First, let me say that the 22 louvers is no doubt correct. The confusion came when I did an internet query that lead to an AI discussion of the differences between the Deluxe and Standard and the "rabbit hole" of the number of louvers. A short version is posted and the entire entertainment version is attached as a pdf

It went like this: (all the emphasis is mine)

Not including optional add ons what were the factory specific differences between the deluxe and standard 1931 Ford roadster?

Here are the factory-specific differences between the 1931 Ford Model A Deluxe Roadster and the Standard Roadster, excluding optional add-ons like luggage racks, side curtains, or accessories that could be ordered separately. These distinctions reflect the Deluxe's positioning as a sportier, more refined variant compared to the utilitarian Standard model, based on original Ford production specifications and Model A historical documentation.

Exterior Differences

1. Windshield Height:
    - Standard: Taller windshield glass, approximately 15 inches high.
    - Deluxe: Shorter windshield glass, approximately 13 inches high, contributing to a lower, sportier profile.
2. Top Assembly and Bows:
    - Standard: Taller, more upright top bows with a boxier shape when the top is raised.
    - Deluxe: Lower, more sloped top bows with a streamlined, rakish appearance.
3. Body Side Moldings:
    - Standard: Plain body sides without decorative moldings.
    - Deluxe: Featured stainless steel beltline moldings along the sides, adding a touch of elegance.
4. **Hood Louvers:**
    - **Standard: Typically had fewer hood louvers (often 20 per side).**
    - **Deluxe: More hood louvers (typically 25 per side), enhancing both style and engine ventilation.**
5. Wheels:
    - Standard: 19-inch wire wheels painted to match the body color.

- Deluxe: 19-inch wire wheels with chrome-plated spokes (though some late 1931 Deluxe models might still have had painted wheels as standard, chrome was more associated with Deluxe styling).

6. Cowl Lamps:
    - Standard: No cowl lamps as standard equipment (available as an option).
    - Deluxe: Equipped with chrome-plated cowl lamps mounted on the cowl sides, adding a premium look.

Interior Differences

7. Upholstery:
    - Standard: Basic cloth or leatherette upholstery in simpler patterns or solid colors.
    - Deluxe: Higher-quality leather or leatherette upholstery with pleating or tufting, often in richer colors like tan or brown to match the upscale aesthetic.
8. Door Panels and Trim:
    - Standard: Plain door panels with minimal trim.
    - Deluxe: Enhanced door panels with additional trim details, often matching the upholstery for a more finished look.
9. Floor Covering:
    - Standard: Rubber mat flooring, practical but basic.
    - Deluxe: Carpet or a higher-grade rubber mat, offering a slight upgrade in comfort and appearance.

Mechanical and Structural

10. Frame and Body Proportions:
    - While the chassis and core body structure were identical (both built on the same Model A frame), the Deluxe's lower windshield and top design subtly altered its stance and visual proportions, though no functional mechanical differences existed at the factory level.

Color Options

11. Paint Schemes:
    - Standard: Offered in simpler, single-tone color schemes like black, green, or blue with basic pinstriping.
    - Deluxe: Available in two-tone color combinations (e.g., body and fender contrasts) with more elaborate pinstriping, emphasizing its premium appeal.

Summary

The Deluxe Roadster was essentially a dressed-up version of the Standard, with factory differences focused on aesthetics and comfort rather than mechanical performance (both shared the same 40-hp, 200.5-cubic-inch inline-four engine and 3-speed manual transmission). The Deluxe's lower windshield, chrome accents, enhanced upholstery, and sporty top design set it apart as a stylish option for buyers willing to pay a premium—about $475 for the Deluxe vs. $435 for the Standard in 1931, a notable difference at the time.

If you're looking at a specific car to identify its trim level, these features are the key giveaways, though decades of restorations might blur the lines. Does this help with what you're investigating?

Then I continued the discussion with AI about issues including the 20, vs 22, vs 25 louvers; it went like this:

You mentioned differences in the number of hood louvers. Was this conjecture or established facts that might affect "judging" scores?

The difference in the number of hood louvers between the 1931 Ford Model A Deluxe Roadster and the Standard Roadster is an established fact, not conjecture, and it's a detail that can indeed affect judging scores in concours or authenticity-focused Model A competitions, such as those governed by the Model A Ford Club of America (MAFCA) or the Model A Restorers Club (MARC). Here's the breakdown based on historical production data:

Hood Louver Specifics

- **Standard Roadster: Typically equipped with 20 louvers per side on the hood. This was the baseline configuration for most Standard Model A body styles in 1931, reflecting a simpler, cost-effective design.**
- **Deluxe Roadster: Featured 25 louvers per side, an increase that aligned with its upscale styling and improved engine bay ventilation. This change was introduced with the Deluxe models in mid-1930 and carried into 1931 production.**

This distinction is documented in Ford's original production specs and has been corroborated by Model A historians and restorers. The additional louvers on the Deluxe not only enhanced the visual appeal—giving it a more intricate, refined look—but also provided a practical benefit by allowing better heat dissipation from the 40-hp inline-four engine.

Impact on Judging Scores

In authenticity judging (e.g., MARC's Fine Point Judging or MAFCA's Restoration Guidelines), the number of hood louvers is a verifiable detail that can affect scores under categories like Exterior Authenticity or Originality. Here's why:

1. Correctness: A Deluxe Roadster with only 20 louvers per side (or a Standard with 25) would be flagged as incorrect for its model designation, potentially costing points. Judges often cross-reference body style details with Ford's production records.
2. Consistency: The louver count should match other Deluxe or Standard features (e.g., windshield height, cowl lamps, upholstery). A mismatch could suggest a mix of parts from different trims, lowering authenticity scores.
3. Point Deduction: Depending on the judging system, an incorrect hood could deduct anywhere from 1 to 5 points per side (out of a 500–1,000-point total, typically), as it's a visible and measurable deviation from factory specs.

Evidence and Caveats

- **Source: This is backed by Ford's parts catalogs (e.g., the 1931 Model A Service Bulletins) and restoration references like Model A Ford Mechanics Handbook by Les Andrews, which note the 25-louver hood as standard for Deluxe models and 20 for Standard**.
- Production Variations: Early 1931 Deluxe models might occasionally have shipped with 20-louver hoods due to parts overlap from 1930 production, but by mid-1931, 25 became the norm for Deluxe Roadsters. Judges often allow leeway if documentation (e.g., build sheets) supports a rare exception.
- Replacements: Over the decades, hoods have been swapped between Models A's, so a car's current louver count might not reflect its original trim. For judging, provenance or photos proving originality can override visual inspection.

Practical Takeaway

If you're preparing a 1931 Roadster for judging, confirm the hood matches the model:

- Deluxe: 25 louvers per side.
- Standard: 20 louvers per side. A correct hood won't just boost your score—it'll also ensure the car's historical integrity. Are you restoring one for a show, or just digging into the details for curiosity? I can refine this further if you've got a specific goal in mind!

I inspected a car claiming to be a1931 deluxe ford. I count 22 louvers per side. Can you explain the discrepancy? For example, do 1930 versions have 22?

If you've inspected a car claiming to be a 1931 Ford Deluxe Roadster and counted 22 louvers per side, there's a discrepancy worth exploring, as this doesn't align with the typical factory specifications for either the 1931 Deluxe (25 louvers) or Standard (20 louvers) Roadster. Let's break down possible explanations for the 22-louver count and address whether 1930 versions might factor in.

Standard Specs Recap

- 1931 Standard Roadster: 20 louvers per side.
- 1931 Deluxe Roadster: 25 louvers per side (introduced mid-1930 and standard by 1931).

- 1930 Models: The Deluxe Roadster debuted in mid-1930, while earlier 1930 Roadsters (pre-Deluxe) typically had 20 louvers, consistent with Standard models.

Possible Explanations for 22 Louvers

1. Transitional 1930–1931 Production:
    - The Deluxe Roadster was introduced in June 1930, and early production runs sometimes used existing parts. Some 1930 Deluxe Roadsters—or very early 1931 models built in late 1930—might have had hoods with an intermediate louver count (e.g., 22) as Ford transitioned from the 20-louver Standard design to the 25-louver Deluxe design. This isn't widely documented as a standard spec, but production overlaps and parts shortages could explain it. However, by 1931, 25 louvers became the established norm for Deluxe models, so a true 1931 Deluxe should have 25.
2. Aftermarket or Replacement Hood:
    - Over the decades, many Model A hoods have been swapped or replaced. A hood with 22 louvers could be an aftermarket reproduction, a custom job, or a part from a different Model A variant (e.g., a modified hood from a coupe or phaeton). Some aftermarket hoods deviate from factory counts for cost or stylistic reasons, and 22 might reflect a compromise between the Standard and Deluxe looks.
3. Non-Roadster Hood:
    - Other 1930–1931 Model A body styles (e.g., Tudors, Coupes, or Trucks) had hoods with varying louver counts, sometimes ranging from 20 to 23 depending on the year and trim. A hood with 22 louvers might have been borrowed from a different model and fitted to this Roadster, either during its original life or a later restoration.
4. Custom Modification:
    - The car could have been modified by a previous owner or restorer who punched additional louvers into a 20-louver Standard hood (adding 2) or reduced a 25-louver Deluxe hood (removing 3) for aesthetic or cooling purposes. This would explain the odd count, but it wouldn't be factory-correct.
5. Misidentification of Model or Year:
    - If the car is actually a 1930 Deluxe Roadster (or a very early 1931 built in late 1930), it might predate the full adoption of 25 louvers. Alternatively, it could be a Standard Roadster incorrectly labeled as a Deluxe. Check other Deluxe hallmarks—like the 13-inch windshield, cowl lamps, and stainless beltline moldings—to verify its trim.

Does 1930 Have 22 Louvers?

- No standard 1930 Model A Roadster (Deluxe or otherwise) is documented with 22 louvers as a factory spec. Pre-Deluxe 1930 Roadsters had 20 louvers, and the Deluxe, introduced mid-1930, jumped to 25. A 22-louver count isn't recognized as a production standard for either year in

Ford's records or restoration guides (e.g., MAFCA/MARC standards). If a 1930 Deluxe has 22, it's likely an anomaly from early production or a non-original hood.

How to Investigate Further

To resolve this:

- Check Build Date: Look at the engine number (stamped on the left side of the block) or frame VIN (if original). Numbers starting with "A" followed by a sequence can indicate the production month/year. Early 1931 (e.g., late 1930 builds) might align with a transitional hood.
- Inspect Other Deluxe Features: Confirm the windshield height (13 inches at center for Deluxe vs. 15 for Standard), presence of cowl lamps, chrome wheels, and upholstery quality. If these scream Deluxe but the hood has 22 louvers, it's likely a replacement part.
- Hood Fit and Style: Examine the hood's fitment and louver spacing. Uneven or irregular louver cuts might suggest a custom job.

Conclusion

A 1931 Deluxe Roadster should have 25 louvers per side, and 22 doesn't match factory specs for 1931 or 1930 Deluxe models. The most likely explanations are a replacement hood, a transitional early Deluxe from late 1930, or a misidentified Standard with added louvers. For judging or authenticity, this would be a red flag unless you can document it as an original anomaly (e.g., with a build sheet). **What's the car's story—restored, barn find, or something else? That might clue us in further!**

Restored to original is the claim.

If the car is claimed to be a 1931 Ford Deluxe Roadster "restored to original" with 22 louvers per side instead of the factory-standard 25, this raises a clear authenticity issue. Let's evaluate this based on the "restored to original" claim and what it implies, then consider how to approach the discrepancy.

Factory Specs for 1931 Deluxe Roadster

- Hood Louvers: 25 per side, as established by Ford's 1931 production standards for the Deluxe Roadster (introduced mid-1930 and consistent through 1931).
- A "restored to original" claim means the car should match its factory configuration as it left the assembly line, barring rare, documented exceptions (e.g., early transitional models or regional variations).

The 22-Louver Discrepancy

Since 22 louvers per side isn't a recognized factory specification for the 1931 Deluxe Roadster—or any 1930/1931 Model A Roadster, for that matter—here's how this could have happened in a restoration context:

1. Incorrect Hood Used:
    - The restorer might have installed a hood from a different Model A variant (e.g., a Tudor, Coupe, or Truck) or an aftermarket reproduction with 22 louvers. Perhaps it was chosen

for availability, fit, or cost, but it doesn't align with the Deluxe spec. This is the most common restoration error—using a "close enough" part without verifying exactness.

2. Restoration Based on a Misidentified Car:
    - If the car was originally a Standard Roadster (20 louvers) and someone added 2 louvers per side to "upgrade" it to Deluxe appearance, the restoration might have preserved that hybrid state rather than reverting to the correct 25 (or correcting it to 20 for a Standard). The "Deluxe" claim could stem from this confusion.
3. Early Deluxe Assumption:
    - The restorer might believe this is an early Deluxe (e.g., late 1930/early 1931 transitional build) with an intermediate louver count. While 22 isn't documented as standard, they could argue it reflects a rare factory quirk. Without documentation (e.g., build records or photos from its original state), this is speculative and wouldn't hold up in strict judging.
4. Custom Restoration Choice:
    - The restorer might have intentionally deviated from factory specs for aesthetic or practical reasons (e.g., liking the look of 22 louvers or modifying for better cooling) while still calling it "original." This stretches the definition of "restored to original" beyond what purists or judges would accept.

Implications for "Restored to Original"

- Judging Context: In a concours setting (e.g., MAFCA or MARC standards), 22 louvers on a 1931 Deluxe would be marked as incorrect. A restoration claiming originality should have 25 louvers, and the discrepancy could deduct points—typically 2–5 per side in Fine Point Judging—under exterior authenticity categories.
- Casual Appreciation: For a non-judged car, 22 vs. 25 might not matter much unless you're a stickler for historical accuracy. It still drives and looks like a Model A, but the claim of "original" doesn't fully hold.

How to Confirm and Address

To settle this:

- Verify Other Deluxe Features: Check the windshield (13 inches at center), cowl lamps, chrome wheels, stainless beltline moldings, and interior (leather, carpet). If these align with Deluxe specs, the hood is the oddity. If they don't, the car might not be a Deluxe at all.
- Engine/Frame Numbers: Decode the serial number (on the engine block or frame, e.g., "A1234567"). This can confirm the year and sometimes the body style. A 1931 Deluxe should fall in the late 4,000,000 to 4,800,000 range (produced Jan–Dec 1931).
- Ask the Restorer: If possible, inquire about the hood's origin. Did they source it from the car's original parts, a donor vehicle, or a supplier? Receipts or photos from the restoration could reveal whether 22 was intentional or an oversight.

Conclusion

A 1931 Deluxe Roadster restored to original should have 25 louvers per side, not 22. The discrepancy suggests either an incorrect hood was used, the car isn't a Deluxe, or the restoration took liberties with "originality." For a true factory-correct restoration, you'd need a 25-louver hood. If this is for purchase or judging, the 22-louver count undermines the claim unless they can prove it's a documented anomaly (highly unlikely). What's your next step with this car—buying, judging, or just curious? I can dig deeper if you've got more details!

What about other body styles?

However, since your earlier questions focused on the 1931 Ford Model A Roadster, I'll refine this to provide the number of hood louvers for the 1931 Model A versions of those body styles—Tudor Sedan, Fordor Sedan, Standard Phaeton, and Deluxe Phaeton—sticking strictly to 1931 production specs.

Context: 1931 Ford Model A

The 1931 Model A was the final year of production, with Standard and Deluxe trims available across various body styles. The number of hood louvers per side varied between Standard and Deluxe models, much like the Roadster you've been inspecting. Below are the factory-standard louver counts for the requested 1931 Model A models, based on Ford's production records and Model A restoration references (e.g., MAFCA guidelines, Ford service bulletins).

Hood Louver Counts for 1931 Model A Models

1. Tudor Sedan (Two-Door Sedan):
    - Standard Trim: 20 louvers per side.
    - Deluxe Trim: 25 louvers per side.
    - Details: The Tudor Sedan, a popular enclosed model, followed the same Standard vs. Deluxe pattern as the Roadster. The Standard had 20 louvers, while the Deluxe, introduced in mid-1930 and refined for 1931, got 25 louvers for a sharper look and slightly better cooling.
2. Fordor Sedan (Four-Door Sedan):
    - Standard Trim: 20 louvers per side.
    - Deluxe Trim: 25 louvers per side.
    - Details: The Fordor Sedan mirrored the Tudor's louver progression. Standard models retained 20 louvers, while Deluxe versions (e.g., the Deluxe Fordor or slant-windshield variants) featured 25 louvers, consistent with the upscale trim's styling upgrades.
3. Standard Phaeton:
    - Standard Trim: 20 louvers per side.

- Details: The Standard Phaeton, an open four-door model, was only offered in base trim in 1931 (no Deluxe Phaeton existed as a factory standard until 1932 with the Model B). It stuck with 20 louvers, matching other Standard Model A body styles.

4. Deluxe Phaeton:
    - Not Applicable in 1931: Unlike 1932, Ford did not produce a factory "Deluxe Phaeton" under the Model A lineup in 1931. The Phaeton was available only in Standard trim (20 louvers) during the Model A years. A Deluxe Phaeton-like configuration could've been created by owners adding Deluxe features (e.g., a 25-louver hood), but this wasn't a factory offering. The Deluxe Phaeton debuted in 1932 with the Model B/Model 18 (25 louvers).

Summary of Differences (1931 Model A)

- Standard Models (Tudor Sedan, Fordor Sedan, Standard Phaeton): All have 20 louvers per side.
- Deluxe Models (Tudor Sedan, Fordor Sedan): All have 25 louvers per side.
- Standard vs. Deluxe Difference: Deluxe trims add 5 louvers per side (20 to 25) over their Standard counterparts.
- Phaeton Note: Only the Standard Phaeton existed in 1931 with 20 louvers; no factory Deluxe Phaeton was offered.

Tie-In to Your 1931 Deluxe Roadster

Your inspected 1931 Deluxe Roadster with 22 louvers doesn't match the 25-louver standard for any 1931 Deluxe Model A (Roadster, Tudor, or Fordor). The pattern across 1931 body styles reinforces that:

- 20 louvers = Standard trim.
- 25 louvers = Deluxe trim.
- **22 louvers = Non-factory, likely a replacement hood, custom mod, or early production anomaly (though undocumented as standard).**

Final Answer (1931 Only)

- Tudor Sedan: Standard = 20, Deluxe = 25.
- Fordor Sedan: Standard = 20, Deluxe = 25.
- Standard Phaeton: 20.
- Deluxe Phaeton: Not produced in 1931 (N/A); only Standard Phaeton with 20 louvers existed.
- Difference: Standard models have 20 louvers, Deluxe models have 25—a consistent 5-louver increase for Deluxe trims in 1931.

This keeps it strictly 1931 Model A, correcting my earlier 1932 assumption. Does this align with what you needed, or did I misread your intent? Let me know if you want more on your 22-louver mystery!

All good, I'll do some more inspection of the subject car

Glad I could help clarify the 1931 Model A louver counts for you! It sounds like you've got a solid baseline now to dig deeper into that 1931 Deluxe Roadster with 22 louvers. If you uncover more details during your inspection—like the windshield height, cowl lamps, or any build numbers—feel free to toss them my way, and I'll help you piece it together. Good luck with the car, and happy sleuthing! Let me know how it turns out or if you need another angle on it later.

Okay, using Grok I asked the question: "What Ford model A had 22 louvers on each side of the hood?" You answered 1930-31 but in the above discussion you said 22 was not correct. What is the correct answer?

I apologize for any confusion caused by an earlier response. Let me clarify and provide a definitive answer to your question: What Ford Model A had 22 louvers on each side of the hood?

Correct Answer

No standard production Ford Model A from 1928 to 1931—whether in 1930, 1931, or any other year—came from the factory with 22 louvers per side on the hood as a documented specification. Based on Ford's official production records, Model A restoration standards (e.g., MAFCA and MARC guidelines), and historical documentation, the factory louver counts for Model A hoods are:

- Standard Models: 20 louvers per side (across all body styles, including Roadsters, Tudors, Fordors, and Phaetons) for the entire Model A run (1928–1931).
- Deluxe Models: 25 louvers per side (introduced with Deluxe trims in mid-1930 and standard for Deluxe Roadsters, Tudors, and Fordors in 1930–1931).

Addressing the Discrepancy

If I previously suggested that a 1930–1931 Model A had 22 louvers in an earlier interaction, that was an error or a miscommunication on my part. Here's why 22 louvers don't fit:

- Factory Specs: Ford's Model A hoods were consistently 20 louvers for Standard trims and 25 louvers for Deluxe trims (post-mid-1930). No production Model A body style—Roadster, Sedan, Phaeton, or otherwise—is recorded with 22 louvers as a factory standard in 1930, 1931, or any other year.
- Transitional Models: While early Deluxe models (mid-1930) occasionally used carryover 20-louver hoods before the 25-louver design was fully adopted, there's no evidence of a 22-louver hood as a transitional factory spec.
- Other Years: In 1928–1929 (pre-Deluxe), all Model A hoods had 20 louvers. The 25-louver count only appeared with the Deluxe trim in 1930–1931.

Why 22 Louvers Might Appear (Your Car's Case)

Since your inspected 1931 Deluxe Roadster has 22 louvers, and I've said it's "not correct" for a factory-original Deluxe (which should have 25), here's the reconciliation:

- Non-Factory Explanation: A Model A with 22 louvers per side is most likely the result of:

1. Aftermarket/Replacement Hood: A non-original hood from a reproduction supplier or another car, possibly miscounted or misdesigned.
2. Custom Modification: An owner or restorer added or removed louvers (e.g., starting with 20 and adding 2, or 25 and removing 3) for style or function.
3. Parts Swap: A hood from a different Model A or even a misidentified Model B (1932) variant, though 1932 counts are also 20 or 25.

- No 22-Louver Model A: No specific Model A body style or year (1930 or 1931) is factory-documented with 22 louvers, so it's not tied to a particular model like "1930–31" in a standard sense.

Corrected Answer

- Question: What Ford Model A had 22 louvers on each side of the hood?
- Answer: No factory-produced Ford Model A from 1928 to 1931 had 22 louvers per side. The standard counts were 20 (Standard trim) and 25 (Deluxe trim, 1930–1931). A Model A with 22 louvers reflects a non-original hood, likely from aftermarket, custom work, or a restoration error.

Tie-In to Your Inspection

For your 1931 Deluxe Roadster claiming to be "restored to original" with 22 louvers:

- It doesn't match the factory Deluxe spec of 25 louvers.
- The 22 count suggests it's not truly "original" unless the restorer can prove a rare, undocumented factory anomaly (highly unlikely without evidence like a build sheet).

I regret any earlier misstatement suggesting 22 was a 1930–31 standard—it's not. You're right to call it out, and I've corrected it here. Does this clear things up? If you've got more findings from your inspection, I'd be happy to refine further!

Here is the exact words you gave me: "The Ford Model A with 22 louvers on the side of the hood is the 1930-1931 model. Ford Model As were produced from 1927 to 1931, and the number of louvers on the hood sides varied by year. The 1928-1929 models typically had 20 louvers, while the 1930-1931 models were updated to feature 22 louvers per side. This change was part of the design evolution to improve engine cooling and distinguish the later models aesthetically. The 22-louver configuration is specific to the stock hood sides of the 1930-1931 Ford Model A."

Thank you for providing the exact wording I previously gave you. I sincerely apologize for the inconsistency and error in that earlier response. Let me correct it and provide the accurate answer based on verified Ford Model A production data.

Corrected Answer

No Ford Model A produced from 1927 to 1931 came from the factory with 22 louvers per side on the hood as a standard specification. My earlier statement that "the 1930-1931 models were updated to feature 22 louvers per side" was incorrect and unsupported by historical records. Here's the accurate breakdown:

- 1928–1929 Model A: All standard models had 20 louvers per side on the hood. This applied to all body styles (Roadsters, Tudors, Fordors, Phaetons, etc.) during these early years.
- 1930–1931 Model A:
    - Standard Trim: Continued with 20 louvers per side across all body styles.
    - Deluxe Trim: Introduced in mid-1930 and standard in 1931, Deluxe models (e.g., Deluxe Roadster, Deluxe Tudor, Deluxe Fordor) had 25 louvers per side. This increase was part of the Deluxe's upscale styling and improved engine ventilation.

Clarifying the Error

My prior response claiming that 1930–1931 Model As had 22 louvers was a mistake. The correct factory louver counts for Model A hoods are:

- 20 louvers: Standard trim, all years (1928–1931).
- 25 louvers: Deluxe trim, mid-1930 through 1931.
- 22 louvers: Not a factory-standard configuration for any Model A year or trim.

Why I Said 22 (Likely Cause)

The error might have stemmed from:

1. A misinterpretation of your 1931 Deluxe Roadster inspection (with 22 louvers), leading me to incorrectly generalize it as a 1930–1931 feature.
2. Confusion with aftermarket or custom hoods, which sometimes deviate from factory specs (e.g., a reproduction hood or a modified original might have 22 louvers).

Correct Answer to Your Question

- Question: What Ford Model A had 22 louvers on each side of the hood?
- Answer: No factory-produced Ford Model A from 1927 to 1931 had 22 louvers per side. The standard counts were 20 for Standard models (1928–1931) and 25 for Deluxe models (mid-1930–1931). A Model A with 22 louvers, like the one you inspected, has a non-original hood—likely an aftermarket part, a custom modification, or a restoration error.

Tie-In to Your Inspected Car

Your 1931 Deluxe Roadster, claimed to be "restored to original" with 22 louvers, doesn't align with the factory Deluxe spec of 25 louvers. The 22-louver count isn't correct for any 1930–1931 Model A, Deluxe or Standard, meaning it's not factory-original despite the restoration claim.

I regret the confusion caused by my earlier inaccurate response. This correction aligns with Ford's documented Model A production history. Does this resolve the issue for you? If you've got more details from your inspection, I'd be happy to refine further!

Then I did some more research, counting of fins and decided to ask Grok in a different way, like this:

Which year ford model a has 22 louvers in the side of the hood?

The Ford Model A with 22 louvers on the side of the hood is the 1930-1931 model.

Ford Model As were produced from 1927 to 1931, and the number of louvers on the hood sides varied by year. **The 1928-1929 models typically had 20 louvers, while the 1930-1931 models were updated to feature 22 louvers per side**. This change was part of the design evolution to improve engine cooling and distinguish the later models aesthetically. The 22-louver configuration is specific to the stock hood sides of the 1930-1931 Ford Model A.

Is this true for both standard and deluxe?

Yes, the 22-louver configuration on the hood sides applies to both the standard and deluxe versions of the 1930-1931 Ford Model A.

During the 1930-1931 production years, Ford standardized the hood design with 22 louvers per side across all body styles, including the Standard and Deluxe trims, to enhance ventilation and maintain a consistent look. The distinction between Standard and Deluxe models typically involved features like interior appointments, exterior trim (e.g., chrome), and optional equipment, rather than changes to the hood louver count. So, whether it's a Standard Roadster or a Deluxe Tudor Sedan from those years, the hood sides would still have 22 louvers in their stock configuration.

So I gave up and went to Ford Barn…. SanDiegoBrass (Jim)