.						
VE 4d Sed	260	790	1,310	2,950	4,590	6,550
CE 4d Sed	270	810	1,350	3,040	4,730	6,750
LE 4d Sed	280	850	1,420	3,200	4,970	7,100
1999 Celica GT, 4-cyl.						
2d HBk	300	890	1,480	3,330	5,180	7,400
2d Conv	370	1,120	1,870	4,210	6,550	9,350
1999 Camry, 4-cyl. & V-6						
CE 4d Sed (4-cyl. only)	280	830	1,380	3,110	4,830	6,900
LE 4d Sed	300	890	1,490	3,350	5,220	7,450
XLE 4d Sed	350	1,060	1,770	3,980	6,200	8,850
1999 Camry Solara, 4-cyl. & V-6						
SE 2d Cpe	290	880	1,470	3,310	5,150	7,350
SLE 2d Cpe (V-6 only)	350	1,050	1,750	3,940	6,130	8,750
1999 Avalon, V-6						
XL 4d Sed	290	870	1,450	3,260	5,080	7,250
XLS 4d Sed	340	1,010	1,690	3,800	5,920	8,450
2000 Camry Solara, 4-cyl. & V-6						
SE 2d Conv	300	910	1,510	3,400	5,290	7,550
SLE 2d Conv (V-6 only)	360	1,070	1,790	4,030	6,270	8,950
2000 Avalon, V-6						
XL 4d Sed	300	890	1,490	3,350	5,220	7,450
XLS 4d Sed	350	1,040	1,730	3,890	6,060	8,650
2000 Prius, 4-cyl. hybrid						
4d Sed (gas/elect)	200	600	1,000	2,250	3,500	5,000

TRIUMPH

	6	5	4	3	2	1
1946-48 1800, 4-cyl., 63 hp, 108" wb						
T&C Saloon	800	2,400	4,000	9,000	14,000	20,000
1946-48 1800, 4-cyl., 63 hp, 100" wb						
Rds	2,000	6,000	10,000	22,500	35,000	50,000
1949 1800, 4-cyl., 63 hp, 108" wb						
T&C Saloon	800	2,400	4,000	9,000	14,000	20,000
1949 2000, 4-cyl., 68 hp, 108" wb						
Saloon	800	2,400	4,000	9,000	14,000	20,000
1949 2000 Renown, 4-cyl., 68 hp, 108" wb						
Saloon	880	2,640	4,400	9,900	15,400	22,000
1949 Mayflower, 4-cyl., 38 hp, 84" wb						
Saloon	800	2,400	4,000	9,000	14,000	20,000
1949 2000, 4-cyl., 68 hp, 100" wb						
Rds	2,000	6,000	10,000	22,500	35,000	50,000
1950 2000 Renown, 4-cyl., 68 hp, 108" wb						
Saloon	880	2,640	4,400	9,900	15,400	22,000
1950 Mayflower, 4-cyl., 38 hp, 84" wb						
Saloon	800	2,400	4,000	9,000	14,000	20,000
Conv	1,120	3,360	5,600	12,600	19,600	28,000
1950 TRX (New Roadster Prototype) 4-cyl., 71 hp, 94" wb						
Rds			value not estimable			
NOTE: Car was offered but none were ever delivered.						
1951 2000 Renown, 4-cyl., 68 hp, 108" wb						
Saloon	800	2,400	4,000	9,000	14,000	20,000
1951 2000, 4-cyl., 68 hp, 111" wb						
Limo	880	2,640	4,400	9,900	15,400	22,000
1951 Mayflower, 4-cyl., 38 hp, 84" wb						
Saloon	800	2,400	4,000	9,000	14,000	20,000
1952 2000, 4-cyl., 68 hp, 111" wb						
Limo	880	2,640	4,400	9,900	15,400	22,000
1952 Mayflower, 4-cyl., 38 hp, 84" wb						
Saloon	800	2,400	4,000	9,000	14,000	20,000
1952 20TS (prototype), 4-cyl., 75 hp, 130" wb						
TR-1 Rds			value not estimable			
NOTE: Only one prototype built.						
1952 2000 Renown, 4-cyl., 68 hp, 111" wb						
Saloon	800	2,400	4,000	9,000	14,000	20,000
1953 2000 Renown, 4-cyl., 68 hp, 108" wb						
Saloon	800	2,400	4,000	9,000	14,000	20,000
1953 2000, 4-cyl., 68 hp, 111" wb						
Limo	880	2,640	4,400	9,900	15,400	22,000
1953 Mayflower, 4-cyl., 38 hp, 84" wb						
Saloon	800	2,400	4,000	9,000	14,000	20,000
1953 TR-2, 4-cyl., 90 hp, 88" wb						
Rds	2,200	6,600	11,000	24,750	38,500	55,000
1954 2000 Renown, 4-cyl., 68 hp, 108" wb						
Saloon	800	2,400	4,000	9,000	14,000	20,000
1954 TR-2, 4-cyl., 90 hp, 88" wb						
Rds	2,200	6,600	11,000	24,750	38,500	55,000
1955 TR-3, 4-cyl., 95 hp, 88" wb						
Rds	1,800	5,400	9,000	20,250	31,500	45,000
1956 TR-3, 4-cyl., 95 hp, 88" wb						
HT Rds	1,880	5,640	9,400	21,150	32,900	47,000
1957 TR-3, 4-cyl., 100 hp, 88" wb						
Rds	1,800	5,400	9,000	20,250	31,500	45,000
HT Rds	1,880	5,640	9,400	21,150	32,900	47,000
1957 TR-10, 4-cyl., 40 hp, 84" wb						
Saloon	800	2,400	4,000	9,000	14,000	20,000
1958 TR-3, 4-cyl., 100 hp, 88" wb						
Rds	1,800	5,400	9,000	20,250	31,500	45,000
HT Rds	1,880	5,640	9,400	21,150	32,900	47,000
1958 TR-10, 4-cyl., 40 hp, 84" wb						
Saloon	800	2,400	4,000	9,000	14,000	20,000
Sta Wag	1,120	3,360	5,600	12,600	19,600	28,000
NOTE: All cars registered after 9-15-58 are 1959 models.						
1959 TR-3, 4-cyl., 100 hp, 88" wb						
Rds	1,800	5,400	9,000	20,250	31,500	45,000
HT Rds	1,880	5,640	9,400	21,150	32,900	47,000
1959 TR-10, 4-cyl., 40 hp, 84" wb						
Saloon	800	2,400	4,000	9,000	14,000	20,000
Sta Wag	1,120	3,360	5,600	12,600	19,600	28,000
1960 Herald, 4-cyl., 40 hp, 84" wb						
Sed	400	1,200	2,000	4,500	7,000	10,000
Cpe	480	1,440	2,400	5,400	8,400	12,000
Conv	920	2,760	4,600	10,350	16,100	23,000
Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
1960 TR-3, 4-cyl., 100 hp, 88" wb						
Rds	1,800	5,400	9,000	20,250	31,500	45,000
HT Rds	1,880	5,640	9,400	21,150	32,900	47,000
NOTE: All cars registered after 9-15-60 are 1961 models.						
1961 Herald, 4-cyl., 40 hp, 91.5" wb						
Sed	400	1,200	2,000	4,500	7,000	10,000
Cpe	480	1,440	2,400	5,400	8,400	12,000
Conv	920	2,760	4,600	10,350	16,100	23,000
Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
1961 TR-3, 4-cyl., 100 hp, 88" wb						
Rds	1,800	5,400	9,000	20,250	31,500	45,000
HT Rds	1,880	5,640	9,400	21,150	32,900	47,000
1962 Herald, 4-cyl., 40 hp, 91.5" wb						
Sed	400	1,200	2,000	4,500	7,000	10,000
Cpe	480	1,440	2,400	5,400	8,400	12,000
Conv	920	2,760	4,600	10,350	16,100	23,000
1962 TR-3, 4-cyl., 100 hp, 88" wb						
Rds	1,800	5,400	9,000	20,250	31,500	45,000
HT Rds	1,880	5,640	9,400	21,150	32,900	47,000
1962 TR-4, 4-cyl., 105 hp, 88" wb						
Rds	1,800	5,400	9,000	20,250	31,500	45,000
HT Rds	1,880	5,640	9,400	21,150	32,900	47,000
1962 Spitfire, 4-cyl., 57 hp, 83" wb						
Conv	800	2,400	4,000	9,000	14,000	20,000
1963 TR-3B, 4-cyl., 100 hp, 88" wb						
Rds	1,800	5,400	9,000	20,250	31,500	45,000
HT Rds	1,880	5,640	9,400	21,150	32,900	47,000
1963 TR-4, 4-cyl., 105 hp, 88" wb						
Conv	1,600	4,800	8,000	18,000	28,000	40,000
HT	1,680	5,040	8,400	18,900	29,400	42,000
1963 Four, 4-cyl., 40 hp, 91.5" wb						
Sed	400	1,200	2,000	4,500	7,000	10,000
Conv	1,000	3,000	5,000	11,250	17,500	25,000
1963 Spitfire, 4-cyl., 57 hp, 83" wb						
Spt Conv	720	2,160	3,600	8,100	12,600	18,000
1963 Six, 6-cyl., 70 hp, 91.5" wb						
Spt Conv	760	2,280	3,800	8,550	13,300	19,000
1964 TR-4, 4-cyl., 105 hp, 88" wb						
Conv	1,600	4,800	8,000	18,000	28,000	40,000
HT Cpe	1,680	5,040	8,400	18,900	29,400	42,000
1965 TR-4 105 hp, 88" wb						
Conv	1,600	4,800	8,000	18,000	28,000	40,000
1965 TR-4A 105 hp, 88" wb						
Conv	1,640	4,920	8,200	18,450	28,700	41,000
1965 Spitfire Mk II, 4-cyl., 57 hp, 83" wb						
Conv	720	2,160	3,600	8,100	12,600	18,000
1966 TR-4A, 4-cyl., 105 hp, 88" wb						
Conv	1,600	4,800	8,000	18,000	28,000	40,000
HT Cpe	1,960	5,880	9,800	22,050	34,300	49,000
1966 2000, 6-cyl., 90 hp, 106" wb						
Sed	420	1,260	2,100	4,730	7,350	10,500
1966 Spitfire Mk II, 4-cyl., 57 hp, 83" wb						
Conv	720	2,160	3,600	8,100	12,600	18,000
1967 TR-4A, 4-cyl., 105 hp, 88" wb						
Conv	1,600	4,800	8,000	18,000	28,000	40,000
HT Cpe	1,640	4,920	8,200	18,450	28,700	41,000
1967 2000						
Sed	420	1,260	2,100	4,730	7,350	10,500
1967 Spitfire Mk II, 4-cyl., 68 hp, 83" wb						
Conv	720	2,160	3,600	8,100	12,600	18,000
HT Cpe	640	1,920	3,200	7,200	11,200	16,000
1967 1200 Sport						
Sed	440	1,320	2,200	4,950	7,700	11,000
Conv	660	1,980	3,300	7,430	11,550	16,500
1968 TR-250, 6-cyl., 104 hp, 88" wb						
Conv	2,400	7,200	12,000	27,000	42,000	60,000
1968 Spitfire Mk III, 4-cyl., 68 hp, 83" wb						
Conv	660	1,980	3,300	7,430	11,550	16,500
1968 GT-6 Plus, 6-cyl., 95 hp, 83" wb						
Cpe	1,000	3,000	5,000	11,250	17,500	25,000
NOTE: Add 10% for wire wheels; 10% for factory hardtop; 5% for overdrive.						
1969 TR-6, 6-cyl., 104 hp, 88" wb						
Conv	1,640	4,920	8,200	18,450	28,700	41,000
1969 Spitfire Mk III, 4-cyl., 68 hp, 83" wb						
Conv	660	1,980	3,300	7,430	11,550	16,500
1969 GT-6 Plus, 6-cyl., 95 hp, 83" wb						
Cpe	1,000	3,000	5,000	11,250	17,500	25,000
NOTE: Add 10% for wire wheels; 10% for factory hardtop; 5% for overdrive.						
1970 TR-6, 6-cyl., 104 hp, 88" wb						
Conv	1,640	4,920	8,200	18,450	28,700	41,000
1970 Spitfire Mk III, 4-cyl., 68 hp, 83" wb						
Conv	660	1,980	3,300	7,430	11,550	16,500
1970 GT-6 Plus, 6-cyl., 95 hp, 83" wb						
Cpe	1,000	3,000	5,000	11,250	17,500	25,000
1970 Stag, 8-cyl., 145 hp, 100" wb						
Conv	1,200	3,600	6,000	13,500	21,000	30,000
NOTE: Add 10% for wire wheels; 10% for factory hardtop; 5% for overdrive.						
1971 TR-6, 6-cyl., 104 hp, 88" wb						
Conv	1,640	4,920	8,200	18,450	28,700	41,000
1971 Spitfire Mk IV, 4-cyl., 58 hp, 83" wb						
Conv	660	1,980	3,300	7,430	11,550	16,500
1971 GT-6 Mk III, 6-cyl., 90 hp, 83" wb						
Cpe	1,000	3,000	5,000	11,250	17,500	25,000
1971 Stag, 8-cyl., 145 hp, 100" wb						
Conv	1,200	3,600	6,000	13,500	21,000	30,000
NOTE: Add 10% for wire wheels; 10% for factory hardtop; 5% for overdrive.						
1972 TR-6, 6-cyl., 106 hp, 88" wb						
Conv	1,640	4,920	8,200	18,450	28,700	41,000
1972 Spitfire Mk IV, 4-cyl., 48 hp, 83" wb						
Conv	660	1,980	3,300	7,430	11,550	16,500
1972 GT-6 Mk III, 6-cyl., 79 hp, 83" wb						
Cpe	1,000	3,000	5,000	11,250	17,500	25,000
1972 Stag, 8-cyl., 127 hp, 100" wb						
Conv	1,200	3,600	6,000	13,500	21,000	30,000
NOTE: Add 10% for wire wheels; 10% for factory hardtop; 5% for overdrive.						
1973 TR-6, 6-cyl., 106 hp, 88" wb						
Conv	1,640	4,920	8,200	18,450	28,700	41,000
1973 Spitfire Mk IV, 4-cyl., 57 hp, 83" wb						
Conv	660	1,980	3,300	7,430	11,550	16,500
1973 GT-6 Mk III, 6-cyl., 79 hp, 83" wb						
Cpe	1,000	3,000	5,000	11,250	17,500	25,000
1973 Stag, 8-cyl., 127 hp, 100" wb						
Conv	1,200	3,600	6,000	13,500	21,000	30,000
NOTE: Add 10% for wire wheels; 10% for factory hardtop; 5% for overdrive.						
1974 TR-6, 6-cyl., 106 hp, 88" wb						
Conv	1,640	4,920	8,200	18,450	28,700	41,000
1974 Spitfire Mk IV, 4-cyl., 57 hp, 83" wb						
Conv	660	1,980	3,300	7,430	11,550	16,500
NOTE: Add 10% for factory hardtop; 5% for overdrive.						
1975 TR-6, 6-cyl., 106 hp, 88" wb						
Conv	1,640	4,920	8,200	18,450	28,700	41,000
1975 TR-7, 4-cyl., 92 hp, 85" wb						
Cpe	520	1,560	2,600	5,850	9,100	13,000
1975 Spitfire 1500, 4-cyl., 57 hp, 83" wb						
Conv	660	1,980	3,300	7,430	11,550	16,500
NOTE: Add 10% for factory hardtop; 5% for overdrive.						
1976 TR-6, 6-cyl., 106 hp, 88" wb						
Conv	1,640	4,920	8,200	18,450	28,700	41,000
1976 TR-7, 4-cyl., 92 hp, 85" wb						
Cpe	520	1,560	2,600	5,850	9,100	13,000
1976 Spitfire 1500, 4-cyl., 57 hp, 83" wb						
Conv	660	1,980	3,300	7,430	11,550	16,500
NOTE: Add 10% for factory hardtop; 5% for overdrive.						
1977 TR-7, 4-cyl., 92 hp, 85" wb						
Cpe	600	1,800	3,000	6,750	10,500	15,000
1977 Spitfire 1500, 4-cyl., 57 hp, 83" wb						
Conv	660	1,980	3,300	7,430	11,550	16,500
NOTE: Add 10% for factory hardtop; 5% for overdrive.						
1978 TR-7, 4-cyl., 92 hp, 85" wb						
Cpe	520	1,560	2,600	5,850	9,100	13,000
1978 TR-8, 8-cyl., 133 hp, 85" wb (About 150 prototypes in USA)						
Cpe	920	2,760	4,600	10,350	16,100	23,000
1978 Spitfire 1500, 4-cyl., 57 hp, 83" wb						
Conv	660	1,980	3,300	7,430	11,550	16,500
NOTE: Add 10% for factory hardtop; 5% for overdrive.						
1979 TR-7, 4-cyl., 86 hp, 85" wb						
Conv	680	2,040	3,400	7,650	11,900	17,000
Cpe	520	1,560	2,600	5,850	9,100	13,000
1979 Spitfire 1500, 4-cyl., 53 hp, 83" wb						
Conv	660	1,980	3,300	7,430	11,550	16,500
NOTE: Add 10% for factory hardtop; 5% for overdrive.						
1980 TR-7, 4-cyl., 86 hp, 85" wb						
Conv	680	2,040	3,400	7,650	11,900	17,000
Spider Conv	800	2,400	4,000	9,000	14,000	20,000
Cpe	520	1,560	2,600	5,850	9,100	13,000
1980 TR-8, 8-cyl., 133 hp, 85" wb						
Conv	1,800	5,400	9,000	20,250	31,500	45,000
Cpe	800	2,400	4,000	9,000	14,000	20,000
1980 Spitfire 1500, 4-cyl., 57 hp, 83" wb						
Conv	660	1,980	3,300	7,430	11,550	16,500
NOTE: Add 10% for factory hardtop; 5% for overdrive.						
1981 TR-7, 4-cyl., 89 hp, 85" wb						
Conv	680	2,040	3,400	7,650	11,900	17,000
1981 TR-8, 8-cyl., 148 hp, 85" wb						
Conv	1,800	5,400	9,000	20,250	31,500	45,000

VAUXHALL

	6	5	4	3	2	1
1946-56 Ten, 4-cyl., 1203cc. 97.8" wb						
Saloon	400	1,200	2,000	4,500	7,000	10,000
1946-56 Twelve, 4-cyl., 1442cc, 97.8" wb						
Saloon	400	1,200	2,000	4,500	7,000	10,000
1946-56 Fourteen, 6-cyl., 1781cc, 105" wb						
Saloon	400	1,200	2,000	4,500	7,000	10,000
1946-56 Wyvern, 1948, 1442cc, 97.8" wb; 1951, 103" wb						
Saloon	400	1,200	2,000	4,500	7,000	10,000
1946-56 Velox, 1948, 6-cyl., 97.8" wb, 2275cc 1951, 103" wb						
Saloon	400	1,200	2,000	4,500	7,000	10,000
1957-59 Victor Super, 4-cyl., 1507cc, 98" wb						
FD 4d Sed	400	1,200	2,000	4,500	7,000	10,000

	6	5	4	3	2	1
FW 4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1960-61 Victor Super, 4-cyl., 1507cc Series 2, 98" wb						
FD 4d Sed	400	1,200	2,000	4,500	7,000	10,000
FW 4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1962 Victor FB Super, 4-cyl., 1507cc, 100" wb						
FBD 4d Sed	400	1,200	2,000	4,500	7,000	10,000
FBW 4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000

VOLKSWAGEN

	6	5	4	3	2	1
1945 Standard, 4-cyl., 25 hp, 94.5" wb						
2d Sed	2,800	8,400	14,000	31,500	49,000	70,000
1947-48 Standard 4-cyl., 25 hp, 94.5" wb						
2d Sed	2,600	7,800	13,000	29,250	45,500	65,000
1949 Standard, 4-cyl., 25 hp, 94.5" wb						
2d Sed	2,600	7,800	13,000	29,250	45,500	65,000
1949 DeLuxe, 4-cyl., 10 hp, 94.5" wb						
2d Sed	2,640	7,920	13,200	29,700	46,200	66,000
2d Conv	3,400	10,200	17,000	38,250	59,500	85,000
2d Heb Conv	1,360	4,070	6,780	15,260	23,730	33,900
NOTE: Only 700 Hebmuller Cabr convertibles were built during 1949-1950. Add 10% for sunroof.						
1950 DeLuxe, 4-cyl., 25 hp, 94.5" wb						
2d Sed	2,640	7,920	13,200	29,700	46,200	66,000
Conv	3,400	10,200	17,000	38,250	59,500	85,000
Heb Conv	4,000	12,000	20,000	45,000	70,000	100,000
NOTE: Add 10% for sunroof.						
1950 Transporter, 4-cyl., 25 hp, 94.5" wb						
Microbus	3,000	9,000	15,000	33,750	52,500	75,000
1950 Transporter, 4-cyl, 25 hp 94.5" wb						
15w Microbus	3,520	10,560	17,600	44,000	61,600	88,000
1950 Transporter, 4-cyl., 25 hp, 94.5" wb						
23w Samba Microbus	6,000	18,000	30,000	67,500	105,000	150,000
1951-52 (Serial Nos. 170000-Up) DeLuxe, 4-cyl., 25 hp, 94.5" wb						
2d Sed	2,480	7,440	12,400	27,900	43,400	62,000
Conv	4,000	12,000	20,000	45,000	70,000	100,000
NOTE: Add 10% for sunroof.						
1951-52 Transporter, 4-cyl., 25 hp, 94.5" wb						
15w Deluxe Microbus	3,520	10,560	17,600	39,600	61,600	88,000
23w Samba Microbus	6,000	18,000	30,000	67,500	105,000	150,000
NOTE: Overdrive is standard equipment.						
1952-53 (Serial Nos. 1-0264198-Up) DeLuxe 4-cyl., 25 hp, 94.5" wb						
2d Sed	2,480	7,440	12,400	27,900	43,400	62,000
Conv	4,000	12,000	20,000	45,000	70,000	100,000
NOTE: Add 10% for sunroof.						
1952-53 Transporter, 4-cyl., 25 hp, 94.5" wb						
15w Deluxe Microbus	3,520	10,560	17,600	39,600	61,600	88,000
23w Samba Microbus	6,000	18,000	30,000	67,500	105,000	150,000
1953 (Serial Nos. later than March 1953) DeLuxe, 4-cyl., 94.5" wb, 25 hp						
2d Sed	2,200	6,600	11,000	24,750	38,500	55,000
Conv	3,000	9,000	15,000	33,750	52,500	75,000
NOTE: Add 10% for sunroof.						
1953 Transporter, 4-cyl., 25 hp, 94.5" wb						
Deluxe Microbus 15w	3,520	10,560	17,600	39,600	61,600	88,000
23w Samba Microbus	6,000	18,000	30,000	67,500	105,000	150,000
1954 4-cyl., 36 hp, 94.5" wb						
2d Sed	1,800	5,400	9,000	20,250	31,500	45,000
Conv	2,800	8,400	14,000	31,500	49,000	70,000
NOTE: Add 10% for sunroof.						
1954 Transporter, 4-cyl., 30 hp, 94.5" wb						
15w Deluxe Microbus	3,520	10,560	17,600	39,600	61,600	88,000
23w Samba Microbus	6,000	18,000	30,000	67,500	105,000	150,000
1954 Station Wagons, 4-cyl., 30 hp, 94.5" wb						
NOTE: Microbus 165" overall; DeLuxe Microbus 166.1" overall; Beetle 160.3" overall.						
1955 4-cyl., 36 hp, 94.5" wb						
2d Sed	1,800	5,400	9,000	20,250	31,500	45,000
Conv	2,800	8,400	14,000	31,500	49,000	70,000
1955 DeLuxe, 4-cyl., 36 hp, 94.5" wb						
NOTE: Add 10% for sunroof.						
1955 Station Wagons, 4-cyl., 36 hp, 94.5" wb						
15w Deluxe Microbus	3,520	10,560	17,600	39,600	61,600	88,000
23w Samba Microbus	6,000	18,000	30,000	67,500	105,000	150,000
1956 DeLuxe, 4-cyl., 36 hp, 94.5" wb						
2d Sed	1,800	5,400	9,000	20,250	31,500	45,000
Conv	3,000	9,000	15,000	33,750	52,500	75,000
NOTE: Add 10% for sunroof.						
1956 Karmann-Ghia, 4-cyl., 36 hp, 94.5" wb						
Cpe	1,920	5,760	9,600	21,600	33,600	48,000
1956 Station Wagons, 4-cyl., 36 hp, 94.5" wb						
15w Deluxe Microbus	3,520	10,560	17,600	39,600	61,600	88,000
23w Samba Microbus	6,000	18,000	30,000	67,500	105,000	150,000
1957 Beetle, 4-cyl., 36 hp, 94.5" wb						
2d Sed	1,720	5,160	8,600	19,350	30,100	43,000
Conv	2,920	8,760	14,600	32,850	51,100	73,000
NOTE: Add 10% for sunroof.						
1957 Karmann-Ghia, 4-cyl., 36 hp, 94.5" wb						
Cpe	1,880	5,640	9,400	21,150	32,900	47,000
1957 Station Wagons, 4-cyl., 36 hp, 94.5" wb						
15w Deluxe Microbus	3,520	10,560	17,600	39,600	61,600	88,000
23w Samba Microbus	6,000	18,000	30,000	67,500	105,000	150,000
NOTE: Add 10% for sunroof.						
1958 Beetle, 4-cyl., 36 hp, 94.5" wb						
2d DeL Sed	1,680	5,040	8,400	18,900	29,400	42,000
Conv	2,840	8,520	14,200	31,950	49,700	71,000
1958 Karmann-Ghia, 4-cyl., 36 hp, 94.5" wb						
Cpe	1,800	5,400	9,000	20,250	31,500	45,000
Conv	2,200	6,600	11,000	24,750	38,500	55,000
1958 Station Wagons, 4-cyl., 36 hp, 94.5" wb						
15w Deluxe Microbus	3,520	10,560	17,600	39,600	61,600	88,000
23w Samba Microbus	6,000	18,000	30,000	67,500	105,000	150,000
1959 Beetle, 4-cyl., 36 hp, 94.5" wb						
2d Sed	1,600	4,800	8,000	18,000	28,000	40,000
Conv	2,800	8,400	14,000	31,500	49,000	70,000
NOTE: Add 10% for sunroof.						
1959 Karmann-Ghia, 4-cyl., 36 hp, 94.5" wb						
Cpe	1,800	5,400	9,000	20,250	31,500	45,000
Conv	2,200	6,600	11,000	24,750	38,500	55,000
1959 Station Wagons, 4-cyl., 36 hp, 94.5" wb						
15w Deluxe Microbus	3,520	10,560	17,600	39,600	61,600	88,000
23w Samba Microbus	6,000	18,000	30,000	67,500	105,000	150,000
1960 Beetle, 4-cyl., 36 hp, 94.5" wb						
2d DeL Sed	1,600	4,800	8,000	18,000	28,000	40,000
Conv	1,200	3,600	6,000	13,500	21,000	30,000
1960 Karmann-Ghia, 4-cyl., 36 hp, 94.5" wb						
Cpe	1,800	5,400	9,000	20,250	31,500	45,000
Conv	2,200	6,600	11,000	24,750	38,500	55,000
1960 Station Wagons, 4-cyl., 36 hp, 94.5" wb						
15w Deluxe Microbus	3,520	10,560	17,600	39,600	61,600	88,000
23w Samba Microbus	6,000	18,000	30,000	67,500	105,000	150,000
NOTE: Add 10% for sunroof.						
1961 Beetle, 4-cyl., 40 hp, 94.5" wb						
2d DeL Sed	1,400	4,200	7,000	15,750	24,500	35,000
Conv	3,000	9,000	15,000	33,750	52,500	75,000
1961 Karmann-Ghia, 4-cyl., 40 hp, 94.5" wb						
Cpe	1,800	5,400	9,000	20,250	31,500	45,000
Conv	2,200	6,600	11,000	24,750	38,500	55,000
1961 Station Wagons, 4-cyl., 40 hp, 94.5" wb						
15w Deluxe Microbus	3,520	10,560	17,600	39,600	61,600	88,000
23w Samba Microbus	6,000	18,000	30,000	67,500	105,000	150,000
NOTE: Add 5% for extra seats (sta. wag.).						
1962 Beetle, 4-cyl., 40 hp, 94.5" wb						
2d DeL Sed	1,400	4,200	7,000	15,750	24,500	35,000
Conv	3,000	9,000	15,000	33,750	52,500	75,000
NOTE: Add 10% for sunroof.						
1962 Karmann-Ghia, 4-cyl., 40 hp, 94.5" wb						
Cpe	1,800	5,400	9,000	20,250	31,500	45,000
Conv	2,200	6,600	11,000	24,750	38,500	55,000
1962 Station Wagons, 4-cyl., 40 hp, 94.5" wb						
15w Deluxe Microbus	3,520	10,560	17,600	39,600	61,600	88,000
23w Samba Microbus	6,000	18,000	30,000	67,500	105,000	150,000
1963 Beetle, 4-cyl., 40 hp, 94.5" wb						
2d DeL Sed	1,800	5,400	9,000	20,250	31,500	45,000
Conv	2,200	6,600	11,000	24,750	38,500	55,000
NOTE: Add 10% for sunroof.						
1963 Karmann-Ghia, 4-cyl., 40 hp, 94.5" wb						
Cpe	1,800	5,400	9,000	20,250	31,500	45,000
Conv	2,200	6,600	11,000	24,750	38,500	55,000
1963 Station Wagons, 4-cyl., 40 hp, 94.5" wb						
15w Deluxe Microbus	3,520	10,560	17,600	39,600	61,600	88,000
23w Samba Microbus	6,000	18,000	30,000	67,500	105,000	150,000
1964 Beetle, 4-cyl., 40 hp, 94.5" wb						
2d DeL Sed	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,840	8,520	14,200	31,950	49,700	71,000
NOTE: Add 10% for sunroof.						
1964 Karmann-Ghia, 4-cyl., 40 hp, 94.5" wb						
Cpe	1,600	4,800	8,000	18,000	28,000	40,000
Conv	2,000	6,000	10,000	22,500	35,000	50,000
1964 Station Wagons (1200 Series), 4-cyl., 40 hp, 94.5" wb						
15w Deluxe Microbus	2,800	8,400	14,000	31,500	49,000	70,000
23w Samba Microbus	5,800	17,400	29,000	65,250	101,500	145,000
Note: Add 5% for 1500 Series (50 hp)						
1965 Beetle, 4-cyl., 40 hp, 94.5" wb						
2d DeL Sed	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,840	8,520	14,200	31,950	49,700	71,000
NOTE: Add 10% for sunroof.						
1965 Karmann-Ghia, 4-cyl., 40 hp, 94.5" wb						
Cpe	1,600	4,800	8,000	18,000	28,000	40,000
Conv	2,000	6,000	10,000	22,500	35,000	50,000
1965 Station Wagons (1500 Series), 4-cyl., 40 hp, 94.5" wb						
13w Deluxe Microbus	2,800	8,400	14,000	31,500	49,000	70,000
21w Samba Microbus	5,800	17,400	29,000	65,250	101,500	145,000
Camper Bus	2,400	7,200	12,000	27,000	42,000	60,000
1965 Commercial, (1500 Series), 4-cyl., 40 hp, 94.5" wb						
Panel	800	2,400	4,000	9,000	14,000	20,000
PU	1,000	3,000	5,000	11,250	17,500	25,000
Dbl Cab PU	1,200	3,600	6,000	13,500	21,000	30,000
1966 Beetle, 50 hp						
2d DeL Sed	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,800	8,400	14,000	31,500	49,000	70,000
NOTE: Add 10% for sunroof.						
1966 Karmann-Ghia, 53 hp						
Cpe	1,600	4,800	8,000	18,000	28,000	40,000
Conv	2,000	6,000	10,000	22,500	35,000	50,000
1966 Station Wagons, 57 hp						
13w Deluxe Microbus	2,800	8,400	14,000	31,500	49,000	70,000
21w Samba Microbus	5,800	17,400	29,000	65,250	101,500	145,000
Camper Bus	2,400	7,200	12,000	27,000	42,000	60,000
1966 1600 Series, 65 hp						
2d FBk Sed	800	2,400	4,000	9,000	14,000	20,000
2d SqBk Sed	800	2,400	4,000	9,000	14,000	20,000
NOTE: Add 10% for sunroof.						
1966 Commercial						
Panel	800	2,400	4,000	9,000	14,000	20,000
PU	1,000	3,000	5,000	11,250	17,500	25,000
Dbl Cab PU	1,200	3,600	6,000	13,500	21,000	30,000
1967 Beetle, 53 hp						
2d DeL Sed	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,800	8,400	14,000	31,500	49,000	70,000
NOTE: Add 10% for sunroof.						
1967 Karmann-Ghia, 53 hp						
Cpe	1,600	4,800	8,000	18,000	28,000	40,000
Conv	2,000	6,000	10,000	22,500	35,000	50,000
1967 Station Wagon, 57 hp						
13w Deluxe Microbus	2,800	8,400	14,000	31,500	49,000	70,000
21w Deluxe Microbus	5,600	16,800	28,000	63,000	98,000	140,000
Camper	2,400	7,200	12,000	27,000	42,000	60,000
1967 1600 Series, 65 hp						
2d FBk Sed	800	2,400	4,000	9,000	14,000	20,000
2d SqBk Sed	800	2,400	4,000	9,000	14,000	20,000
NOTE: Add 10% for sunroof.						
1967 Commercial						
Panel	800	2,400	4,000	9,000	14,000	20,000
PU	1,000	3,000	5,000	11,250	17,500	25,000
Dbl Cab PU	1,200	3,600	6,000	13,500	21,000	30,000
1968 Beetle, 53 hp						
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
Conv	1,400	4,200	7,000	15,750	24,500	35,000
NOTE: Add 10% for sunroof.						
1968 Karmann-Ghia, 53 hp						
Cpe	1,600	4,800	8,000	18,000	28,000	40,000
Conv	2,000	6,000	10,000	22,500	35,000	50,000
1968 1600 Series, 65 hp						
2d FBk Sed	800	2,400	4,000	9,000	14,000	20,000
2d SqBk Sed	800	2,400	4,000	9,000	14,000	20,000
NOTE: Add 10% for sunroof.						
1968 Station Wagons, 57 hp						
Kombi	1,600	4,800	8,000	18,000	28,000	40,000
Sta Wag	1,800	5,400	9,000	20,250	31,500	45,000
Camper	1,880	5,640	9,400	21,150	32,900	47,000
1968 Commercial						
Panel	800	2,400	4,000	9,000	14,000	20,000
PU	1,000	3,000	5,000	11,250	17,500	25,000
Dbl Cab PU	1,200	3,600	6,000	13,500	21,000	30,000
1969 Beetle, 53 hp						
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
Conv	1,400	4,200	7,000	15,750	24,500	35,000
NOTE: Add 10% for sunroof.						
1969 Karmann-Ghia, 53 hp						
Cpe	1,600	4,800	8,000	18,000	28,000	40,000
Conv	2,000	6,000	10,000	22,500	35,000	50,000
1969 1600 Series, 65 hp						
2d FBk Sed	800	2,400	4,000	9,000	14,000	20,000
2d SqBk Sed	800	2,400	4,000	9,000	14,000	20,000
NOTE: Add 10% for sunroof.						
1969 Station Wagons, 57 hp						
Kombi	1,600	4,800	8,000	18,000	28,000	40,000
Sta Wag	1,800	5,400	9,000	20,250	31,500	45,000
Camper	1,880	5,640	9,400	21,150	32,900	47,000
1969 Commercial						
Panel	800	2,400	4,000	9,000	14,000	20,000
PU	1,000	3,000	5,000	11,250	17,500	25,000
Dbl Cab PU	1,200	3,600	6,000	13,500	21,000	30,000
1970 Beetle, 60 hp						
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
Conv	1,400	4,200	7,000	15,750	24,500	35,000
NOTE: Add 10% for sunroof.						
1970 Karmann-Ghia, 60 hp						
Cpe	1,600	4,800	8,000	18,000	28,000	40,000
Conv	2,000	6,000	10,000	22,500	35,000	50,000
1970 1600 Series, 65 hp						
2d FBk Sed	800	2,400	4,000	9,000	14,000	20,000
2d SqBk Sed	800	2,400	4,000	9,000	14,000	20,000
NOTE: Add 10% for sunroof.						

	6	5	4	3	2	1
1970 Station Wagons, 60 hp						
Kombi	1,600	4,800	8,000	18,000	28,000	40,000
Sta Wag	1,800	5,400	9,000	20,250	31,500	45,000
Camper	1,880	5,640	9,400	21,150	32,900	47,000
1970 Commercial						
Panel	800	2,400	4,000	9,000	14,000	20,000
PU	1,000	3,000	5,000	11,250	17,500	25,000
Dbl Cab PU	1,200	3,600	6,000	13,500	21,000	30,000
1971 Beetle, 60 hp						
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d Sup Sed	800	2,400	4,000	9,000	14,000	20,000
Conv	1,200	3,600	6,000	13,500	21,000	30,000
NOTE: Add 10% for sunroof.						
1971 Karmann-Ghia						
Cpe	1,520	4,560	7,600	17,100	26,600	38,000
Conv	1,920	5,760	9,600	21,600	33,600	48,000
1971 Thing						
4d Conv	1,200	3,600	6,000	13,500	21,000	30,000
1971 Type 3, Sq. Back 411						
2d SqBk Sed	600	1,800	3,000	6,750	10,500	15,000
3d 411 Sed	600	1,800	3,000	6,750	10,500	15,000
4d 411 Sed	600	1,800	3,000	6,750	10,500	15,000
2d Type 3 Sed	600	1,800	3,000	6,750	10,500	15,000
1971 Transporter						
Kombi	1,600	4,800	8,000	18,000	28,000	40,000
Sta Wag	1,800	5,400	9,000	20,250	31,500	45,000
Sta Wag SR	1,840	5,520	9,200	20,700	32,200	46,000
Campmobile	1,880	5,640	9,400	21,150	32,900	47,000
1971 Commercial						
Panel	800	2,400	4,000	9,000	14,000	20,000
PU	1,000	3,000	5,000	11,250	17,500	25,000
Dbl Cab PU	1,200	3,600	6,000	13,500	21,000	30,000
1972 Beetle, 60 hp						
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d Sup Sed	800	2,400	4,000	9,000	14,000	20,000
Conv	1,600	4,800	8,000	18,000	28,000	40,000
NOTE: Add 10% for sunroof.						
1972 Karmann-Ghia						
Cpe	1,520	4,560	7,600	17,100	26,600	38,000
Conv	1,920	5,760	9,600	21,600	33,600	48,000
1972 Thing						
4d Conv	1,200	3,600	6,000	13,500	21,000	30,000
1972 Type 3, Sq. Back 411						
2d Sed	600	1,800	3,000	6,750	10,500	15,000
2d Sed Type 3	600	1,800	3,000	6,750	10,500	15,000
2d Sed 411	600	1,800	3,000	6,750	10,500	15,000
4d Sed AT 411	600	1,800	3,000	6,750	10,500	15,000
3d Wagon 411	600	1,800	3,000	6,750	10,500	15,000
NOTE: Add 10% for sunroof.						
1972 Transporter						
Kombi	1,600	4,800	8,000	18,000	28,000	40,000
Sta Wag	1,800	5,400	9,000	20,250	31,500	45,000
Campmobile	1,880	5,640	9,400	21,150	32,900	47,000
1972 Commercial						
Panel	800	2,400	4,000	9,000	14,000	20,000
PU	1,000	3,000	5,000	11,250	17,500	25,000
Dbl Cab PU	1,200	3,600	6,000	13,500	21,000	30,000
1973 Beetle, 46 hp						
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d Sup Sed	800	2,400	4,000	9,000	14,000	20,000
Conv	1,400	4,200	7,000	15,750	24,500	35,000
1973 Karmann-Ghia						
Cpe	1,520	4,560	7,600	17,100	26,600	38,000
Conv	1,920	5,760	9,600	21,600	33,600	48,000
1973 Type 3, Sq. Back 412						
2d Sed SqBk	600	1,800	3,000	6,750	10,500	15,000
2d Sed Type 3	600	1,800	3,000	6,750	10,500	15,000
2d Sed 412	600	1,800	3,000	6,750	10,500	15,000
4d Sed 412	600	1,800	3,000	6,750	10,500	15,000
3d Sed 412	600	1,800	3,000	6,750	10,500	15,000
1973 Thing						
4d Conv	1,200	3,600	6,000	13,500	21,000	30,000
1973 Transporter						
Kombi	1,600	4,800	8,000	18,000	28,000	40,000
Sta Wag	1,800	5,400	9,000	20,250	31,500	45,000
Campmobile	1,880	5,640	9,400	21,150	32,900	47,000
Panel	1,800	5,400	9,000	20,250	31,500	45,000
1974 Beetle						
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d Sup Sed	800	2,400	4,000	9,000	14,000	20,000
2d Sun Bug Sed	1,040	3,120	5,200	11,700	18,200	26,000
Conv	1,400	4,200	7,000	15,750	24,500	35,000
1974 Karmann-Ghia						
Cpe	1,520	4,560	7,600	17,100	26,600	38,000
Conv	1,920	5,760	9,600	21,600	33,600	48,000
1974 Thing						
4d Conv	1,200	3,600	6,000	13,500	21,000	30,000
NOTE: Add 5% for Acupulco pkg.						
1974 Dasher						
2d Sed	320	960	1,600	3,600	5,600	8,000
4d Sed	330	980	1,640	3,690	5,740	8,200
4d Wag	400	1,200	2,000	4,500	7,000	10,000
1974 412						
2d Sed	320	960	1,600	3,600	5,600	8,000
4d Sed	320	970	1,620	3,650	5,670	8,100
3d Sed	320	970	1,620	3,650	5,670	8,100
1974 Transporter						
Kombi	1,600	4,800	8,000	18,000	28,000	40,000
Sta Wag	1,800	5,400	9,000	20,250	31,500	45,000
Campmobile	1,880	5,640	9,400	21,150	32,900	47,000
Panel	1,800	5,400	9,000	20,250	31,500	45,000
1975 Beetle						
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d Sup Sed	800	2,400	4,000	9,000	14,000	20,000
Conv	1,400	4,200	7,000	15,750	24,500	35,000
1975 Rabbit						
2d Cus Sed	340	1,030	1,720	3,870	6,020	8,600
4d Cus Sed	350	1,040	1,740	3,920	6,090	8,700
NOTE: Add 5% for DeLuxe.						
1975 Dasher						
2d Sed	320	960	1,600	3,600	5,600	8,000
4d Sed	330	980	1,640	3,690	5,740	8,200
HBk	330	1,000	1,660	3,740	5,810	8,300
4d Wag	400	1,200	2,000	4,500	7,000	10,000
1975 Scirocco						
Cpe	340	1,030	1,720	3,870	6,020	8,600
1975 Transporter						
Kombi	1,600	4,800	8,000	18,000	28,000	40,000
Sta Wag	1,800	5,400	9,000	20,250	31,500	45,000
Campmobile	1,880	5,640	9,400	21,150	32,900	47,000
Panel	1,800	5,400	9,000	20,250	31,500	45,000
1976 Beetle						
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
Conv	1,400	4,200	7,000	15,750	24,500	35,000
1976 Rabbit						
2d Sed	340	1,020	1,700	3,830	5,950	8,500
2d Cus Sed	340	1,030	1,720	3,870	6,020	8,600
4d Cus Sed	350	1,040	1,740	3,920	6,090	8,700
NOTE: Add 10% for DeLuxe.						
1976 Dasher						
2d Sed	320	960	1,600	3,600	5,600	8,000
4d Sed	330	980	1,640	3,690	5,740	8,200
4d Wag	400	1,200	2,000	4,500	7,000	10,000
1976 Scirocco						
Cpe	340	1,030	1,720	3,870	6,020	8,600
1976 Transporter						
Kombi	1,600	4,800	8,000	18,000	28,000	40,000
Sta Wag	1,800	5,400	9,000	20,250	31,500	45,000
Campmobile	1,880	5,640	9,400	21,150	32,900	47,000
1977 Beetle						
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
Conv	1,600	4,800	8,000	18,000	28,000	40,000
1977 Rabbit						
2d Sed	300	890	1,480	3,330	5,180	7,400
2d Cus Sed	300	910	1,520	3,420	5,320	7,600
4d Cus Sed	310	920	1,540	3,470	5,390	7,700
NOTE: Add 10% for DeLuxe; 15% for Champagne Edition.						
1977 Dasher						
2d Sed	320	960	1,600	3,600	5,600	8,000
4d Sed	330	980	1,640	3,690	5,740	8,200
4d Wag	400	1,200	2,000	4,500	7,000	10,000
1977 Scirocco						
Cpe	340	1,030	1,720	3,870	6,020	8,600
1977 Transporter						
Kombi	1,600	4,800	8,000	18,000	28,000	40,000
Sta Wag	1,800	5,400	9,000	20,250	31,500	45,000
Campmobile	400	1,200	2,000	4,500	7,000	10,000
1978 Beetle						
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000
1978 Rabbit						
2d	300	890	1,480	3,330	5,180	7,400
2d Cus	300	910	1,520	3,420	5,320	7,600
4d Cus	310	920	1,540	3,470	5,390	7,700
2d DeL	310	940	1,570	3,530	5,500	7,850
4d DeL	320	950	1,590	3,580	5,570	7,950
1978 Dasher						
2d	320	960	1,600	3,600	5,600	8,000
4d	330	980	1,640	3,690	5,740	8,200
4d Sta Wag	400	1,200	2,000	4,500	7,000	10,000
1978 Scirocco						
2d Cpe	340	1,030	1,720	3,870	6,020	8,600
1978 Transporter						
Kombi	1,600	4,800	8,000	18,000	28,000	40,000
Sta Wag	1,800	5,400	9,000	20,250	31,500	45,000
Campmobile	1,880	5,640	9,400	21,150	32,900	47,000
1979 Beetle						
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000
1979 Rabbit						
2d	300	890	1,480	3,330	5,180	7,400
2d Cus	300	910	1,520	3,420	5,320	7,600
4d Cus	310	920	1,540	3,470	5,390	7,700
2d DeL	310	940	1,570	3,530	5,500	7,850
4d DeL	320	950	1,590	3,580	5,570	7,950
1979 Dasher						
2d HBk	320	960	1,600	3,600	5,600	8,000
4d HBk	330	980	1,640	3,690	5,740	8,200
4d Sta Wag	400	1,200	2,000	4,500	7,000	10,000
1979 Scirocco						
2d Cpe	340	1,030	1,720	3,870	6,020	8,600
1979 Transporter						
Kombi	1,600	4,800	8,000	18,000	28,000	40,000
Sta Wag	1,800	5,400	9,000	20,250	31,500	45,000
Campmobile	1,880	5,640	9,400	21,150	32,900	47,000
1980 Rabbit						
2d Conv	520	1,550	2,580	5,810	9,030	12,900
2d Cus	280	840	1,400	3,150	4,900	7,000
4d Cus	280	850	1,420	3,200	4,970	7,100
2d DeL	290	870	1,450	3,260	5,080	7,250
4d DeL	300	890	1,480	3,330	5,180	7,400
1980 Jetta						
2d	220	670	1,120	2,520	3,920	5,600
4d	220	670	1,120	2,520	3,920	5,600
1980 Dasher						
2d	300	890	1,480	3,330	5,180	7,400
4d	300	910	1,520	3,420	5,320	7,600
4d Sta Wag	340	1,010	1,680	3,780	5,880	8,400
1980 Scirocco						
2d Cpe	320	960	1,600	3,600	5,600	8,000
2d Cpe S	330	980	1,640	3,690	5,740	8,200
1980 Pickup						
Cus	280	840	1,400	3,150	4,900	7,000
LX	280	850	1,420	3,200	4,970	7,100
Spt	290	860	1,440	3,240	5,040	7,200
1980 Vanagon Transporter						
Kombi	1,670	5,020	8,360	18,810	29,260	41,800
Sta Wag	1,670	5,020	8,360	18,810	29,260	41,800
Campmobile	1,740	5,210	8,680	19,530	30,380	43,400
1981 Rabbit						
2d Conv	520	1,560	2,600	5,850	9,100	13,000
2d	280	840	1,400	3,150	4,900	7,000
2d L	280	840	1,400	3,150	4,900	7,000
4d L	290	860	1,440	3,240	5,040	7,200
2d LS	290	860	1,430	3,210	4,990	7,125
4d LS	300	890	1,490	3,340	5,200	7,425
2d S	290	860	1,440	3,240	5,040	7,200
1981 Jetta						
2d	230	690	1,150	2,590	4,030	5,750
4d	230	680	1,140	2,570	3,990	5,700
1981 Dasher						
4d	270	810	1,360	3,050	4,740	6,775
4d Sta Wag	270	800	1,330	3,310	4,640	6,625
4d Sta Wag	270	800	1,330	3,310	4,640	6,625
1981 Scirocco						
2d Cpe	340	1,020	1,700	3,830	5,950	8,500
2d Cpe S	350	1,060	1,760	3,960	6,160	8,800
1981 Pickup						
PU	310	920	1,540	3,470	5,390	7,700
LX	310	930	1,550	3,490	5,430	7,750
Spt	320	970	1,620	3,630	5,650	8,075
1981 Vanagon Transporter						
Kombi	1,680	5,040	8,400	18,900	29,400	42,000
Sta Wag	1,680	5,040	8,400	18,900	29,400	42,000
Campmobile	1,740	5,220	8,700	19,580	30,450	43,500
1982 Rabbit						
2d Conv	520	1,570	2,620	5,900	9,170	13,100
2d	280	850	1,420	3,200	4,970	7,100
2d L	290	860	1,440	3,240	5,040	7,200
4d L	290	880	1,460	3,290	5,110	7,300
2d LS	300	890	1,480	3,330	5,180	7,400
4d LS	300	890	1,490	3,340	5,200	7,425
2d S	290	880	1,460	3,290	5,110	7,300
1982 Jetta						
2d	230	700	1,170	2,630	4,100	5,850
4d	230	700	1,160	2,610	4,060	5,800
1982 Scirocco						
2d Cpe	340	1,030	1,720	3,870	6,020	8,600
1982 Quantum						
2d Cpe	160	480	800	1,800	2,800	4,000
4d	190	570	950	2,140	3,330	4,750
4d Sta Wag	360	1,090	1,820	4,080	6,350	9,075
1982 Pickup						
PU	310	940	1,560	3,510	5,460	7,800
LX	310	940	1,570	3,530	5,500	7,850
Spt	330	980	1,640	3,680	5,720	8,175
1982 Vanagon						
Sta Wag	1,680	5,050	8,420	18,950	29,470	42,100
Campmobile	1,740	5,230	8,720	19,620	30,520	43,600
1983 Rabbit						
2d Conv	520	1,570	2,620	5,900	9,170	13,100
2d L	290	860	1,440	3,240	5,040	7,200
4d L	290	880	1,460	3,290	5,110	7,300
2d LS	300	890	1,480	3,330	5,180	7,400
4d LS	300	890	1,490	3,340	5,200	7,425
GL 2d	300	900	1,500	3,380	5,250	7,500
GL 4d	300	900	1,510	3,390	5,270	7,525
GTI 2d	520	1,560	2,600	5,850	9,100	13,000
1983 Jetta						
2d	230	700	1,170	2,630	4,100	5,850
4d	230	700	1,160	2,610	4,060	5,800
1983 Scirocco						
2d Cpe	340	1,030	1,720	3,870	6,020	8,600
1983 Quantum						
2d Cpe	190	560	940	2,120	3,290	4,700
4d	190	580	970	2,180	3,400	4,850
4d Sta Wag	370	1,100	1,840	4,130	6,420	9,175
1983 Pickup						
PU	310	940	1,560	3,510	5,460	7,800
LX	310	940	1,570	3,530	5,500	7,850
Spt	330	980	1,640	3,680	5,720	8,175
1983 Vanagon						
Sta Wag	1,680	5,050	8,420	18,950	29,470	42,100
Campmobile	1,740	5,230	8,720	19,620	30,520	43,600
1984 Rabbit						
2d Conv	530	1,580	2,640	5,940	9,240	13,200
2d L HBk	290	880	1,460	3,290	5,110	7,300
4d L HBk	300	890	1,480	3,330	5,180	7,400
GL 4d HBk	300	900	1,500	3,380	5,250	7,500
GTI 2d HBk	540	1,620	2,700	6,080	9,450	13,500
1984 Jetta						
2d Sed	230	700	1,170	2,630	4,100	5,850

	6	5	4	3	2	1
4d Sed	230	700	1,160	2,610	4,060	5,800
GL 4d Sed	240	710	1,190	2,680	4,170	5,950
GLi 4d Sed	240	710	1,180	2,660	4,130	5,900
1984 Scirocco						
2d Cpe	340	1,030	1,720	3,870	6,020	8,600
1984 Quantum						
GL 4d Sed	190	580	960	2,160	3,360	4,800
GL 4d Sta Wag	200	590	990	2,230	3,470	4,950
1984 Vanagon						
Sta Wag	1,600	4,800	8,000	18,000	28,000	40,000
Campmobile	1,640	4,920	8,200	18,450	28,700	41,000
1985 Golf						
2d HBk	300	890	1,480	3,330	5,180	7,400
GTI 2d HBk	560	1,680	2,800	6,300	9,800	14,000
4d HBk	300	890	1,480	3,330	5,180	7,400
1985 Jetta						
2d Sed	230	700	1,170	2,630	4,100	5,850
4d Sed	230	700	1,160	2,610	4,060	5,800
NOTE: Add 5% for GL and GLi option.						
1985 Cabriolet						
2d Conv	450	1,360	2,260	5,090	7,910	11,300
1985 Scirocco						
2d Cpe	340	1,030	1,720	3,870	6,020	8,600
1985 Quantum						
4d Sed	190	580	960	2,160	3,360	4,800
4d Sta Wag	200	590	990	2,230	3,470	4,950
1985 Vanagon						
Sta Wag	1,600	4,800	8,000	18,000	28,000	40,000
Camper	1,640	4,920	8,200	18,450	28,700	41,000
1986 Golf						
2d HBk	3,000	9,000	15,000	33,750	52,500	75,000
GTI 2d HBk	640	1,920	3,200	7,200	11,200	16,000
4d HBk	310	940	1,560	3,510	5,460	7,800
1986 Jetta						
2d Sed	230	700	1,170	2,630	4,100	5,850
4d Sed	230	700	1,160	2,610	4,060	5,800
NOTE: Add 5% for GL and GLi option.						
1986 Cabriolet						
2d Conv	540	1,610	2,680	6,030	9,380	13,400
1986 Scirocco						
2d Cpe	350	1,040	1,740	3,920	6,090	8,700
1986 Quantum						
GL 4d Sed	200	590	980	2,210	3,430	4,900
1986 Vanagon						
Sta Wag	1,600	4,800	8,000	18,000	28,000	40,000
Camper	1,640	4,920	8,200	18,450	28,700	41,000
1987 Fox						
2d Sed	200	610	1,010	2,270	3,540	5,050
GL 4d Sed	220	650	1,080	2,430	3,780	5,400
GL 2d Sta Wag	280	830	1,380	3,090	4,810	6,875
1987 Cabriolet						
2d Conv	540	1,620	2,700	6,080	9,450	13,500
1987 Golf						
2d HBk GL	310	920	1,540	3,470	5,390	7,700
GL 4d HBk	300	910	1,520	3,420	5,320	7,600
GT 2d HBk	310	940	1,560	3,510	5,460	7,800
GT 4d HBk	310	920	1,540	3,470	5,390	7,700
GTI 2d HBk	720	2,160	3,600	8,100	12,600	18,000
GTI 2d HBk 16V	840	2,520	4,200	9,450	14,700	21,000
1987 Jetta						
2d Sed	240	710	1,190	2,680	4,170	5,950
4d Sed	240	710	1,180	2,660	4,130	5,900
GL 4d Sed	250	740	1,230	2,770	4,310	6,150
GLi 4d Sed	240	730	1,220	2,750	4,270	6,100
GLi 4d Sed 16V	400	1,200	2,000	4,500	7,000	10,000
1987 Scirocco						
2d Cpe	350	1,060	1,760	3,960	6,160	8,800
2d Cpe 16V	370	1,120	1,860	4,190	6,510	9,300
1987 Quantum						
GL 4d Sed	200	600	1,000	2,250	3,500	5,000
4d Sta Wag	240	720	1,200	2,700	4,200	6,000
GL 4d Sta Wag	250	740	1,240	2,790	4,340	6,200
1987 Vanagon						
Sta Wag	1,600	4,800	8,000	18,000	28,000	40,000
GL Sta Wag	1,640	4,920	8,200	18,450	28,700	41,000
Camper	1,720	5,160	8,600	19,350	30,100	43,000
GL Camper	1,800	5,400	9,000	20,250	31,500	45,000
1988 Fox						
2d Sed	210	620	1,030	2,320	3,610	5,150
GL 4d Sed	220	660	1,100	2,480	3,850	5,500
GL 2d Sta Wag	280	840	1,400	3,140	4,880	6,975
1988 Cabriolet						
2d Conv	540	1,630	2,720	6,120	9,520	13,600
1988 Golf						
2d HBk	310	920	1,540	3,470	5,390	7,700
GL 2d HBk	320	950	1,580	3,560	5,530	7,900
GL 4d HBk	310	940	1,560	3,510	5,460	7,800
GT 2d HBk	320	950	1,580	3,560	5,530	7,900
GT 4d HBk	310	940	1,560	3,510	5,460	7,800
GTI 2d HBk	760	2,280	3,800	8,550	13,300	19,000
1988 Jetta						
2d Sed	240	730	1,210	2,720	4,240	6,050
4d Sed	240	720	1,200	2,700	4,200	6,000
GL 4d Sed	250	750	1,250	2,810	4,380	6,250
4d Sed Carat	420	1,250	2,080	4,680	7,280	10,400
GLi 4d Sed	250	740	1,240	2,790	4,340	6,200
1988 Scirocco						
2d Cpe	360	1,070	1,780	4,010	6,230	8,900
1988 Quantum						
GL 4d Sed	200	610	1,020	2,300	3,570	5,100
GL 4d Sta Wag	250	760	1,260	2,840	4,410	6,300
1988 Vanagon						
GL Sta Wag	1,660	4,980	8,300	18,680	29,050	41,500
GL Camper	1,740	5,220	8,700	19,580	30,450	43,500
1989 Fox						
2d Sed	210	630	1,050	2,360	3,680	5,250
GL 2d Sed	220	670	1,120	2,520	3,920	5,600
GL 4d Sed	230	680	1,140	2,570	3,990	5,700
GL 4d Sta Wag	280	850	1,420	3,200	4,970	7,100
1989 Cabriolet						
2d Conv	550	1,640	2,740	6,170	9,590	13,700
1989 Golf						
2d HBk	310	940	1,560	3,510	5,460	7,800
GL 2d HBk	320	960	1,600	3,600	5,600	8,000
GL 4d HBk	320	950	1,580	3,560	5,530	7,900
GTI 2d HBk	760	2,290	3,820	8,600	13,370	19,100
1989 Jetta						
2d Sed	250	740	1,230	2,770	4,310	6,150
4d Sed	240	730	1,220	2,750	4,270	6,100
GL 4d Sed	250	760	1,270	2,860	4,450	6,350
4d Sed Carat	420	1,260	2,100	4,730	7,350	10,500
GLi 4d Sed	250	760	1,260	2,840	4,410	6,300
1989 Vanagon						
GL Sta Wag	1,640	4,920	8,200	18,450	28,700	41,000
GL Camper	1,720	5,160	8,600	19,350	30,100	43,000
Carat Sta Wag	1,800	5,400	9,000	20,250	31,500	45,000
1990 Fox, 4-cyl.						
2d Sed	210	640	1,070	2,410	3,750	5,350
4d Sed	230	680	1,140	2,570	3,990	5,700
2d Sta Wag	290	860	1,440	3,240	5,040	7,200
4d Spt Sed	260	780	1,300	2,930	4,550	6,500
1990 Cabriolet, 4-cyl.						
2d Conv	540	1,620	2,700	6,080	9,450	13,500
1990 Golf, 4-cyl.						
GL 2d HBk	320	950	1,580	3,560	5,530	7,900
GL 4d HBk	320	970	1,620	3,650	5,670	8,100
GTI 2d HBk	760	2,280	3,800	8,550	13,300	19,000
1990 Jetta, 4-cyl.						
GL 2d Sed	250	750	1,250	2,810	4,380	6,250
GL 4d Sed	260	770	1,290	2,900	4,520	6,450
GL 4d Sed Diesel	240	720	1,200	2,700	4,200	6,000
4d Carat Sed	400	1,200	2,000	4,500	7,000	10,000
GLi 4d Sed	260	770	1,280	2,880	4,480	6,400
1990 Passat, 4-cyl.						
4d Sed	270	800	1,340	3,020	4,690	6,700
4d Sta Wag	320	950	1,580	3,560	5,530	7,900
1990 Corrado, 4-cyl.						
2d Cpe	500	1,500	2,500	5,630	8,750	12,500
1991 Fox						
2d Sed	220	650	1,090	2,450	3,820	5,450
GL 4d Sed	230	700	1,160	2,610	4,060	5,800
1991 Cabriolet						
2d Conv	540	1,630	2,720	6,120	9,520	13,600
1991 Golf						
GL 2d HBk	320	960	1,600	3,600	5,600	8,000
GTI 2d HBk	760	2,280	3,800	8,550	13,300	19,000
GTI 2d HBk 16V	840	2,520	4,200	9,450	14,700	21,000
GL 4d HBk	330	980	1,640	3,690	5,740	8,200
1991 Jetta						
GL 2d Sed	250	760	1,270	2,860	4,450	6,350
GL 4d Sed	260	790	1,310	2,950	4,590	6,550
GL 4d Sed Diesel	240	730	1,220	2,750	4,270	6,100
4d Carat Sed	400	1,210	2,020	4,550	7,070	10,100
GLi 4d Sed 16V	260	780	1,300	2,930	4,550	6,500
1991 Passat						
GL 4d Sed	270	820	1,360	3,060	4,760	6,800
GL 4d Sta Wag	300	950	1,600	3,600	5,600	8,000
1991 Corrado						
2d Cpe	500	1,510	2,520	5,670	8,820	12,600
1992 Fox, 4-cyl.						
2d Sed	220	670	1,110	2,500	3,890	5,550
GL 4d Sed	240	710	1,180	2,660	4,130	5,900
1992 Golf, 4-cyl.						
GL 2d HBk	320	970	1,620	3,650	5,670	8,100
GL 4d HBk	330	1,000	1,660	3,740	5,810	8,300
GTI 2d HBk	760	2,290	3,820	8,600	13,370	19,100
GTI 2d HBk 16V	840	2,520	4,200	9,450	14,700	21,000
1992 Cabriolet, 4-cyl.						
2d Conv	550	1,640	2,740	6,170	9,590	13,700
1992 Jetta, 4-cyl.						
GL 4d Sed	260	770	1,290	2,900	4,520	6,450
GL 4d Sed Diesel	250	740	1,240	2,790	4,340	6,200
4d Carat Sed	410	1,220	2,040	4,590	7,140	10,200
GLi 4d Sed 16V	260	790	1,320	2,970	4,620	6,600
1992 Passat, 4-cyl.						
CL 4d Sed	270	820	1,360	3,060	4,760	6,800
GL 4d Sed	280	830	1,380	3,110	4,830	6,900
GL 4d Sta Wag	320	970	1,620	3,650	5,670	8,100
1992 Corrado, 4-cyl.						
2d G60 Cpe	500	1,510	2,520	5,670	8,820	12,600
SLC 2d Cpe	540	1,620	2,700	6,080	9,450	13,500
1993 Fox, 4-cyl.						
2d Sed	230	680	1,130	2,540	3,960	5,650
GL 4d Sed	240	720	1,200	2,700	4,200	6,000
1993 Golf						
GL 4d HBk	330	980	1,640	3,690	5,740	8,200
1993 Cabriolet, 4-cyl.						
2d Conv	550	1,660	2,760	6,210	9,660	13,800
1993 Jetta, 4-cyl.						
GL 4d Sed	260	790	1,310	2,950	4,590	6,550
1993 Passat, 4-cyl.						
GL 4d Sed	280	840	1,400	3,150	4,900	7,000
GLX 4d Sed	300	900	1,500	3,380	5,250	7,500
GLX 4d Sta Wag	340	1,020	1,700	3,830	5,950	8,500
1993 Corrado, V-6						
SLC 2d Cpe	510	1,520	2,540	5,720	8,890	12,700
1994 Golf, 4-cyl.						
GL 2d HBk	330	1,000	1,660	3,740	5,810	8,300
GL 4d HBk	330	980	1,640	3,690	5,740	8,200
1994 Jetta, 4-cyl.						
GL 4d Sed	270	800	1,330	2,990	4,660	6,650
GLS 4d Sed	270	810	1,350	3,040	4,730	6,750
GLX 4d Sed, V-6	280	840	1,400	3,150	4,900	7,000
1994 Passat, V-6						
GLX 4d Sed	300	910	1,520	3,420	5,320	7,600
GLX 4d Sta Wag	340	1,030	1,720	3,870	6,020	8,600
1994 Corrado, V-6						
SLC 2d Cpe	520	1,560	2,600	5,850	9,100	13,000
1995 Golf III, 4-cyl. & V-6						
4d HBk	300	900	1,500	3,380	5,250	7,500
GL 2d HBk	310	920	1,540	3,470	5,390	7,700
GL 4d HBk	320	960	1,600	3,600	5,600	8,000
2d Spt HBk	330	980	1,640	3,690	5,740	8,200
GTI 2d HBk, V-6	780	2,340	3,900	8,780	13,650	19,500
1995 Jetta III, 4-cyl. & V-6						
4d Sed	270	810	1,350	3,040	4,730	6,750
GL 4d Sed	270	810	1,350	3,040	4,730	6,750
GLS 4d Sed	270	820	1,370	3,080	4,800	6,850
GLX 4d Sed, V-6	280	850	1,420	3,200	4,970	7,100
1995 Cabrio, 4-cyl.						
2d Conv	560	1,670	2,780	6,260	9,730	13,900
1995 Passat, 4-cyl.						
GLS 4d Sed	270	820	1,370	3,080	4,800	6,850
GLX 4d Sed, V-6	280	850	1,420	3,200	4,970	7,100
GLX 4d Sta Wag, V-6	320	960	1,600	3,600	5,600	8,000
1996 Golf, 4-cyl.						
GL 4d HBk	310	940	1,560	3,510	5,460	7,800
GTI 2d HBk	600	1,800	3,000	6,750	10,500	15,000
GTI VR6 2d HBk (V-6 only)	640	1,920	3,200	7,200	11,200	16,000
1996 Jetta, 4-cyl.						
GL 4d Sed	270	820	1,370	3,080	4,800	6,850
GLS 4d Sed	280	830	1,390	3,130	4,870	6,950
GLX VR6 4d Sed (V-6 only)	290	860	1,440	3,240	5,040	7,200
1996 Cabrio, 4-cyl.						
2d Conv	560	1,680	2,800	6,300	9,800	14,000
1996 Passat, 4-cyl.						
GLS 4d Sed	270	820	1,370	3,080	4,800	6,850
TDI 4d Sed	300	900	1,500	3,380	5,250	7,500
TDI 4d Sta Wag	320	960	1,600	3,600	5,600	8,000
1996 Passat, V-6.						
GLX VR6 4d Sed	310	940	1,570	3,530	5,500	7,850
GLX VR6 4d Sta Wag	340	1,030	1,720	3,870	6,020	8,600
1997 Golf, 4-cyl.						
GL 4d HBk	270	820	1,370	3,080	4,800	6,850
GTI 2d HBk	580	1,740	2,900	6,530	10,150	14,500
GTI VR6 2d HBk (V-6 only)	630	1,900	3,160	7,110	11,060	15,800
1997 Jetta, 4-cyl.						
GL 4d Sed	270	820	1,370	3,080	4,800	6,850
GT 4d Sed	280	830	1,380	3,110	4,830	6,900
GLS 4d Sed	280	830	1,390	3,130	4,870	6,950
GLX VR6 4d Sed (V-6 only)	290	860	1,440	3,240	5,040	7,200
NOTE: Add 5% for TDI (diesel) engine.						
1997 Cabrio, 4-cyl.						
2d Conv	480	1,440	2,400	5,400	8,400	12,000
2d Highline Conv	540	1,620	2,700	6,080	9,450	13,500
1997 Passat, TDI 4-cyl.						
4d Sed	300	900	1,500	3,380	5,250	7,500
4d Sta Wag	320	960	1,600	3,600	5,600	8,000
1997 Passat, V-6						
GLX VR6 4d Sed	310	940	1,570	3,530	5,500	7,850
GLX VR6 4d Sta Wag	340	1,030	1,720	3,870	6,020	8,600
1998 Golf, 4-cyl.						
GL 4d HBk	270	820	1,370	3,080	4,800	6,850
GTI 2d HBk	560	1,680	2,800	6,300	9,800	14,000
GTI VR6 2d HBk (V-6 only)	620	1,860	3,100	6,980	10,850	15,500
1998 Jetta, 4-cyl.						
GL 4d Sed	270	820	1,370	3,080	4,800	6,850
GT 4d Sed	280	830	1,380	3,110	4,830	6,900
GLS 4d Sed	280	830	1,390	3,130	4,870	6,950
GLX VR6 4d Sed (V-6 only)	290	860	1,440	3,240	5,040	7,200
TDI 4d Sed	320	960	1,600	3,600	5,600	8,000
1998 Cabrio, 4-cyl.						
2d Conv	480	1,440	2,400	5,400	8,400	12,000
2d GLS Conv	540	1,620	2,700	6,080	9,450	13,500
1998 Passat, Turbo 4-cyl.						
GLS 4d Sed	300	900	1,500	3,380	5,250	7,500
GLX 4d Sed	340	1,030	1,720	3,870	6,020	8,600
1998 New Beetle, 4-cyl.						
2d Cpe	270	820	1,370	3,080	4,800	6,850
TDI 2d Cpe	640	1,920	3,200	7,200	11,200	16,000
1999 Golf, 4-cyl.						
GL 2d HBk	270	820	1,370	3,080	4,800	6,850
GLS 2d HBk	280	840	1,400	3,150	4,900	7,000
GTI GLS 2d HBk	540	1,620	2,700	6,080	9,450	13,500

	6	5	4	3	2	1
GTI GLX VR6 2d HBk (V-6 only)	600	1,800	3,000	6,750	10,500	15,000
NOTE: Add 10% for TDI 4-cyl.						
1999 Jetta, 4-cyl. & V-6						
GL 4d Sed (4-cyl. only)	270	820	1,370	3,070	4,780	6,830
GLS 4d Sed	280	830	1,390	3,130	4,870	6,950
GLX VR6 4d Sed (V-6 only)	290	860	1,440	3,240	5,040	7,200
NOTE: Add 10% for TDI 4-cyl.						
1999 Cabrio, 4-cyl.						
2d GL Conv	480	1,440	2,400	5,400	8,400	12,000
2d GLS Conv	540	1,620	2,700	6,080	9,450	13,500
1999 Passat, Turbo 4-cyl. & V-6						
GLS 4d Sed	300	900	1,500	3,380	5,250	7,500
GLS 4d Sta Wag	340	1,010	1,680	3,780	5,880	8,400
GLX 4d Sed (V-6 only)	340	1,030	1,720	3,870	6,020	8,600
1999 New Beetle, 4-cyl.						
GL 2d Cpe	600	1,800	3,000	6,750	10,500	15,000
GLS 2d Cpe	620	1,860	3,100	6,980	10,850	15,500
GLS TDI 2d Cpe	640	1,920	3,200	7,200	11,200	16,000
GLS 1.8T 2d Cpe	640	1,930	3,220	7,250	11,270	16,100
GLX 1.8T 2d Cpe	650	1,940	3,240	7,290	11,340	16,200
2000 Golf, 4-cyl.						
GL 2d HBk	270	820	1,370	3,080	4,800	6,850
GLS 2d HBk	280	840	1,400	3,150	4,900	7,000
GTI GLS 2d HBk	530	1,600	2,660	5,990	9,310	13,300
GTI GLX VR6 2d HBk (V-6 only)	560	1,680	2,800	6,300	9,800	14,000
GLS 4d HBk	280	850	1,420	3,200	4,970	7,100
NOTE: Add 10% for TDI 4-cyl.						
2000 Jetta, 4-cyl. & V-6						
GL 4d Sed (4-cyl. only)	270	820	1,370	3,080	4,800	6,850
GLS 4d Sed	280	830	1,390	3,130	4,870	6,950
GLX VR6 4d Sed (V-6 only)	290	860	1,440	3,240	5,040	7,200
NOTE: Add 10% for TDI 4-cyl.						
2000 Cabrio, 4-cyl.						
2d GL Conv	480	1,440	2,400	5,400	8,400	12,000
2d GLS Conv	540	1,620	2,700	6,080	9,450	13,500
2000 Passat, 4-cyl. & V-6						
GLS 4d Sed	300	900	1,500	3,380	5,250	7,500
GLS 4d Sta Wag	330	1,000	1,660	3,740	5,810	8,300
GLX 4d Sed (V-6 only)	340	1,030	1,720	3,870	6,020	8,600
GLX 4d Sta Wag (V-6 only)	360	1,090	1,820	4,100	6,370	9,100
2000 New Beetle, 4-cyl.						
GL 2d Cpe	600	1,800	3,000	6,750	10,500	15,000
GLS 2d Cpe	620	1,860	3,100	6,980	10,850	15,500
TDI 2d Cpe	640	1,920	3,200	7,200	11,200	16,000
GLS 1.8T 2d Cpe	640	1,930	3,220	7,250	11,270	16,100
GLX 1.8T 2d Cpe	650	1,940	3,240	7,290	11,340	16,200

VOLVO

	6	5	4	3	2	1
1944-50 4-cyl., 1414cc, 102.4" wb						
PV444 2d Sed	1,140	3,410	5,680	12,780	19,880	28,400
1951 4-cyl., 1414cc, 102.4" wb						
PV444 2d Sed	1,120	3,360	5,600	12,600	19,600	28,000
1952 4-cyl., 1414cc, 102.4" wb						
PV444 2d Sed	1,120	3,360	5,600	12,600	19,600	28,000
1953 4-cyl., 1414cc, 102.4" wb						
PV444 2d Sed	1,120	3,360	5,600	12,600	19,600	28,000
1954 4-cyl., 1414cc, 102.4" wb						
PV444 2d Sed	1,120	3,360	5,600	12,600	19,600	28,000
PV445 2d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
1955 4-cyl., 1414cc, 102.4" wb						
PV444 2d Sed	1,120	3,360	5,600	12,600	19,600	28,000
PV445 2d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
1956 4-cyl., 1414cc, 102.4" wb						
PV444 2d Sed	1,120	3,360	5,600	12,600	19,600	28,000
PV445 2d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
1957 4-cyl., 1414cc, 102.4" wb						
PV444 2d Sed	1,120	3,360	5,600	12,600	19,600	28,000
PV445 2d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
1957 4-cyl., 104.4" wb, 1583cc, 4-cyl., 94.5" wb, 1414cc						
P1900 Conv	4,400	13,200	22,000	49,500	77,000	110,000
1958 4-cyl., 1583cc, 102.4" wb						
PV544 2d Sed	1,280	3,840	6,400	14,400	22,400	32,000
PV445 2d Sta Wag	550	1,700	2,800	6,350	9,850	14,100
1959 4-cyl., 1583cc, 102.4" wb						
PV544 2d Sed	1,280	3,840	6,400	14,400	22,400	32,000
PV445 2d Sta Wag	550	1,700	2,800	6,350	9,850	14,100
122S 4d Sed	680	2,040	3,400	7,650	11,900	17,000
1960 4-cyl., 1583cc, 102.4" wb						
PV544 2d Sed	1,280	3,840	6,400	14,400	22,400	32,000
PV445 2d Sta Wag	560	1,690	2,820	6,350	9,870	14,100
122S 4d Sed	680	2,040	3,400	7,650	11,900	17,000
1961 4-cyl., 1583cc, 102.4" wb						
PV544 2d Sed	1,280	3,840	6,400	14,400	22,400	32,000
P210 2d Sta Wag	660	1,980	3,300	7,430	11,550	16,500
122 4d Sed	680	2,040	3,400	7,650	11,900	17,000
1961 4-cyl., 1778cc, 96.5" wb						
P1800 Cpe	2,000	6,000	10,000	22,500	35,000	50,000
1962 4-cyl., 1583cc, 102.4" wb						
P210 2d Sta Wag	660	1,980	3,300	7,430	11,550	16,500
1962 4-cyl., 1778cc, 102.4" wb						
PV544 2d Sed	1,280	3,840	6,400	14,400	22,400	32,000
122S 4d Sed	680	2,040	3,400	7,650	11,900	17,000
122S 2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
122S 4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1962 4-cyl., 1778cc, 96.5" wb						
P1800 Cpe	2,000	6,000	10,000	22,500	35,000	50,000
1963 4-cyl., 1778cc, 102.4" wb						
PV544 2d Sed	1,280	3,840	6,400	14,400	22,400	32,000
210 2d Sta Wag	660	1,980	3,300	7,430	11,550	16,500
P122S 4d Sed	680	2,040	3,400	7,650	11,900	17,000
P122S 2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
P122S 4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1963 4-cyl., 1778cc, 96.5" wb						
1800S Cpe	2,000	6,000	10,000	22,500	35,000	50,000
1964 4-cyl., 1778cc, 102.4" wb						
PV544 2d Sed	1,280	3,840	6,400	14,400	22,400	32,000
P210 2d Sta Wag	660	1,980	3,300	7,430	11,550	16,500
122S 4d Sed	680	2,040	3,400	7,650	11,900	17,000
122S 2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
122S 4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1964 4-cyl., 1778cc, 96.5" wb						
1800S Cpe	2,000	6,000	10,000	22,500	35,000	50,000
1965 4-cyl., 1778cc, 102.4" wb						
PV544 2d Sed	1,280	3,840	6,400	14,400	22,400	32,000
P210 Sta Wag	660	1,980	3,300	7,430	11,550	16,500
122S 4d Sed	680	2,040	3,400	7,650	11,900	17,000
122S 2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
122S 4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1965 4-cyl., 1778cc, 96.5" wb						
1800S Cpe	2,000	6,000	10,000	22,500	35,000	50,000
1966 4-cyl., 1778cc, 102.4" wb						
210S 2d Sta Wag	880	2,640	4,400	9,900	15,400	22,000
122S 4d Sed	680	2,040	3,400	7,650	11,900	17,000
122S 2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
122S 4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1966 4-cyl., 1778cc, 96.5" wb						
1800S Cpe	2,000	6,000	10,000	22,500	35,000	50,000
1967 4-cyl., 1778cc, 102.4" wb						
P210 2d Sta Wag	660	1,980	3,300	7,430	11,550	16,500
122S 2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
122S 4d Sed	680	2,040	3,400	7,650	11,900	17,000
122S 4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1967 4-cyl., 1778cc, 96.5" wb						
123 GT	1,680	5,040	8,400	18,900	29,400	42,000
1800S Cpe	2,000	6,000	10,000	22,500	35,000	50,000
1968 4-cyl., 1778cc, 102.4" wb						
122S 2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
122S 4d Sta Wag	680	2,040	3,400	7,650	11,900	17,000
123 GT	1,680	5,040	8,400	18,900	29,400	42,000
142S 2d Sed	480	1,440	2,400	5,400	8,400	12,000
144 4d Sed	440	1,320	2,200	4,950	7,700	11,000
1968 4-cyl., 1778cc, 96.5" wb						
1800S Cpe	2,000	6,000	10,000	22,500	35,000	50,000
1969 4-cyl., 1986cc, 102.4" wb						
142S 2d Sed	480	1,440	2,400	5,400	8,400	12,000
144S 4d Sed	440	1,320	2,200	4,950	7,700	11,000
145S 4d Sta Wag	680	2,040	3,400	7,650	11,900	17,000
1969 4-cyl., 1986cc, 96.5" wb						
1800S Cpe	2,000	6,000	10,000	22,500	35,000	50,000
1970 4-cyl., 1986cc, 102.4" wb						
142 2d Sed	480	1,440	2,400	5,400	8,400	12,000
144 4d Sed	440	1,320	2,200	4,950	7,700	11,000
145 4d Sta Wag	680	2,040	3,400	7,650	11,900	17,000
1970 4-cyl., 1986cc, 96.5" wb						
1800E Cpe	1,600	4,800	8,000	18,000	28,000	40,000
1970 6-cyl., 2978cc, 106.3" wb						
164 4d Sed	420	1,260	2,100	4,730	7,350	10,500
1971 4-cyl., 1986cc, 103.2" wb						
142 2d Sed	480	1,440	2,400	5,400	8,400	12,000
144 4d Sed	440	1,320	2,200	4,950	7,700	11,000
145 4d Sta Wag	680	2,040	3,400	7,650	11,900	17,000
1971 4-cyl., 1986cc, 96.5" wb						
1800E Cpe	1,600	4,800	8,000	18,000	28,000	40,000
1971 6-cyl., 2978cc, 107" wb						
164 4d Sed	420	1,260	2,100	4,730	7,350	10,500
1972 4-cyl., 1986cc, 103.2" wb						
142 2d Sed	480	1,440	2,400	5,400	8,400	12,000
144 4d Sed	440	1,320	2,200	4,950	7,700	11,000
145 4d Sta Wag	680	2,040	3,400	7,650	11,900	17,000
1972 4-cyl., 1986cc, 96.5" wb						
1800E Cpe	1,600	4,800	8,000	18,000	28,000	40,000
1800ES Spt Wag	650	2,000	3,300	7,430	11,600	16,500
1972 6-cyl., 2978cc, 107" wb						
164 4d Sed	420	1,260	2,100	4,730	7,350	10,500
1973 4-cyl., 1986cc, 103.2" wb						
142 2d Sed	480	1,440	2,400	5,400	8,400	12,000
144 4d Sed	440	1,320	2,200	4,950	7,700	11,000
145 4d Sta Wag	680	2,040	3,400	7,650	11,900	17,000
1973 4-cyl., 1986cc, 96.5" wb						
1800ES Spt Wag	2,040	6,120	10,200	22,950	35,700	51,000
1973 6-cyl., 2978cc, 107" wb						
164E 4d Sed	340	1,020	1,700	3,830	5,950	8,500
1974 4-cyl., 1986cc, 103.2" wb						
142 2d Sed	480	1,440	2,400	5,400	8,400	12,000
144 4d Sed	440	1,320	2,200	4,950	7,700	11,000
145 4d Sta Wag	680	2,040	3,400	7,650	11,900	17,000
142GL 2d Sed	520	1,560	2,600	5,850	9,100	13,000
144GL 4d Sed	480	1,440	2,400	5,400	8,400	12,000
1974 6-cyl., 2978cc, 107" wb						
164E 4d Sed	340	1,020	1,700	3,830	5,950	8,500
1975 4-cyl., 2127cc, 103.9" wb						
242 2d Sed	440	1,320	2,200	4,950	7,700	11,000
244 4d Sed	260	780	1,300	2,930	4,550	6,500
245 4d Sta Wag	310	920	1,540	3,470	5,390	7,700
242GL 2d Sed	300	900	1,500	3,380	5,250	7,500
244GL 4d Sed	350	1,040	1,740	3,920	6,090	8,700
1975 6-cyl., 2978cc, 107" wb						
164 4d Sed	420	1,260	2,100	4,730	7,350	10,500
1976 4-cyl., 2127cc, 103.9" wb						
242 2d Sed	440	1,320	2,200	4,950	7,700	11,000
244 4d Sed	260	780	1,300	2,930	4,550	6,500
245 4d Sta Wag	310	920	1,540	3,470	5,390	7,700
1976 6-cyl., 2664cc, 103.9" wb						
262GL 2d Sed	250	740	1,240	2,790	4,340	6,200
264 4d Sed	260	780	1,300	2,930	4,550	6,500
265 4d Sta Wag	270	800	1,340	3,020	4,690	6,700
264GL 4d Sed	260	780	1,300	2,930	4,550	6,500
1977 4-cyl., 2127cc, 103.9" wb						
242 2d Sed	440	1,320	2,200	4,950	7,700	11,000
244 4d Sed	260	780	1,300	2,930	4,550	6,500
245 4d Sta Wag	310	920	1,540	3,470	5,390	7,700
1977 6-cyl., 2664cc, 103.9" wb						
264GL 4d Sed	300	900	1,500	3,380	5,250	7,500
265GL 4d Sta Wag	280	840	1,400	3,150	4,900	7,000
262C 2d Bertone Cpe	800	2,400	4,000	9,000	14,000	20,000
1978 6-cyl., 2664cc, 103.9" wb						
244 4d	260	780	1,300	2,930	4,550	6,500
242GT 2d	640	1,920	3,200	7,200	11,200	16,000
242 2d	440	1,320	2,200	4,950	7,700	11,000
245 4d Sta Wag	280	840	1,400	3,150	4,900	7,000
264GL 4d	300	900	1,500	3,380	5,250	7,500
265GL 4d Sta Wag	280	840	1,400	3,150	4,900	7,000
262C 2d	800	2,400	4,000	9,000	14,000	20,000
1979 6-cyl., 2664cc, 103.9" wb						
242DL 2d	260	790	1,320	2,970	4,620	6,600
242GT 2d	640	1,920	3,200	7,200	11,200	16,000
244DL 4d	300	850	1,400	3,110	4,850	6,900
245DL 4d Sta Wag	300	850	1,400	3,150	4,900	7,000
245GL 4d	310	940	1,560	3,510	5,460	7,800
265GL 4d Sta Wag	310	940	1,570	3,530	5,500	7,850
262C 2d Cpe	800	2,400	4,000	9,000	14,000	20,000
1980 6-cyl., 2664cc, 103.9" wb						
DL 2d	270	820	1,360	3,060	4,760	6,800
DL GT 2d	630	1,900	3,160	7,110	11,060	15,800
DL 4d	280	830	1,380	3,110	4,830	6,900
DL 4d Sta Wag	280	840	1,400	3,150	4,900	7,000
GL 4d	310	940	1,570	3,530	5,500	7,850
GLE 4d	320	950	1,580	3,560	5,530	7,900
GLE 4d Sta Wag	320	950	1,590	3,580	5,570	7,950
GLE 2d Cpe Bertone	720	2,160	3,600	8,100	12,600	18,000
1981 6-cyl., 2664cc, 103.9" wb						
DL 2d	260	790	1,320	2,970	4,620	6,600
DL 4d	280	830	1,380	3,110	4,830	6,900
DL 4d Sta Wag	280	840	1,400	3,150	4,900	7,000
GL 2d	260	790	1,320	2,970	4,620	6,600
GL 4d	260	790	1,320	2,970	4,620	6,600
GLT 2d	260	790	1,320	2,970	4,620	6,600
GLT 4d Sta Wag	280	830	1,380	3,110	4,830	6,900
GLT 2d, Turbo	280	850	1,420	3,200	4,970	7,100
GLT 4d, Turbo	280	850	1,420	3,200	4,970	7,100
GLE 4d	280	850	1,420	3,200	4,970	7,100
2d Bertone Cpe	720	2,160	3,600	8,100	12,600	18,000
1982 6-cyl., 2664cc, 103.9" wb						
DL 2d	270	800	1,330	2,990	4,660	6,650
DL 4d	280	830	1,390	3,130	4,870	6,950
DL 4d Sta Wag	280	850	1,410	3,170	4,940	7,050
GL 4d	270	800	1,330	2,990	4,660	6,650
GL 4d Sta Wag	270	800	1,340	3,020	4,690	6,700
GLT 2d	260	770	1,280	2,880	4,480	6,400
GLT 2d, Turbo	270	820	1,360	3,060	4,760	6,800
GLT 4d, Turbo	280	830	1,380	3,110	4,830	6,900
GLT 4d Sta Wag, Turbo	280	840	1,400	3,150	4,900	7,000
GLE 4d	290	860	1,430	3,220	5,010	7,150
1983 4-cyl., 2316cc						
DL 2d	260	770	1,280	2,880	4,480	6,400
DL 4d	260	770	1,280	2,880	4,480	6,400
DL 4d Sta Wag	260	780	1,300	2,930	4,550	6,500
GL 4d	260	780	1,300	2,930	4,550	6,500
GL 4d Sta Wag	260	790	1,320	2,970	4,620	6,600
GLT 2d, Turbo	260	780	1,300	2,930	4,550	6,500
GLT 4d, Turbo	270	820	1,360	3,060	4,760	6,800
GLT 4d Sta Wag, Turbo	280	830	1,380	3,110	4,830	6,900
760 GLE 4d	280	830	1,380	3,110	4,830	6,900
760 GLE 4d, Turbo Diesel	280	840	1,400	3,150	4,900	7,000
NOTE: Add 5% for 6-cyl.						
1984 4-cyl., 2316cc						
DL 2d	170	500	840	1,890	2,940	4,200
DL 4d	150	450	750	1,690	2,630	3,750
DL 4d Sta Wag	200	600	1,000	2,250	3,500	5,000
GL 4d	190	580	970	2,180	3,400	4,850
GL 4d Sta Wag	220	660	1,100	2,480	3,850	5,500
GLT 2d, Turbo	180	540	900	2,030	3,150	4,500
GLT 4d, Turbo	150	460	770	1,730	2,700	3,850
GLT 4d Sta Wag, Turbo	180	550	910	2,050	3,190	4,550
760 GLE 4d	180	550	910	2,050	3,190	4,550
760 GLE 4d, Turbo	240	710	1,190	2,680	4,170	5,950
760 GLE 4d, Turbo Diesel	400	1,200	2,000	4,500	7,000	10,000
NOTE: Add 5% for 6-cyl.						
1985 4-cyl., 2316cc						
DL 4d Sed	160	470	790	1,780	2,770	3,950
DL 4d Sta Wag	210	620	1,040	2,340	3,640	5,200
GL 4d Sed	200	610	1,010	2,270	3,540	5,050
GL 4d Sta Wag	220	650	1,080	2,430	3,780	5,400
NOTE: Add 10% for Turbo.						

	6	5	4	3	2	1
740 4d Sed	220	660	1,100	2,480	3,850	5,500
740 4d Sta Wag	230	680	1,140	2,570	3,990	5,700.
760 4d Sed	240	730	1,220	2,750	4,270	6,100
760 4d Sta Wag	250	740	1,230	2,770	4,310	6,150
NOTE: Deduct 10% for Diesel. Add 10% for Turbo. Add 5% for 6-cyl.						
1986 4-cyl., 2316cc						
DL 4d Sed	170	500	830	1,870	2,910	4,150
DL 4d Sta Wag	220	650	1,080	2,430	3,780	5,400
GL 4d Sed	210	630	1,050	2,360	3,680	5,250
GL 4d Sta Wag	220	670	1,120	2,520	3,920	5,600
740 4d Sed	230	680	1,140	2,570	3,990	5,700
740 4d Sta Wag	240	710	1,180	2,660	4,130	5,900
NOTE: Deduct 10% for Diesel. Add 10% for Turbo.						
760 4d Sed	250	760	1,260	2,840	4,410	6,300
760 4d Sta Wag	250	760	1,270	2,860	4,450	6,350
NOTE: Add 5% for 6-cyl.						
1987 240						
DL 4d Sed	200	590	990	2,230	3,470	4,950
DL 4d Sta Wag	230	680	1,140	2,570	3,990	5,700
GL 4d Sed	220	670	1,110	2,500	3,890	5,550
GL 4d Sta Wag	240	730	1,220	2,750	4,270	6,100
1987 740						
GLE 4d Sed	240	720	1,200	2,700	4,200	6,000
GLE 4d Sed, Turbo	240	730	1,220	2,750	4,270	6,100
GLE 4d Sta Wag	250	740	1,240	2,790	4,340	6,200
GLE 4d Sta Wag, Turbo	250	760	1,260	2,840	4,410	6,300
1987 760						
GLE 4d Sed, Turbo	290	860	1,440	3,240	5,040	7,200
GLE 4d Sta Wag, Turbo	290	880	1,470	3,310	5,150	7,350
1987 780						
GLE 2d Cpe	340	1,020	1,700	3,830	5,950	8,500
1988 240						
DL 4d Sed	190	570	950	2,140	3,330	4,750
DL 4d Sta Wag	240	720	1,200	2,700	4,200	6,000
GL 4d Sed	230	700	1,170	2,630	4,100	5,850
GL 4d Sta Wag	260	770	1,280	2,880	4,480	6,400
1988 740						
GLE 4d Sed	250	760	1,260	2,840	4,410	6,300
GLE 4d Sta Wag	260	770	1,280	2,880	4,480	6,400
GLE 4d Sed, Turbo	260	780	1,300	2,930	4,550	6,500
GLE 4d Sta Wag, Turbo	260	790	1,320	2,970	4,620	6,600
1988 760						
4d Sed	300	900	1,500	3,380	5,250	7,500
GLE 4d Sed, Turbo	310	920	1,540	3,470	5,390	7,700
GLE 4d Sta Wag, Turbo	350	1,060	1,760	3,960	6,160	8,800
1988 780						
GLE 2d Cpe	350	1,060	1,760	3,960	6,160	8,800
1989 DL						
4d Sed	200	590	990	2,230	3,470	4,950
4d Sta Wag	250	740	1,240	2,790	4,340	6,200
1989 GL						
4d Sed	240	730	1,210	2,720	4,240	6,050
4d Sta Wag	260	780	1,300	2,930	4,550	6,500
1989 740 GL						
4d	250	760	1,260	2,840	4,410	6,300
4d Sta Wag	260	770	1,280	2,880	4,480	6,400
1989 740 GLE						
4d Sed (16V)	260	780	1,300	2,930	4,550	6,500
4d Sta Wag (16V)	270	800	1,340	3,020	4,690	6,700
1989 740 (Turbo)						
4d Sed	270	800	1,340	3,020	4,690	6,700
4d Sta Wag	290	860	1,440	3,240	5,040	7,200
1989 760 GLE						
4d Sed	320	960	1,600	3,600	5,600	8,000
4d Sed, Turbo	360	1,080	1,800	4,050	6,300	9,000
4d Sta Wag, Turbo	330	980	1,640	3,690	5,740	8,200
1989 780						
2d Cpe	370	1,120	1,860	4,190	6,510	9,300
2d Cpe, Turbo	410	1,220	2,040	4,590	7,140	10,200
1990 240, 4-cyl.						
4d Sed	210	630	1,050	2,360	3,680	5,250
4d Sta Wag	260	780	1,300	2,930	4,550	6,500
DL 4d Sed	250	760	1,270	2,860	4,450	6,350
DL 4d Sta Wag	280	830	1,380	3,110	4,830	6,900
1990 740, 4-cyl.						
4d Sed	260	770	1,280	2,880	4,480	6,400
4d Sta Wag	260	780	1,300	2,930	4,550	6,500
GL 4d Sed	260	790	1,320	2,970	4,620	6,600
GL 4d Sta Wag	270	800	1,340	3,020	4,690	6,700
GLE 4d Sed	270	820	1,360	3,060	4,760	6,800
GLE 4d Sta Wag	280	830	1,380	3,110	4,830	6,900
4d Sed, Turbo	300	900	1,500	3,380	5,250	7,500
4d Sta Wag, Turbo	300	910	1,520	3,420	5,320	7,600
1990 760, 6-cyl.						
GLE 4d Sed	320	960	1,600	3,600	5,600	8,000
GLE 4d Sed, Turbo	330	980	1,640	3,690	5,740	8,200
GLE 4d Sta Wag, Turbo	340	1,020	1,700	3,830	5,950	8,500
1990 780, 6-cyl.						
2d Cpe	390	1,180	1,960	4,410	6,860	9,800
2d Cpe, Turbo	430	1,280	2,140	4,820	7,490	10,700
NOTE: Deduct 5% for 4-cyl.						
1991 240						
4d Sed	210	630	1,050	2,360	3,680	5,250
4d Sta Wag	260	780	1,300	2,930	4,550	6,500
4d SE Sta Wag	280	830	1,380	3,110	4,830	6,900
1991 740						
4d Sed	210	630	1,050	2,360	3,680	5,250
4d Sed, Turbo	230	700	1,160	2,610	4,060	5,800
4d SE Sed, Turbo	240	710	1,190	2,680	4,170	5,950
4d Sta Wag	230	700	1,160	2,610	4,060	5,800
4d Sta Wag, Turbo	280	840	1,400	3,150	4,900	7,000
4d SE Sta Wag, Turbo	280	850	1,420	3,200	4,970	7,100
1991 940						
GLE 4d Sed (16V)	320	960	1,600	3,600	5,600	8,000
4d Sed, Turbo	330	980	1,640	3,690	5,740	8,200
4d SE Sed, Turbo	350	1,040	1,740	3,920	6,090	8,700
GLE 4d Sta Wag (16V)	340	1,030	1,720	3,870	6,020	8,600
4d Sta Wag, Turbo	360	1,080	1,800	4,050	6,300	9,000
4d SE Sta Wag, Turbo	370	1,120	1,860	4,190	6,510	9,300
1991 780						
2d Cpe, Turbo	410	1,240	2,060	4,640	7,210	10,300
1992 240, 4-cyl.						
4d Sed	230	690	1,150	2,590	4,030	5,750
4d Sta Wag	280	840	1,400	3,150	4,900	7,000
GL 4d Sed	300	890	1,480	3,330	5,180	7,400
1992 740, 4-cyl.						
4d Sed	230	690	1,150	2,590	4,030	5,750
4d Sta Wag	300	890	1,480	3,330	5,180	7,400
4d Sta Wag, Turbo	300	910	1,520	3,420	5,320	7,600
1992 940, 4-cyl.						
CL 4d Sed	340	1,020	1,700	3,830	5,950	8,500
4d Sed, Turbo	350	1,040	1,740	3,920	6,090	8,700
4d Sta Wag, Turbo	380	1,140	1,900	4,280	6,650	9,500
1992 960, 4-cyl.						
4d Sed (16V)	360	1,080	1,800	4,050	6,300	9,000
4d Sta Wag (16V)	390	1,160	1,940	4,370	6,790	9,700
1993 240, 4-cyl.						
4d Sed	250	750	1,250	2,810	4,380	6,250
4d Sta Wag	300	900	1,500	3,380	5,250	7,500
1993 850, 5-cyl.						
GLT 4d Sed	320	960	1,600	3,600	5,600	8,000
1993 940, 4-cyl.						
4d Sed	360	1,080	1,800	4,050	6,300	9,000
4d Sta Wag	380	1,140	1,900	4,280	6,650	9,500
4d Sed, Turbo	390	1,180	1,960	4,410	6,860	9,800
4d Sta Wag, Turbo	400	1,200	2,000	4,500	7,000	10,000
1993 960, 4-cyl.						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
4d Sta Wag	3,610	10,820	18,040	40,590	63,140	90,200
1994 850, 4-cyl.						
4d Sed	260	770	1,280	2,880	4,480	6,400
4d Sed, Turbo	280	850	1,420	3,200	4,970	7,100
4d Sta Wag	280	830	1,380	3,110	4,830	6,900
4d Sta Wag, Turbo	300	910	1,520	3,420	5,320	7,600
1994 940, 4-cyl.						
4d Sed	360	1,080	1,800	4,050	6,300	9,000
4d Sed, Turbo	370	1,100	1,840	4,140	6,440	9,200
4d Sta Wag	390	1,180	1,960	4,410	6,860	9,800
4d Sta Wag, Turbo	400	1,200	2,000	4,500	7,000	10,000
1994 960, 4-cyl.						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
4d Sta Wag	410	1,220	2,040	4,590	7,140	10,200
1995 850, 4-cyl.						
4d Sed	280	830	1,380	3,110	4,830	6,900
4d Sed, Turbo	300	910	1,520	3,420	5,320	7,600
4d Sta Wag	300	890	1,480	3,330	5,180	7,400
4d Sta Wag, Turbo	320	970	1,620	3,650	5,670	8,100
GLT 4d Sed	280	850	1,420	3,200	4,970	7,100
GLT 4d Sta Wag	300	900	1,500	3,380	5,250	7,500
T-5R 4d Sed, Turbo	310	940	1,560	3,510	5,460	7,800
T-5R 4d Sta Wag, Turbo	330	980	1,640	3,690	5,740	8,200
1995 940, 4-cyl.						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
4d Sta Wag	410	1,240	2,060	4,640	7,210	10,300
4d Sed, Turbo	390	1,160	1,940	4,370	6,790	9,700
4d Sta Wag, Turbo	420	1,260	2,100	4,730	7,350	10,500
1995 960, 6-cyl.						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	430	1,280	2,140	4,820	7,490	10,700
1996 850, 5-cyl.						
4d Sed	280	830	1,380	3,110	4,830	6,900
4d Sed, Turbo	300	910	1,520	3,420	5,320	7,600
4d Sta Wag	300	890	1,480	3,330	5,180	7,400
4d Sta Wag, Turbo	320	970	1,620	3,650	5,670	8,100
GLT 4d Sed	300	900	1,500	3,380	5,250	7,500
GLT 4d Sta Wag	320	950	1,580	3,560	5,530	7,900
T-5R 4d Sed, Turbo	350	1,060	1,760	3,960	6,160	8,800
T-5R 4d Sta Wag, Turbo	350	1,040	1,740	3,920	6,090	8,700
1996 960, 6-cyl.						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
4d Sta Wag	450	1,340	2,240	5,040	7,840	11,200
1997 850, 5-cyl.						
4d Sed	300	890	1,480	3,330	5,180	7,400
GLT 4d Sed, Turbo	320	960	1,600	3,600	5,600	8,000
T5 4d Sed, Turbo	350	1,060	1,760	3,960	6,160	8,800
R 4d Sed, Turbo	350	1,060	1,760	3,960	6,160	8,800
4d Sta Wag	370	1,100	1,840	4,140	6,440	9,200
GLT 4d Sta Wag, Turbo	320	970	1,620	3,650	5,670	8,100
T5 4d Sta Wag, Turbo	370	1,100	1,840	4,140	6,440	9,200
R 4d Sta Wag, Turbo	370	1,120	1,860	4,190	6,510	9,300
1997 960, 6-cyl.						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
4d Sta Wag	450	1,340	2,240	5,040	7,840	11,200
1998 70 Series, 5-cyl.						
C70 2d Conv	320	960	1,600	4,000	5,600	8,000
C70 2d Conv	320	960	1,600	4,000	5,600	8,000
1998 70 Series, 5-cyl.						
C70 2d Cpe	270	800	1,340	3,020	4,690	6,700
S70 4d Sed	200	600	1,000	2,250	3,500	5,000
S70 GLT 4d Sed Turbo	270	800	1,340	3,020	4,690	6,700
S70 T5 4d Sed Turbo	300	890	1,480	3,330	5,180	7,400
V70 4d Sta Wag	340	1,020	1,700	3,830	5,950	8,500
V70 GLT 4d Sta Wag Turbo	430	1,300	2,170	4,880	7,600	10,850
V70 T5 4d Sta Wag Turbo	460	1,390	2,320	5,220	8,120	11,600
V70 4d Sta Wag AWD	460	1,390	2,320	5,220	8,120	11,600
V70 R 4d Sta Wag AWD	540	1,610	2,690	6,050	9,420	13,450
V70 XC 4d Sta Wag AWD	470	1,400	2,340	5,270	8,190	11,700
1998 90 Series, 6-cyl.						
S90 4d Sed	320	960	1,600	3,600	5,600	8,000
V90 4d Sta Wag	510	1,530	2,550	5,740	8,930	12,750
1999 70 Series, 5-cyl.						
C70 2d Cpe	290	860	1,440	3,240	5,040	7,200
C70 2d Conv	340	1,020	1,700	3,830	5,950	8,500
S70 4d Sed	220	660	1,100	2,480	3,850	5,500
S70 GLT 4d Sed Turbo	290	860	1,440	3,240	5,040	7,200
S70 T5 4d Sed Turbo	320	950	1,580	3,560	5,530	7,900
S70 4d Sed AWD Turbo	320	970	1,620	3,650	5,670	8,100
V70 4d Sta Wag	360	1,080	1,800	4,050	6,300	9,000
V70 GLT 4d Sta Wag Turbo	450	1,360	2,270	5,110	7,950	11,350
V70 T5 4d Sta Wag Turbo	480	1,450	2,420	5,450	8,470	12,100
V70 4d Sta Wag AWD Turbo	480	1,450	2,420	5,450	8,470	12,100
V70 R 4d Sta Wag AWD Turbo	560	1,670	2,790	6,280	9,770	13,950
V70 XC 4d Sta Wag AWD Turbo	490	1,460	2,440	5,490	8,540	12,200
1999 80 Series, 6-cyl.						
2.9 4d Sed	340	1,020	1,700	3,830	5,950	8,500
2.8 T-6 4d Sed	340	1,030	1,720	3,870	6,020	8,600
2000 40 Series, 4-cyl.						
S40 4d Sed	340	1,020	1,700	3,830	5,950	8,500
V40 4d Sta Wag	530	1,590	2,650	5,960	9,280	13,250
2000 70 Series, 5-cyl.						
C70 LT 2d Cpe	310	920	1,540	3,470	5,390	7,700
C70 HT 2d Cpe	320	970	1,620	3,650	5,670	8,100
C70 LT 2d Conv	360	1,080	1,800	4,050	6,300	9,000
C70 HT 2d Conv	380	1,130	1,880	4,230	6,580	9,400
S70 4d Sed	240	720	1,200	2,700	4,200	6,000
S70 GLT 4d Sed Turbo	310	920	1,540	3,470	5,390	7,700
S70 T5 4d Sed Turbo	340	1,010	1,680	3,780	5,880	8,400
S70 4d Sed AWD Turbo	340	1,030	1,720	3,870	6,020	8,600
V70 4d Sta Wag	380	1,140	1,900	4,280	6,650	9,500
V70 GLT 4d Sta Wag Turbo	470	1,420	2,370	5,330	8,300	11,850
V70 XC 4d Sta Wag AWD Turbo	510	1,520	2,540	5,720	8,890	12,700
V70 R 4d Sta Wag AWD Turbo	580	1,730	2,890	6,500	10,120	14,450
2000 80 Series, 6-cyl.						
2.9 4d Sed	360	1,080	1,800	4,050	6,300	9,000
2.8 T-6 4d Sed	360	1,090	1,820	4,100	6,370	9,100

YUGO

	6	5	4	3	2	1
1986						
2d HBk GV	150	400	650	1,490	2,300	3,300
1987						
2d HBk GV	150	400	650	1,490	2,300	3,300
1988						
2d HBk GV	150	400	650	1,490	2,300	3,300
2d HBk GVL	150	400	700	1,530	2,400	3,400

Fast Times In Monterey

Marquee auctions are always a big part of Monterey Car Week

Mecum Auctions photo

One of just 70 Hemi 1969 Daytonas will be up for bids at Mecum's Monterey Auction.

Monterey Car Week will bring back auction bidders and elite cars from across the globe as the most notable auction houses assemble for one of the most important weeks in the car hobby. Monterey annually serves as a high-profile barometer of the collector car market each August, and is held during the same week as the famed Pebble Beach Concours d'Elegance.

Following is a rundown of those auction houses that will be conducting live sales on the Monterey Peninsula in August, and some of the top cars up for bids.

RM Sotheby's Monterey Sale: Aug. 17

RM Sotheby's will offer another loaded lineup over three days at its Monterey Sale at the Monterey Conference Center. Preview days will be Wednesday through Saturday beginning at 10 a.m. daily with bidding starting at 5:30 Friday.

Among the highlights are a 1967 Ferrari 275 GTB/4 by Scaglietti that was formerly owned by movie icon Steve McQueen, and a rare 1-of-54 1955 Jaguar D-Type with a racing history.

More than 120 top-quality vehicles are expected to be up for bids. Other headliner vehicles include: a 1972 Ferrari 365 FTS/4 Daytona Spider; 1965 Ferrari 275 GTB/6C Alloy by Scaglietti; 1967 Ferrari 330 GTS by Pininfarina; 1931 Duesenberg Model J Tourster by Derham; 1966 Shelby 427 Cobra; 1956 Mercedes-Benz 300 SL Gullwing; and a 1938 BMW 328 "Special Competition" Roadster.

For more information, visit www. rmsothebys.com.

Mecum Auctions: Aug. 17-19

Mecum Auctions will again serve up 600-plus lots of vehicles and motorcycles at the Hyatt Regency Monterey Hotel and Spa/Del Monte Golf Course. Gates open daily at 8 a.m. with bidding on vehicles starting at 10 a.m. Thursday and 9 a.m. Friday and Saturday.

Highlights will include a 1990 Ferrari F40 with just 3,415 miles on the odometer; two 1956 Porsche 356A Speedsters; a 1968 Ferrari 330 GTS; and a 1968 Ferrari GTC.

Among the U.S. domestic cars up for bids will be a 1963 Corvette "Split Window" coupe; 1934 Packard Twelve Dietrich convertible sedan; 1968 Ford Bronco U13 Roadster; and a special-order 1969 Chevrolet Camaro RS convertible.

For more information, visit www.mecum.com, or call 262-275-5050.

Bonhams Quail Lodge Auction: Aug. 18

Supercars, exotics and historic race cars will be in the spotlight as Bonhams returns to the Monterey Peninsula for its annual Quail Lodge Auction at the Quail Lodge & Golf Club. The one-day sale begins at 10 a.m.

Preview days are Wednesday and Thursday from 9 a.m. to 6 p.m. and Friday from 8 to 11 a.m. Bidding will begin at 11 a.m. Friday.

Among the early highlight consignments are a 1966 Porsche 906 "Carrera" 6 racer; 1949 Talbot-Lago T26 Grand Sport two-seat cabriolet; 1931 Bentley 4-1/2-Liter super-

Bonhams photo

Broad Arrow's 1930 Duesenberg Model J Murphy Convertible Sedan will be one of Pebble Beach Week's show stoppers.

A stunning 1931 Bentley 4-1/2-Liter supercharged four-seater will be offered by Bonhams.

charged four-seater; 1929 Alfa Romeo 6C 1750 Super Sport; 1947 Ford V-8 Super Deluxe Sportsman convertible; and a 1930 Rolls-Royce Phantom I Ascot Tourer.

For more information, visit www.bonhams.com/quail, or call 415-503-3284.

Broad Arrow Monterey Jet Center Auction: Aug. 17-18

Broad Arrow's Monterey Jet Center Auction returns as a two-day sale held in conjunction with Hagerty's Motorlux. The company expects about 150 exceptional blue-chip prewar American and European Classics and supercars.

Preview is Thursday from 9 a.m. to 3 p.m. and Friday from 9 a.m. to 4 p.m. with the auction to begin both days following the preview sessions.

Headline cars will include a 1930 Duesenberg Model J Hibbard & Darrin Transformable Cabriolet; 1930 Duesenberg Model J Murphy Convertible Sedan; 1964 Ferrari 250 GT Lusso Berlinetta; 1965 Aston Martin DB5; 1934 Cadillac V-16 Fleetwood Aero-Dynamic Coupe; 1954 Oldsmobile *F-88* concept car; and a 1956 Maserati A6G/54 Zagato Berlinetta.

For more information, visit www.broadarrowauctions.com.

Gooding & Co.: Aug. 18-19

Gooding & Co. will offer its usual dazzling array of blue-chip vehicles, including several former race cars, at the Parc du Concours at the corner of Stevenson Drive and Portola Road. Preview sessions will be held Wednesday through Friday with bidding beginning Friday at 5 p.m. and Saturday at 11 a.m.

Topping the list of consignments is a 1965 Aston Marin DB5 convertible; a 1966 Ferrari 275 GTS and 1966 275 GTB; several Ferrari Dinos; 1931 Cadillac Series 452A V-16 Sport Phaeton; 1932 Packard Twin Six 905 Coupe Roadster; and a 1914 Mercer Type 35-J Raceabout. *Old Cars* has been told a 1930 Duesenberg Model J LeBaron barrel-side phaeton is also expected to be consigned. Learn more at www.goodingco.com, or call 310-899-1960.

RM Sotheby's photo

This rare 1955 Jaguar D-Type has a racing background and competed in the U.S. It will be one of the stars of RM Sotheby's Monterey Auction.

Bonhams photo

Woodie fans will surely be appreciating this rare 1947 Ford Super Deluxe Sportsman that will cross the block at Bonhams' The Quail Auction.

Mecum Auctions photo

Supercars are never in short supply during Monterey Car Week. Mecum will be selling this fabulous 1990 Ferrari F40.

MONTEREY AUTOMOTIVE WEEK EVENTS SCHEDULE

Pebble Beach Concours photo

This 1932 Duesenberg Model J Figoni Speedster earned "Best of Show" honors at the 2022 Pebble Beach Concours d'Elegance. The car was shown by Lee R. Anderson Sr.

MONTEREY CAR WEEK KICK-OFF

WHEN: Aug. 11, 5-7 p.m.

LOCATION: Alvarado St., Downtown Monterey

Laguna Seca kicks off Monterey Classic Car Week with a classic car show on Alvarado Street in downtown Monterey. 30 classic race cars will be displayed with fans able to meet the vehicles' drivers while enjoying music and giveaways.

ROLEX MONTEREY MOTORSPORTS PRE-REUNION

WHEN: Aug. 12-13, all-day event.

LOCATION: WeatherTech Laguna Seca Raceway, Salinas

A chance to see more than 300 race cars competing for four days prior to the Rolex Monterey Motorsports Reunion.

THE PORSCHE MONTEREY CLASSIC

WHEN: Aug. 14, 4-8 p.m.

LOCATION: 1781 Del Monte Blvd., Seaside

An exclusive event highlighting classic Porsches.

AUTOMOBILIA MONTEREY EXPO

WHEN: Aug. 14-16, 10 a.m.-6 p.m.

LOCATION: Embassy Suites Ballroom

1441 Canyon Del Rey Blvd., Seaside

The largest automobillia show in the United States. Top international dealers with original auto literature, artwork, badges, advertising signs, model cars, books, magazines, posters and more.

CLASSIC MOTORSPORTS MONTEREY KICKOFF

WHEN: Aug. 15, 3-7 p.m.

LOCATION: Lighthouse Ave., Pacific Grove

Open to the public; a gathering of 150 classic sports cars and vintage vehicles on beautiful Lighthouse Avenue.

PEBBLE BEACH MOTORING CLASSIC

WHEN: Aug. 16, 4:30-5 p.m.

LOCATION: Casa Palmero at Pebble Beach (arrival)

A road trip for enthusiasts with elegant automobiles. Cars gather Monday in Kirkland, Wash., take to the road on Tuesday and then arrive at Casa Palmero in Pebble Beach on Wednesday.

THE LITTLE CAR SHOW

WHEN: Aug. 16, noon–5 p.m.

LOCATION: Lighthouse Ave., Pacific Grove

A show featuring micro and mini cars with no greater than 1601cc displacement engines, or electric-powered vehicles.

MOTORLUX MOTORWORKS REVIVAL

WHEN: Aug. 16, 5-10 p.m.

LOCATION: Monterey Jet Center

3,000 VIP guests experience culinary delights while strolling an array of rare vintage race cars, motorcycles and aircraft.

LEGENDS OF THE AUTOBAHN

WHEN: Aug. 17, 9 a.m.–3 p.m.

LOCATION: Pacific Grove Golf Links, Pacific Grove

Hosted by the BMW Car Club of America, the Mercedes-Benz Club of America and the Audi Club of America, the concours event offers both corral and judged areas. Admission is free.

PRANCING PONIES CAR SHOW

WHEN: Aug. 17 11 a.m.-4 p.m.

LOCATION: Downtown Carmel-by-the-Sea, Dolores Street

A gathering of female car enthusiasts who will inspire girls to pursue careers in STEM and to explore leadership in the automotive industry.

PEBBLE BEACH TOUR D'ELEGANCE

WHEN: Aug. 17, 7 a.m.-noon

LOCATION: Portola Road in Pebble Beach at 7 a.m.

A chance to view the traditional tour over portions of the original 17 Mile Drive and along Highway 1, taking drivers through nearby mountains and valleys (no stop this year at Carmel-by-the-Sea). The tour is open to all entrants of the Pebble Beach Concours d'Elegance.

ROLEX MONTEREY MOTORSPORTS REUNION

WHEN: Aug. 17-19, 8:30 a.m.-6 p.m.

LOCATION: WeatherTech Laguna Seca Raceway, Salinas

Approximately 550 race cars are invited to compete in this premier motoring event, and are accepted based on the car's authenticity, race provenance and period correctness.

PEBBLE BEACH CLASSIC CAR FORUM

WHEN: Aug. 17-19, 2023, 9:00 a.m.-5:30 p.m.

LOCATION: Concours Village at Pebble Beach

Automotive luminaries discussing the most pertinent topics facing the collector car world today. Reservations required.

FERRARI OWNERS CLUB CONCOURS CARMEL

WHEN: Aug. 17, 9 a.m.-6:30 p.m.

LOCATION: Dolores St. between Ocean and 7th Ave., Carmel-By-The-Sea

A display of vintage and new Ferrari automobiles plus food and wine tasting from various Monterey County wineries.

PEBBLE BEACH RETROAUTO

WHEN: Aug. 17, 9:30 a.m.-5 p.m.

LOCATION: Concours Village at Pebble Beach

Exhibitors represent a variety of retail and manufacturing categories, including rare collectables, historic automobilia, art and literature.

THE QUAIL: A MOTORSPORTS GATHERING

WHEN: Aug. 18, 10 a.m.-4 p.m.

LOCATION: Quail Lodge & Golf Club, Carmel

An exclusive experience for motorsports enthusiasts and collectors from around the world to enjoy rare collections of fine automobiles and motorcycles. Pre-purchase of tickets is highly recommended.

WERKS REUNION

WHEN: Aug. 18, 7 a.m.-3 p.m.

LOCATION: Monterey Pines Golf Course, Monterey

An impressive array of Porsches, from rare classics to current models and everything in between. Free to spectators.

PACIFIC GROVE CONCOURS AUTO RALLY

WHEN: Aug. 18, noon-6 p.m.

LOCATION: Lighthouse and Forest Ave., Pacific Grove

Over 200 vintage and exotic automobiles line the picturesque historic downtown business area on Lighthouse Avenue.

CONCOURS D'LEMONS

WHEN: Aug. 19, 8 a.m.-1:30 p.m.

LOCATION: Seaside City Hall, Seaside

Rust buckets, misfits, mistakes and the worst of the automotive world will be on display. Free to the public.

CONCORSO ITALIANO

WHEN: Aug. 19, 10 a.m.-3 p.m.

LOCATION: Black Horse Golf Course, Seaside

More than 800 vehicles of Italian origin with elements of Italian style such as fashion, food, music and art at the Black Horse Golf Club.

MONTEREY MOTORSPORTS FESTIVAL

WHEN: Aug. 19, 11 a.m.-10 p.m.

LOCATION: Monterey County Fair & Event Center

An impressive collection of exotics and sports cars, retro and classic cars, muscle cars, race cars, classic and modern motorcycles and aviation.

FERRARI OWNERS CLUB GATHERING

WHEN: Aug. 19, 4-7 p.m.

LOCATION: The Barnyard in Carmel

The 25th Annual Ferrari Owners Club Gathering featuring a display of vintage and new Ferrari automobiles, wine tasting from Monterey County wineries and more.

EXOTICS ON BROADWAY

WHEN: Aug 19, 1-6 p.m.

LOCATION: General Jim Moore Blvd. between Broadway Ave. and San Pablo Ave., Seaside

Companies will showcase products and services to a demographic passionate about high-end modifications. Vendor booths will range from wheel manufacturers to wrap companies, tuners to transport companies and everything between. Free to the public.

PEBBLE BEACH CONCOURS D'ELEGANCE

WHEN: Aug. 20, 10:30 a.m.-5 p.m.

LOCATION: The Lodge at Pebble Beach

Automobiles and motorcycles are judged for their historical accuracy, their technical merit and their style.

***Please verify event locations and availability, including possible reservations, before traveling.**

WITH PATRICK R. FOSTER

Pantera — An Italian-American Cat

The De Tomaso Pantera was sold in the United States by Lincoln-Mercury dealers from 1972 to 1975.

What if I told you that you could buy a brand-new, genuine European mid-engine supercar — with a powerful American-made V-8 engine, five-speed manual transmission and breathtaking looks — for around $10,000? You'd jump for it, right?

Don't be so certain. That offer was made to me, and flat I turned it down. The reason? It was 1972 and the car was the De Tomaso Pantera, and as great of a deal as it was, I was just not ready for it. Pity.

Building the Pantera

The man behind the fabulous De Tomaso Pantera was Alejandro de Tomaso, an Argentina-born son of a well-to-do government official. More interested in auto racing than in government or finance, he moved to Italy in 1955, reportedly because he was suspected of being involved in a plot to overthrow Juan Peron, Argentina's president. With his interest in Formula One racing, he soon landed a job driving for Italy's Automobile O.S.C.A. In 1959, he founded his own car company, De Tomaso Modena, later renamed De Tomaso Automobili. His company initially produced prototypes and race cars, but by 1963, it introduced its own high-performance sports car. The first was the 1963 De Tomaso Vallelunga, which was followed by the well-received 1966 Mangusta, and then, for 1971, the Pantera, which is Panther in Italian.

The Pantera used the classic formula of a light, stylish sports car body powered by a dependable and powerful American V-8 engine; in this case, the engine was the Ford 351-cid "Cleveland" engine, which was good for 330 hp. The engine was mounted behind the driver on the Pantera's steel monocoque chassis. This fine engine was coupled to a smooth-shifting ZF five-speed manual transaxle driving the rear wheels. The transmission shifter was gated and designed to prevent incorrect gear changes. (However, one road-tester complained that the mechanical noises emanating from the ZF gearbox were louder than the engine!)

Four-wheel, power-assisted disc brakes were standard equipment, along with rack-and-pinion steering for precise road feel. Performance was extraordinary: according to *Car and Driver* magazine, the Pantera could accelerate from 0-60 mph in just 5.5 seconds. This was in an era when a VW Bug took 20 seconds or more to accomplish the same thing. And having a mid-engine chassis layout meant the Pantera's cornering and handling were superb.

The Pantera's body styling was created by American designer Tom Tjaarda, working at the famed Carrozzeria Ghia studios in Italy. Tjaarda's design featured a low roofline, bold and sharp front-end styling, swept-back door shapes, a fastback rear, and large wheel openings that enhanced the car's low, sleek look. It was a stunningly good-looking automobile, the quintessential supercar, and one of the most beautiful cars of the decade.

Inside was a snug-but-comfortable cockpit trimmed in quality materials and boasting form-fitting bucket seats to hold one in place while executing sharp corners.

To ensure a good distribution network in the critical United States market, De Tomaso sold the rights to distribute the car in America to Ford Motor Co., which was looking for a "halo car" to boost interest and floor traffic in its Lincoln-Mercury dealerships. The Pantera would be sold in Europe and elsewhere by De Tomaso, but Ford had exclusive rights to sell it in the United States.

Initial cars had many problems, mainly fit and finish of the body. The Italian-built Panteras were produced by hand using Old World methods for small production runs of body panels and often had large amounts of lead filler added to make them fit halfway properly. The doors, in particular, had rough finishes and sealing problems. To help protect its reputation, Ford

Motor Co. soon bought modern stamping presses for De Tomaso so it could produce a higher-quality car befitting its price tag. Roughly 1,007 Panteras were sent to America that first year.

A brush with a Pantera

In 1972, I went to my local Lincoln-Mercury dealer to check out the new Pantera and was greatly impressed — it was simply drop-dead gorgeous! The price was around $10,000, which was a lot of money at the time. I was 18 years old and trying to figure out how I could afford to buy a $2,200 Gremlin, and buying a Pantera was so far beyond my reach I didn't even consider purchasing one for a moment. But boy, I wish I could have!

That price, by the way, represented a very impressive bargain. In 1972, a Ferrari Dino was $14,500 while a 365 GTC/4 was $27,500. A Lamborghini Muira was tagged at $19,750 and a Maserati Ghibli was $19,275. So, the beautiful Pantera, at a mere "ten large," was a great deal. Plus, it could be serviced at any Lincoln-Mercury dealer.

Pantera never carried the Lincoln or Mercury badge, but every red-blooded American into cars knew they were a product sold exclusively by Lincoln-Mercury dealers in the United States. I don't know if having them in the showrooms helped Lincoln-Mercury's overall image, but it sure didn't hurt it.

A "luxury" Pantera L was introduced in August 1972 as a 1972-1/2 model. It featured a black, single front bumper incorporating a built-in airfoil to reduce front-end lift at high speeds, rather than the separate bumperettes formerly used, as well as the Cleveland engine with a power output of 264 hp at 5,400 rpm due to modifications necessary to meet emissions regulations. The "L" model included several upgrades and improvements to fix the problems the earlier cars experienced. They did a good job; the 1973 DeTomaso Pantera was named *Road Test Magazine*'s "Import Car of the Year," beating Ferrari, Maserati, Lamborghini and Porsche.

An epilogue

Ford stopped importing the Pantera to the United States in 1975, having sold around 5,500 cars — a very impressive feat. De Tomaso continued building Panteras into 1993 in several variations.

During the 1960s and 1970s, under Alejandro's leadership, De Tomaso Modena acquired a number of impressive Italian companies, including the Ghia and Vignale design studios, the Benelli and Moto Guzzi motorcycle firms and the Innocenti car company. In 1975, the celebrated sports car maker Maserati was rescued from bankruptcy by De Tomaso, with help from the Italian government. Many of these holdings were later sold off.

The Pantera market

If you'd like to add a De Tomaso Pantera to your collection, the good news is they're readily available. That shouldn't come as a surprise, since De Tomaso produced some 7,260 of the cars over a 20-year period and, let's face it, who junks an Italian supercar? The bad news is that Panteras have become a bit pricey, especially for under-paid, under-appreciated automotive writers such as myself. In a recent search of just one online vintage car retailer, I found 15 Panteras for sale and each looked to be at least in *Old Cars Price Guide* No. 3 condition. Prices began at $93,000 and ran up to $200,000, and that's a huge pile of dough. But, compared to similar cars that aren't quite so attractive nor so exclusive, that's a fair bargain.

Make sure you inspect for rust damage and repairs and, for goodness sake, have the car checked out by a Pantera specialist before you buy, because — surprise, surprise — repairs are pricey. Good luck! OC

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16-Cylinder Survey

Reviewing the prewar multi-cylinder Classics of Monterey 2022

STORY AND PHOTOS BY B. MITCHELL CARLSON

Editor's note: The following story covers 16-cylinder vehicles that sold during Monterey, Calif., concours and auction week during 2022, and Old Cars *includes it here to add perspective to the upcoming auctions and concours during Monterey Car Week.*

Roy A. Schneider's 1974 book "Sixteen Cylinder Motorcars – An Illustrated History" is the only book to compile the history of the penultimate multi-cylinder engines. As such, that title is most fitting for this report on 16-cylinder motorcars that were consigned at three of the five collector car auctions during Monterey Car Week in August 2022. Note that these are only cars that sold, as some auction houses offered V-16 motor cars that failed to sell after not meeting their reserves.

The spate of collector car auctions on the Monterey peninsula can offer a rare opportunity to shop for 16-cylinder-powered motorcars that were built in regular production for road use, but often in small quantities. (For 2023, only one V-16 is on the auction docket at press time.) In addition, a prototype V-16 was also offered for sale in 2022. All manufacturers of sixteen-cylinder production passenger cars were represented in Monterey during 2022 save Peerless, its lone prototype V-16 being safely housed in the Crawford Automobile and Aviation Museum in Cleveland (where we hope it stays). However, a total of three V-16 engines were fabricated by Peerless and Alcoa (then working with Peerless on using aluminum in car construction), and all were fitted to test chassis at Peerless. While only the Murphy-bodied sedan at the Crawford museum is known to survive, in theory, one of the other prototype engines could surface. However, the other two engines were likely consumed by World War II scrap drives.

When one thinks "sixteen-cylinder Classic Car Club of America (CCCA) Full Classic," Cadillac is usually what pops into one's mind, and it's often the original issue V-16 of 1930 and its near-identical 1931 counterpart. Cadillac delivered a knock-out punch when it introduced the V-16 in December 1929 – shortly after Black Friday on Wall Street – with the V-16-powered Series 452 Cadillac going into production in early 1930. (Its series designation was based on its 452-cubic-inch displacement.) Designed by Owen Nacker, Cadillac's V-16 was the first engine in the auto industry to have styling integrated from top to bottom, inside and out, as part of its overall engineering. It makes for a clean, neat package that's pleasing to the eye and also perfectly symmetrical from left to right. Even with the lean years of the Great Depression, there were still those with the means to afford a V-16 Cadillac, albeit markedly fewer people than while the car was in development. This generation of overhead-valve, 45-degree V-16 remained in production until 1937. Oddly, Cadillac changed the V-16 for 1938, making it a flathead and nearly horizontal with a wide 135-dergree V angle between its cylinder banks. This only lasted through 1940, ending the era of the American-made V-16.

There were several Cadillac V-16s at the Monterey-area auctions in 2022. Near the fairway where the Pebble Beach Concours d'Elegance is annually held, Gooding Auctions had not just one but two Fleetwood roadsters.

Lot 36 at Gooding was a 1930 Cadillac Series 452 V-16 (above). Special-ordered new by Mr. Floyd E. Becker, a successful New Jersey-based dairy farmer, it was finished in Cannon Smoke Gray with a maroon leather interior. It

was unusually equipped with seldom-seen demountable 20-in. wooden wheels with dual rear spares painted to match the body rather than 19-in. metal wire wheels. The car has a known chain of ownership from new, and past owners include third owner Briggs Cunningham and fourth owner Miles Collier. After changing hands a few more times in the 1990s, it was authentically restored to its original color combination in the early 2000s. The restoration was good enough to earn it best-in-class awards at the concours events at Pebble Beach and Amelia Island. As presented on sale day, it remained in essentially concours-ready, *Old Cars Price Guide* No. 1 condition. The combination of its stellar ownership history, the quality of its restoration, and its unique styling touches (rear-mounted spares and wood wheels) helped drive this authentic V-16 roadster to a strong sale price of $1,500.000 before the buyer's commission.

And the Fleetwood roadsters kept coming. Or, in the case of Gooding's lot 160, a 1931 Series 452A made into a Fleetwood roadster (above). This example originally left Cadillac with a five-passenger sedan body when new. As happened to many V-16 chassis in the subsequent decades, this chassis was rebodied as a Fleetwood roadster at an indeterminate time in the distant past. Its most recent comprehensive restoration was good enough to attain an AACA National First Place award in 2004, yet since then it's been reupholstered and fitted with a new top. Good, but not quite as outstanding as the 1930 Series 452, it was presented as a solid No. 2 condition car. Hammering sold at $340,000, the car unquestionably sold for more than if it had retained its original four-door sedan body, yet the comparison between the selling prices between this car and the other V-16 roadster here speak volumes on the values between authentically restored cars with their original bodywork versus making sedans look sexier.

Mecum Auctions also had a 1930 Series 452 V-16 Fleetwood roadster as lot S69 (above), but it failed to sell.

For 2023, only Gooding & Co. has a V-16 consigned, and not surprisingly, it's a Cadillac – the most prolific builder of 16-cylinder-powered motor cars. It may be the only 16-cylinder motorcar to be consigned at any Monterey auction this year, and it's a desirable 1931 Series 425A Sport Phaeton.

Marmon

While billed at its March 1931 introduction as "The World's Most Advanced Motor Car," it was viewed at the time as more of a reaction to the Cadillac V-16. However, Marmon had been actively working with the idea of a V-16 since at least 1926 with founder Howard Marmon envisioning one as far back as 1917. Some feel that when Cadillac hired engineer Owen Nacker away from Marmon (who oversaw much of the Cadillac V-16 engine development), he "spilled the beans" on Marmon's V-16, but truth be told, Cadillac had already started its V-16 program before Nacker was hired. Closer to the truth was Marmon's delay was caused by excessive tooling costs that cut into its minimal developmental budget to bring to market its 16-cylinder engine. The Marmon Sixteen, as Marmon's models with the V-16 engine were named, had an expensive-to-produce 200-hp, 491-cid engine with an aluminum block and heads. This engine was far more powerful than the Cadillac V-16 of 165 hp. In the U.S. auto industry, only the Duesenberg Model J and SJ were more powerful than the Marmon Sixteen before World War II.

As part of its testing regimen, all 390 Marmon Sixteens that were built until 1933 were driven around the Indianapolis Motor Speedway. Unlike competitor Cadillac, which sold a few bare V-16 chassis to other body manufacturers, all Marmon Sixteens were bodied by LeBaron in aluminum, with body styles all penned by designers Walter Dorwin Teague and his son for a unified, modern look.

Mecum Auctions offered four cars from the Greg Dawson Marmon Sixteen Collection. It's unusual enough to see a singular Marmon Sixteen at an auction, let alone four. With four Marmon Sixteens of different available body styles, one readily sees the family design cues, despite the varying body configurations. The Marmons had been restored (or re-restored) as recently as 2022 and as long ago as 25 years earlier, but all were in concours-ready condition – or were a light detailing away from that condition. In addition, all four were fitted with modern reproduction Edelbrock cylinder heads (to address cracking issues that

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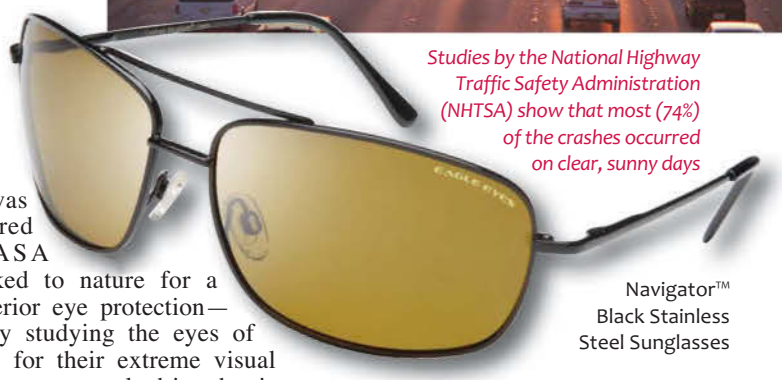

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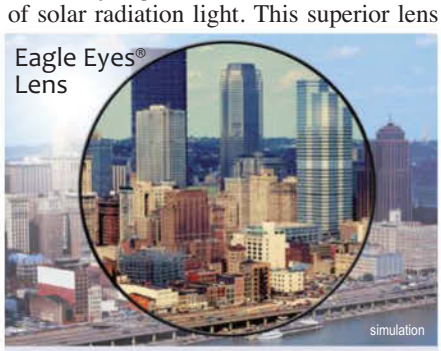

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can occur with the original aluminum heads), and were discreetly fitted with a Gear Vendors overdrive unit. Not only do they look pretty, they can go on a CCCA CARavan and run with the best of them.

The first Marmon to be offered at Mecum was lot S64, a 1931 two-door convertible coupe. This Marmon Sixteen had a known history from new that started with a Yale college student whose wealthy father was put off enough by his son's extravagant purchase that it was sold shortly after to one of Marmon's engineers. The black convertible had a black top and maroon leather interior and its restoration had been completed just months before being consigned here at Mecum. In condition No. 1, it was the top sale of the four at $1,075,000.

Next up on the Mecum block was S65, a 1931 four-door convertible sedan. Another Sixteen with an air-tight ownership history from new, it was one of two Marmon Sixteens bought new by the same individual. Restored in 1996 in its current black paint scheme with a black top and cream leather interior, it was a first-in-class winner in the early 2000s at the Meadow Brook Concours d'Elegance and Eyes on Design. While its restoration was a quarter-of-a-century old, its restoration showed very little wear. In No. 2 condition, it hammered sold at $500,000.

The final Marmon Sixteen was lot S67, a black 1931 four-door six-window limousine. Looking like a regular sedan to nearly all the world, it's actually a limousine due to its roll-down division window between the driver's compartment and rear passenger area. Also marking it as a limousine was

its different upholstery between the compartments: the driver's compartment was presented in black leather (deemed to be more utilitarian back in the day) while the rear compartment was in a luxurious gray pinstriped broadcloth. Selling at $410,000, it was the most attainable of the Sixteens here and a reasonably good buy.

The final Marmon of the quadruple Sixteens at Mecum was Lot S66, a two-door Victoria coupe from the Dawson collection (above). It failed to meet its reserve and didn't sell.

Bucciali

Rounding out the trifecta of V-16s was a singular 16-cylinder Bucciali Double Huit at RM Sotheby's (lot 111). However, those cylinders are filled with air and not pistons, as this has always been a display chassis.

It can be argued pretty easily that the Italian Bucciali brothers only made cars as a means of showing off their technical innovations to the auto industry so other companies would license their innovations. They were most noted for their work on front-wheel-drive systems. Between 1930 and 1936, the Bucciali brothers made 10 TAV Sixes, 12 TAV Eights and two Voisin V-12-powered Saoutchik-bodied sedans. One of the latter provided the chassis for the one and only "Double Huit" sold here.

The "Double Huit" (double eight) may have had two engine blocks mounted in parallel, but the cylinder bores were drilled at 22.5-degree angles, forming a 45-degree V-16 with a common crankshaft instead of what was reported later as a U-16, essentially two inline eights with the crankshafts joined by gearing at the end of the crankcase. While based on World War I aviation engine design principles, the execution here never came to fruition, as the Double Huit was never a functional engine.

The display chassis offered at RM Sotheby's was restored by Harrah's shops in the 1960s, then displayed in the Harrah's Automotive Collection until the museum was broken up and sold in a series of actions in the mid 1980s. Consigned at RM Sotheby's as part of the Masterworks of Design Collection, it was essentially unchanged since Harrah's restored it, aside from some minor cosmetic freshening. On Thursday evening of Monterey Car Week, it sold for $75,000.

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WITH BOB TOMAINE

Hahn — Operating Solo

The logo on the Moto-Meter might easily be missed, but the cast "Hahn" on the radiator shell is impossible to overlook.

Independent truck manufacturers have numbered far fewer than Independents building cars, and while several independent truck makers still exist today, one managed to outlive Studebaker before disappearing just as American Motors was vanishing into Chrysler.

Hahn Motors is generally remembered for the fire trucks it produced, but there's much more to its story. Hahn was one of the numerous firms that made the transition from building horse-drawn wagons to motor vehicles, and one of the relatively few to have survived such a major change and gone on to thrive in its new market. Studebaker is probably the best-known example of both, but even General Motors has carriages in its past via Durant-Dort Carriage Co. and Flint Wagon Works.

Hahn obviously never reached the scale of GM or Studebaker, but the company's history is certainly interesting because of its southeastern Pennsylvania location, its neighbors in the regional business community and its own evolution. At least one source states that Hahn can be traced to a Leesport carriage-maker in 1898 before becoming Hamburg Carriage Works not far away in Hamburg. By 1907, it was known as W.G. Hahn & Brothers, and that area of the state was home to plenty of current and future competitors.

The Boyertown Museum of Historic Vehicles' 1972 book "A Century of Vehicle Craftsmanship" includes references to several carriage shops near Hamburg. These shops were owned by "Mr. Sigman" in Kutztown in about 1837 and Michael Goodman in Reading by 1843 on up through Moses Falk's operation in Fleetwood and Jeremiah Sweinhart's in Boyertown in the 1870s. Sweinhart's business eventually became the Boyertown Auto Body Works while the Reading Auto Body Co. was formed in Reading in 1905 and tied into the Fleetwood Metal Body Co. that was established in 1909 and went on to great things.

Among all of that, Hahn was apparently off to a somewhat shaky start with self-propelled vehicles, as illustrated in 1913 by its choice of a new name — Hahn Motor Truck & Wagon Co. The new name implies it still wasn't completely certain that trucks would win in the end. They did, though, and the business became Hahn Motor Truck Co. in 1920. Hahn, by this time, had some competition in nearby Allentown, where another wagon-builder had seen the future and moved on to making trucks. Granted that Mack had actually gotten its start in Brooklyn, N.Y., when two of

Exceeding the top speed of 16 mph and the maximum load of 3,000 pounds would cancel the Hahn's warranty. It seems likely, though, that the truck either went faster or carried more at least once in its working life.

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the Mack brothers bought out a carriage shop in 1893, it would forever be associated with Allentown.

Ten years later, the Mack brothers' company produced its first bus, and having moved to Pennsylvania in 1903, it was well established by 1919 when Hahn built the Model CD shown here. At the same time, Fleetwood was still building automotive bodies in its namesake hometown, but five years earlier, Boyertown had begun the transition away from carriages by constructing its first body for a self-propelled vehicle. Mack, of course, was taking off as a truck company, Boyertown was focusing on truck bodies and Fleetwood had not yet become a part of General Motors.

The Hahn's four-cylinder Continental was stuck when the truck was taken from the barn in which it had been stored for roughly a half-century.

A Hahn survivor

Hahn had remained fairly small in comparison to its neighboring vehicular concerns, and so local — or relatively local — sales were important. Thus it's no surprise that Don Barlup's 1919 Hahn came from Schaefferstown, west of Hamburg. What is surprising is the length of the truck's working life.

"They used it up to 1954," explained Barlup's son, Scott. "Up on front is the inspection sticker. It's a 1953-'54 inspection sticker. That's why it has the '53 plate on the back. That was the registration, obviously, back then."

Before the Hahn had been parked in the Schaefferstown barn where it was found in the early 2000s, pneumatic tires had been installed in what was no doubt a practicality move. Fortunately, the original wooden wheels hadn't been lost over the years. Instead, they'd been placed in the box. The truck was only slightly less lucky when it came to the engine.

"It was not running," Barlup explained. "It actually was tight. The motor wasn't free, so my brother-in-law popped off the spark plugs and got Marvel Mystery Oil down and let it soak for about a month. Then he went and turned it; it broke loose and he put new spark plugs in it. He cleaned the carburetor out and she came to life ... The Marvel did a wonderful job. We changed the oil, put the spark plugs in, ran all the new wires, of course, checked the magneto and it fired off."

The 1953-'54 Pennsylvania state inspection sticker shows when the Hahn was last registered and legally on the road.

"It didn't take much to get it running," said his brother-in-law, Ron Kauffman. "When it did start, it smoked like crazy ... a little bit of rats' nest here and there."

Barlup had just driven the Hahn onto the show field at Hershey, a distance of about a mile from his father's space in the flea market, that morning. It's not the mankiller that some of his father's other trucks are, he said, but the carburetor had been giving him problems before finally stalling the four-cylinder Continental flathead. And without an electric starter, casually getting it running again was impossible

The truck had been equipped with pneumatic tires at some point before it was put away. The original wooden wheels, luckily, had remained with it.

and everyone saw what happened. Did they assume that he'd stalled it?

"Yeah, but I didn't," he laughed. "The people who were right there saw that I didn't stall it."

Kauffman crank-started it and the Hahn was once again underway.

"I think we probably got to about 16 or 17 [mph] on the way in," Barlup said. "I did have it into third and, like I said, it shifts no problem ... It is fun. It's very neat to drive."

The end comes for Hahn

Like the majority of the small Independent truck makers, Hahn didn't have an easy time of it. A merger with Selden in 1930 lasted for a short time and when it ended, Hahn left the former Bethlehem Truck plant in Allentown, where it had been operating for several years, and continued only in its Hamburg plant. After World War II, its focus shifted to fire trucks until 1990, when it was forced to close. OC

As was common practice, Hahn purchased its engines from outside suppliers such as Continental Motors, which claimed to be "powerful as the nation."

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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

CALIFORNIA

Aug 14-16 CA, Seaside. 19th Annual International Expo. Original vintage car posters, photographs, rallye plates, badges & pins, hood ornaments, signs, original art, display items, scale models, literature & books, signed items, postcards, etc. tony@singer356.com

Aug 14-16, CA, Monterey. Automobilia Monterey. www.AutomobiliaMonterey.com, www.vintageautoposters.com

Aug 16 CA, Monterey. Hagerty Tarmac for the Ultimate Car Week Kickoff. Monterey Jet Center. www.motorlux.com

COLORADO

Jul 30 CO, Centennial. 18th Annual Chenango Car Show. 14450 East Long Ave. 9am-2pm. Frank 303-489-6921, FJM009@aol.com

CONNECTICUT

Jul 29 CT, Old Lyme. 18th Annual Old Lyme Lions Car Show. 100 Lyme Street[Roger Tory Peterson Estuary Estate] 8:30am-2:00pm www.facebook.com/lymeoldlymelions. Phil Parcak 860-434-9044 or pparcak@gmail.com

Aug 6 CT, Haddam Neck. 56th Annual Belltown's Antique Car Show. Haddam Neck Fairgrounds. 8am-3pm. Mark Hoydilla 203-980-1748, Peter Christianson 860-510-3340), Jon Grant 860-267-7507, bettowncarclub@gmail.com

ILLINOIS

Jul 22 IL, Schaumburg. The 6th Annual Summer Celebration Car, Truck, & Cycle Show. Schaumburg Home Depot - 100 Barrington Rd., Schaumburg. 10:30am-3:30pm. www.HomeDepotVehicleShow.weebly.com

Jul 28-30 IL, Chicago. Retro Rides experience. Navy Pier. www.navypier.org/retro-rides-presented-by-klairmont-kollections

Aug 6 IL, Bourbonnais. 32nd Annual A Day at the Park Ford and Mustang Show, Perry Farm Park, 459 N Kennedy Drive, Bourbonnais IL. 8am-2:30pm, 708-308-1220 or stang255@aol.com

Aug 12 IL, Beach Park. 12th Annual Beach Park Fest Car & Truck Show. Founders Park- 10385 W Beach Road. 10am-3pm. All makes & modelswelcome. Registration 10am-12pm. Bob Patty 847-731-9912, www.Mis-ShiftsCarClub.com

Aug 12 IL, Arenzille. Thunder the Park 7th Annual Car Show. 309-337-8874. thundercarshow@gmail.com, www.thunderinthepark.com

IOWA

Jul 16 IA, Sumner. 41st Annual Sumner Car Show. SF High School - 802 W. 6th Street. 9am-3pm. Dwight Wedemeier 319-240-9000, Bill Fox 563-608-0043, Gen Knoploh 319-269-3861

MARYLAND

Jul 8 MD, Lutherville. Four Alarm Collector Car Show. Fire Museum of Maryland - 1301 York Road. 11am-2pm. 410-292-3656, phack126@gmail.com, www.chesapeake.aaca.com

Jul 30 MD, Reistertown. 19th Annual All-Vehicle Show. Reisterstown Regional Park - 401 Mitchell Drive. 10am-3pm. Mike 443-465-7492, MRNatale@verizon.net, www.freestateregionvcca.org

MAINE

Jul 15 ME, South Paris. 44th Annual Founder's Day & Classic Car Exhibit. Hamlin Memorial Library & Museum, 16 Hannibal Hamlin Drive. www.hamlin.lib.me.us/founders_day.html

MICHIGAN

Jul 12-16, MI, Pontiac. Fiero 40th Anniversary Celebration. M1 Concourse, 1 Concourse Dr., Pontiac, MI 48341. Hosted by the Midwest Fiero Clubs. www.midwestfieroclubs.aaca.com

Jul 15 MI, Clay Township. 2023 Harsen's Island Car Show. Harsen's Island in Clay 9am registration. Craig Baloga, 248-880-2861, craigb@hiscfa.org

Jul 19-23 MI, Hickory Corners. VCCA 60th Central Meet. Gilmore Car Museum. Tim Mehl at 734-516-9191 or Pat Mehl at 269- 217-1253 or pat.m.vcca@gmail.com, www.lmrvcca.org/central-meet/

Jul 28-29 MI, Hickory Corners. Tractor Show. Vintage tractors, displays, and demonstrations. Gilmoe Car Museum. www.GilmoreCarMuseum.org, call 269-671-5089 or e-mail info@gilmorecarmuseum.org.

Jul 29 MI, Alpine. Downtown Alpine Drive-In & Dine. Downtown Alpena - Harborside Cycle and Sport Parking Lot (behind 119 N. Second Ave.) 5-8 pm. 989-356-2524, www.facebook.com/samrumblessf

Aug 12 MI, Clarkston. Corvettes America Corvette Show. Everest Collegiate High School & Academy - 5935 Clarkston Road. 9am-4:30pm. www.americascorvetteclub.org, showchair@corvettesamerica.org, info@corvettesamerica.org, 248-884-3812.

MINNESOTA

Aug 4 MN, St. Anthony Village. NE Minneapolis Kiwanis Club Benefit Car Show.

Aug 19 MN, Woodbury. Woodbury Days Car Show. Ojibway Park. 8am-2pm. Scott Meyer 651-307-1157, Chuck Scott 651-491-9429, Dale Wendorff 715-338-6149, www.woodburydays.com

Aug 19 MN, Kenyon. Rose Fest Car & Truck Show (1995 vehicles & older) Located off Main street on Forest St., 8am-2pm. Bob Peterson 507-458-6778

MISSOURI

Aug 2-5 MO, St. Charles. 2023 Bricklin International Concourse D'Elegance. BigHBricklin.com and Bricklin.org

NEBRASKA

Jul 11-16 NE, Kearney. Cruise Nite Week. 5 Show & Shines, Parade. Brad Kernick 308-440-2941

NEVADA

Jul 28-Aug 6 NV, Reno. 36th Annual Hot August Nights Registration www.HotAugustNights.net. 775-356-1956

NEW HAMPSHIRE

Jul 29 NH, Deerfield. Volks-Fair 23. 34 Stage Road. 9am-2pm. Vintage VW show. Jason 603-475-1543, the-bug-club.com, Facebook thebugclub1, nhbugclub@hotmail.com, https://the-bug-club.webs.com/volks-fair

NEW JERSEY

Jul 9 NJ, Oradell. River Edge Car Show. River Dell High School. 8:30am-2:30pm . www.recarshow.org.

Jul 20 NJ, Holmdel. Texas Roadhouse Car Show. 2105 State Hwy. 35. 4-8pm. Dan Danielson 732-671-4947, Eric Friedman 908-448-8646

Aug 13 NJ, Metuchen. 14th annual Metuchen Rescue Squad Benefit Car, Truck & Motorcycle Show. Metuchen High School . 10am-3pm. Ben Deutschmann 732-549-0188, bencar1976@outlook.com, www.metrescuesquad.com

Aug 17 NJ, Holmdel. Texas Roadhouse Car Show. 2105 State Hwy. 35. 4-8pm. Dan Danielson 732-671-4947, Eric Friedman 908-448-8646

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or
Registration questions, call Ron:
417-529-5290
General Swap Meet questions, call John:
417-736-3485
Or visit us at:
www.ozarksantiqueautoclub.com

NEW YORK

Jul 9 NY, Medford. The Fabulous 50s&60s Nostalgia Car Club is presenting the Masons annual Car Show benefiting Shriners. 30 Platinum Court. 9am-3pm. Arthur 631-463-4983, Frank 631-402-2798, Dan 631- 631-672-6182

Jul 14-15 NY, Syracuse. 24th Annual Syracuse Nationals. New York State Fairgrounds.

Jul 16 NY, Blenheim-Gilboa. Then and Now – The 52nd annual car show hosted by the Schoharie Valley Region of the Antique Automobile Club of America in conjunction with the New York Power Authority. Historic Lansing Manor at the Blenheim-Gilboa Visitor's Center - 1378 State Rt. 30. 9am-4pm. VR-Schoharie Valley Region of the Antique Automobile Club of America, SchoharieValleyAACA.webs.com

Jul 18-23 NY, Buffalo. 54th Annual International Edsel Club Rally. www.internationaledselclub.com

Aug 6 NY, Smithtown. The Fabulous 50s&60s Nostalgia Car Club is hosting "The 12th annual "Rock-N-Roll" Judged Car Show benefiting Judy's Stroke Awareness & Prevention. 9am-4pm. Smithtown Historical Society - 239 E. Main St. Bob 631-255-2516 Frank 631-402-2798, Dan 631- 631-672-6182, Arthur 631-463-4983

OHIO

Jul 21-23 OH, Norwalk. Ames Performance Nationals. Summit Motorpsorts Park. Super Duty Promotions 567-227-9011, www.pontiacnational.com

Jul 26-29 OH, Celina. Celina Amphicar Swim-In. www.Amphicar.com

Jul 29 OH, Sunbury. 8th Annual Battle of the Brands Car Show. Hosted by The GTO Association of Central Ohio. 10am-1pm. Registration 10am. Brad Blackburn, bradblackburn@dsa-rep.com, 937-478-0476

Aug 4-6 OH, Toledo. 2023 Toledo Jeep Fest, www.Toledo-JeepFest.com

Aug 26 OH, Warren. Corvettes & Classics Car Show. National Packard Museum - 1899 Mahoning Ave. NW, 10am-3pm. national@packardmuseum.org, www.packardmuseum.org

OREGON

Jul 16 OR, Forest Grove. 2023 Forest Grove Concours d'Elegance. Pacific University. 8:30am-4:30pm, 503-357-2300, www.forestgroveconcours.org

PENNSYLVANIA

Jul 9 PA, Dublin. Road Angels of Doylestown Run With the Angels Car Show. Dublin Volunteer Fire Company - 194 North Main Street, 9:00 am to 3:30 pm. 1989 and earlier Street Rods, Rat Rods, Customs, Muscle Cars, Trucks and Antiques are Welcome! www.roadangelsdoylestown.com, Al Tursi at 215-893-9796

Jul 11-15 PA, Butler. The International Station Wagon Club 20th anniversary Celebration. All wagons welcome. Chuck Snyder at Internationalstationwagonclub@gmail.com, 724-586-7187.

Jul 13-15 PA, Morgantown. 24th Camaro Nationals Indoor/Outdoor Camaros & Vendors. Classic Auto Mall, 6180 Morgantown Rd. www.camaronationals.org, info@camaronatonals.org

Jul 14-16 PA, Carlisle. Chrysler Nationals. Carlisle Fairgrounds - 1000 Bryn Mawr Road. 717-243-7855, www.carlisleevents.com

Jul 15 PA, Richeyville. Holy Wheels Ministry Car Show. St. Katherine Drexel Parish Mission Church - 2 Church Street. 4-7:30pm. Deacon Jeff 724-225-1425 or jhirst@stjameswashpa.org

Jul 23-29 PA, Gettysburg. National Impala Association National Impala Convention. 585-489-9826, www.nationalimpala.com

Aug 3-7 PA, Carlisle. 30th Anniversary of Chevrolet 454SS. Open to 1990-1993 454SS Chevy Trucks. Held during Carlisle Truck Nationals. Annie Goldman AnniesSS@gmail.com

Aug 4-6 PA, Carlisle. Truck Nationals. Carlisle Fairgrounds - 1000 Bryn Mawr Road. 717-243-7855, www.carlisleevents.com

Aug 4-6, PA Macungie. 60th Das Awkscht Fescht Antique and Classic Car Show, Swap Meet, and Car Corral. 50 N. Poplar St. 610-823-5033 www.www.awkscht.com

Aug 19 PA, Washington. Saint Hilary Catholic Church Holy Wheels Ministry Car Show. 320 Henderson Avenue. 4 - 7:30 pm, Deacon Jeff at 724-225-1425 x 402 or jhisrst@stjameswashpa.org

TEXAS

Jul 15 TX, Amarillo. Freedom Collector Car Auction. Amarillo Tri-State Fairgrounds www.freedomcarauctions.com

VERMONT

Aug 11-13 VT, Waterbury. 66th Annual Vermont Antique and Classic Car Meet. Farr's Field - US Rt. 2 Exit 10 I-89. 802-249-0272, cgeeb99@gmail.com, www.vtauto.org

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VIRGINIA

Aug 18-20 VA, Roanoke. 2023 Virginia Vair Fair. Co-Sponsored by Roanoke Valley Corvair Club & Central Virginia Corvair Club. Car show Saturday 8/19 9am-1pm at Hampton Inn, 5033 Valley View Blvd, Roanoke, VA. yenko66@cox.net. Facebook: Virginia Vair Fair, www.virginiavairfair.com/

WASHINGTON

Jul 9 WA, Renton. Return to Renton. Downtown. Gates open at 8am, rtrcarshow@gmail.com, www.returntorentoncarshow.org

Jul 15 WA, Montesano. 21st Annual Historic Montesano Car Show. Registration $20. $15 with food donation. Dave Foss at (360) 580-7941, dpfoss@comcast.net

Jul 16 WA, Graham. The Golden Era Automobile Association's 24th Annual Car Show and Picnic. Frontier Park - 21718 Meridian Ave. 253-537-7261, tomcatmeyer@msn.com

WISCONSIN

Jul 6-8 WI, Iola. Iola Car Show. Theme "Unforgettable Fifties" Iola Car Show Grounds, 350 Chrome Place. Iola, WI 715-445-4000. www.iolaoldcarshow.com/

Jul 9 WI, Green Bay. Ashwaubenon Bowling Lanes Car Show 2929 Allied St. 8am-3pm

Jul 13-16 WI, Elkhart Lake. WeatherTech International Challenge with Brian Rodman. Road America. 800-365-7223, www.roadamerica.com

Jul 15 WI, Suamico. Purple Rumble Car Show 2023 for Pancreas Cancer Research. Chambers Hill Bar & Grill. Opens at 10am. www.facebook.com/events/145916168404483

Jul 15 WI, Bellevue. Desert Vets Car Show Community Church 1742 Servant Way 9am-4pm

Jul 15 WI, Marinette. Porterfield Fest CS @ Green'sGreenAcres N4247 River Dr. 8am-3pm

Jul 16 WI, Appleton. Appleton Old Car Show & Swap Meet. Pierce Park. 1-715-445-4000. www.appletonoldcarshow.com

Jul 22 WI, Appleton. All Oldsmobile Car Show.Legion Post 38, 3220 W. College Ave

Jul 22 WI, Peshtigo. Zion Lutheran Car Show. Zion Lutheran Church - 221 S. Ellis Avenue. 9am-2pm. 715-938-1045

Jul 23 WI, Cudahy. Road Devils Car Club Milwaukee Car, Truck & Motorcycle Show. Joe's K Ranch - 4840 South Whitnall Avenue. 8am-4pm. Benefiting the Wisconsin Burn Camp for Kids. Ken 414-469-6099, kjankowski41@gmail.com, Jim 414-840-2327, jameskolich@yahoo.com

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E-mail: **reg.gvlswpmt@yahoo.com**
website: **www.greenvilleswapmeet.com**

Jul 23, WI, Green Bay. 2nd Annual St. Bernard Parish Car Show. 2040 Hillside Lane. Registration 9am-12pm, show opens to spectators at 11am- 4pm. $10 registration fee, free for spectators. 920-901-3008, aaschnell@comcast.net

Jul 23 WI, Ellsworth. 45th Annual Car Show & Swap Meet with Farm Toy Show. Hosted by Beldenville Old Car Club. Pierce County Fairgrounds. 2003-and-old vehicles. 7715-273-5552. Facebook at BeldenvilleOldCarClub.

Jul 29 WI, Lena. RustyNutz Car Show. Ray's Boneyard Bar - Hwy 141 at Sunny Brook Rd.9am-2pm

Jul 29 WI, Freedom. Skunk Hill Bar Car Show. Hwy S @ Hwy C, 9am-2pm

Jul 30 WI, Brillion. GB Classics Car Show. W1215 Center Rd. Brillion 8am-2pm

Jul 30 WI, Fond du Lac. Cars on the Island CarShow Lakeside Park. 8Am-3pm

Jul 30 WI, Krakow. St. Casimir Parish Car Show. dntn. 8am-2pm

Jul 30 WI, Dykesville. St.Louis ParishFest Car Show & Parade. dntn. 10am-2pm

Aug 5 WI, Jacksonport. Cherry Fest Car Show. Old trucks & tractors welcomed. Door County Lakeside Park - Hwy. 57 & County V. 9am-3pm.

Aug 5 WI, Green Bay. Gandrud Auto Car Show. Auto Plaza Dr. 8am-2pm

Aug 5 WI, Cleveland. The Cleveland Lions Car Show and Craft Fair. Dairyland Park- Dairyland Drive. Registration 8:00 am-11:30am, show time 8am-3:30pm.

Aug 5 WI, Jacksonport. CherryFest Car Show. Lakeside Park-Hwy. 57 & Hwy. V. 9am-3pm

Aug 6 WI, Chippewa Falls. Indianhead Swap Meet & Car Show. Northern Wisconsin State Fairgrounds. www.indianheadcarshow.com

Aug 10-12 WI, Symco. Symco Rod & Kustom Weekender.

Aug 12 WI, Greendale. 42nd Annual Original GTO Club All Pontiac Show. Downtown - 6200 Loomis Road. 8am-3pm.

Aug 12 WI, Ashwaubenon. Ashwaubenon Fest Car Show. Ashwaubenon Park 9am-3pm

Aug 12 WI, Green Valley. GreenValley/Morgan FD Car Show. N5746 Oak Ave. noon-4pm

Aug 13 WI, Holmes Corners. Emanuel Church 2023 Annual Car Show. Emanuel Church - 10627 W. Forest Home Ave. 11am-4pm. 414-425-1515, karin@emauel-ucc.org

AUCTIONS

JULY

Jul 6-8 FL, Kissimmee. Mecum Summer Kissimmee Sale. www.mecum.com

Jul 11 OH, Freemont. Don Miller Estate Auction. 978-939-6868, www.jwoodandcompany.com

Jul 13-15 PA, Lock Haven. 22nd Annual Central PA Auto Auction. Exit 178 of I-80. 1-800-248-8026, www.cpaautoauction.com

Jul 14-15 UK, Chickester. The Goodwood Festival of Speed Sale. bonhams.com

Jul 15 TX, Amarillo. Freedom Collector Car Auction. Amarillo Tri-State Fairgrounds www.freedomcarauctions.com/

Jul 20-22 NC, Greensboro. GAA Classic Car Auction. 301 Norwalk Street. 855-862-2257. www.gaaclassiccars.com/

Jul 22 ND, Bottineau. The Brandjorg Collection. www.vanderbrinkauctions.com, 605-201-7005, 507-673-2517

Jul 22 SD, Sioux Falls. 3rd Annual Sioux Falls Classic Car Auction. Denny Sanford Premier Center. 8am, Classic Car Auction Group www.classiccarauction.us

Jul 26-29 PA, Harrisburg. Mecum Harrisburg Sale. www.mecum.com

Jul 29 MI, Tipton. Larry McKelvey Classic Car Collection. Braun and Helmer Auction Facility. 5121 Michigan Ave. Epic Auctions and Estate Sales, LLC, Brad Stoecker, Auctioneer517-927-5028, www.EpicAuctionsAndEstateSales.com

AUGUST

Aug 3-5 NV, Reno. Road to Reno Auction. Reno/Sparks Convention Center - 4590 South Virginia Street. 888-330-0749, www.motorsportauctiongroup.com

Aug 4-5 NE, Omaha. Remlinger Classic, Antique and Collector Car Auction. Dave 507-450-3173, Jim 507-254-0227, www.remlingerauctions.com

Aug 4-5 IA, Waverly. The Steely Collection. www.vanderbrinkauctions.com, 605-201-7005, 507-673-2517

Aug 5-6 IA, Northwest. Amazing Horsepower Hoard. Info to come. 605-201-7005, www.vanderbrinkauctions.com

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9040 ANNOUCEMENTS & EVENTS

SEPTEMBER 24th, 2023 - 82nd ILLINOIS PLASTIC KIT & TOY SHOW
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9100 CAMARO CARS

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9130 CHEVROLET CARS FOR SALE

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9180 CORVETTE CARS

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WANTED: CORVETTES 1953-1969, will pick up from anywhere in the USA, top price paid in any condition please call. Alex Manos, 877-356-2365, CA; Email: continental5000@gmail.com FWC8039379

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9208 DUESENBERG CARS

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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, all XKEs, E-types and XK 120, XK 140, XK 150s, all roadsters and coupes, dead or alive, any condition, barn finds, abandoned projects, anything considered, top dollar paid; serious buyer will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; Email: continental5000@gmail.com FWC8039416

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9310 MG CARS

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WANTED: MGA, TA, VA, TC, TD, TF. We buy British sports cars in any condition, top dollar paid, serious buyer; will pick up from anywhere in the United States, please call. Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC8177198

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72 350SL Parts Car - Good complete parts car or restore. Body good. Hood not original with surface rust, some minor hail damage. Good hard top, glass. Have hub caps. Bad engine. Texas title, pick up in Cumby, TX. Bought at auction a few years ago, but have too many projects. Contact Kevin: kmbrock100@gmail.com oc3327

WANTED: 190SL, 230SL, 280SL, 250SL, 280SE coupes & convertibles, 220A cabrio & coupes, Gullwing, 300SL, 300S convertibles & 300S coupes, all 300 Series coupes, convertibles, sedans 500, 540K, 280SE coupes & convertibles, any classic Mercedes in any condition, we will pick up from anywhere in the US, top dollar paid, please call. Alex Manos, 877-912-0007, CA; Email: continental5000@gmail.com FWC8039402

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

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WANTED: Rolls-Royce Silver Cloud I,II,II Silver Wraith, Corniche convertible, Chinese Eye; any Rolls any condition; top dollar paid, serious buyer; will pick up from anywhere in the USA, please call Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11431303

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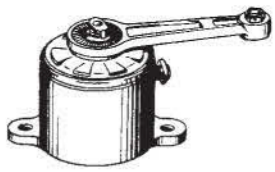

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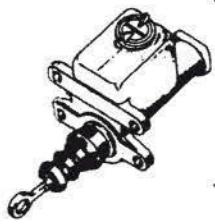

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WANTED: DeTomaso, any Pantera, any condition, anywhere, top dollar paid, please call. Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11446835

WANTED: DETOMASO, any year, Pantera, any condition, top prices paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970673

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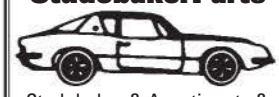
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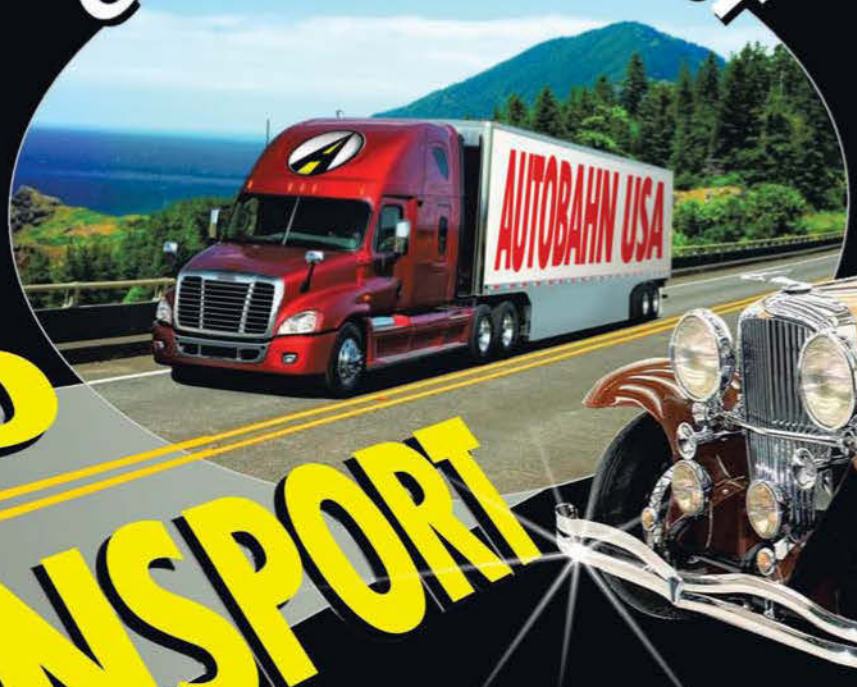

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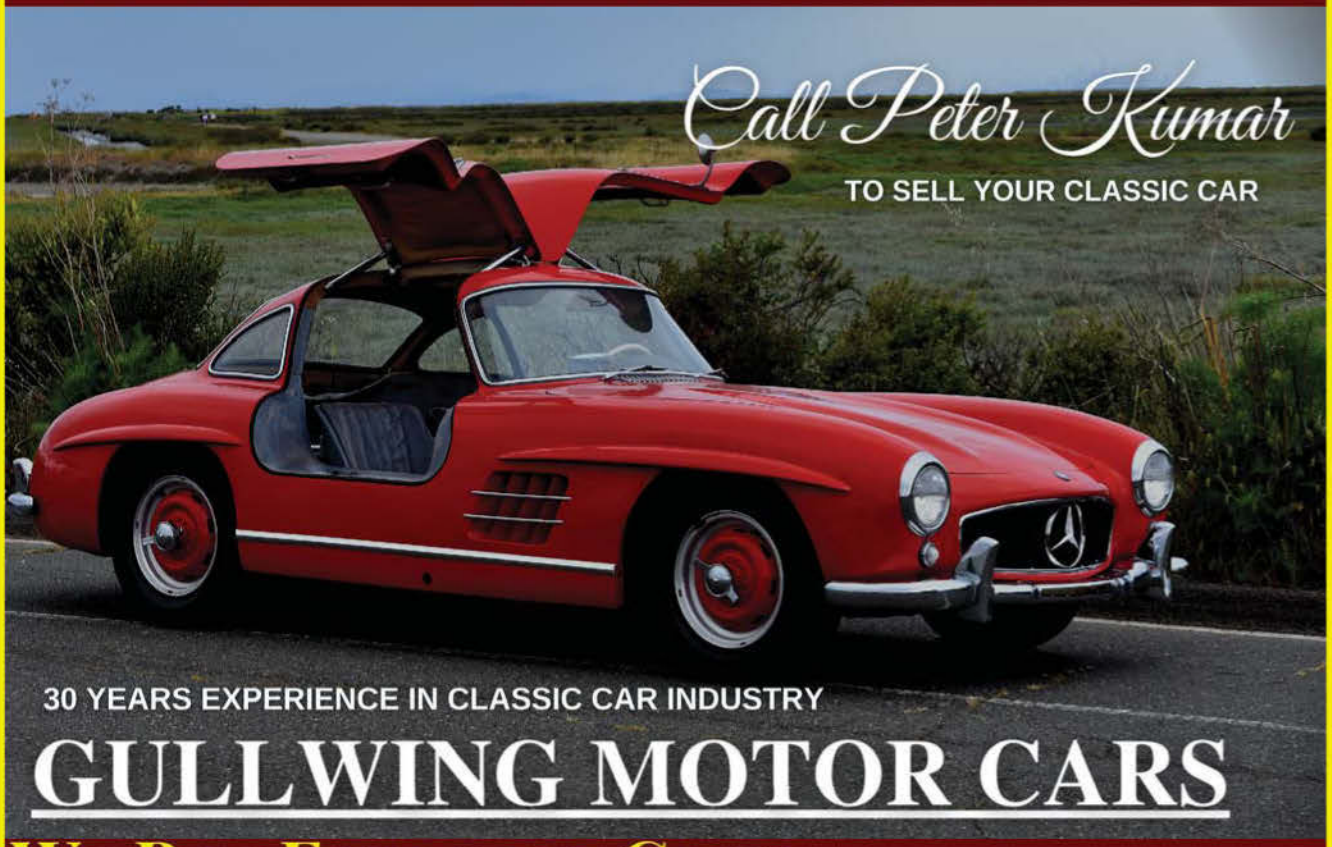

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