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The Gold Book™
Classics & Antiques
1897-1942

Volume 18, Number 1

April - September 1997

A Value guide for collectible Cars,
light duty Trucks and Fire Engines
built from 1897 to 1942

Subscription: $35.00 per year

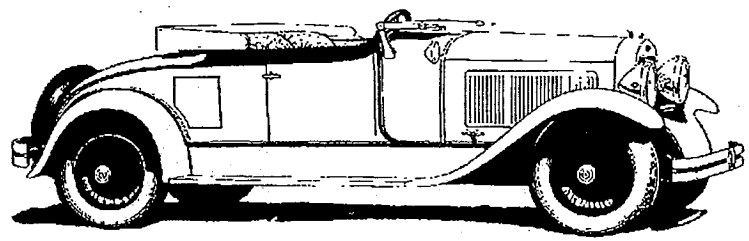


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THE GOLD BOOK

The Gold Book publishes automotive price guides and a PC based Market Report for late model cars. Quentin Craft first published the *Old Car Value Guide* in 1967. Mr. Craft's early data has been expanded and computerized to cover vehicles from the most exotic Ferraris and Bugattis to the most prosaic models. Utilizing state of the art relational data base technology and computers, information is maintained on 30,000 vehicles.

Classics and Collectibles

John Apen has editorial responsibility for the databases and valuations of the pre-1980 cars. He has restored and vintage-raced many collectible cars. He is the original owner of a 1960 Corvette and has owned and worked on cars as varied as a 1937 Packard convertible to a Mercedes 6.3. He was a factory authorized Ferrari and Maserati dealer for many years with a restoration shop that attracted jobs from all over the US. In addition to restoring hundreds of Ferraris, his shop also worked on Maseratis, Porsches, Jaguars and other vintage cars. His current collection of eight cars, includes several Ferraris which have won "Best of Show" concours trophies. As a Vintage racer for thirteen years he has competed on practically every major American track. He recently drove his 1957 Ferrari TdeF from Atlanta to Monterey for the 21st annual races, where he won *Automobile* magazines "The Way it was Award" for best embodying the spirit of vintage racing.

He is a recognized Ferrari expert and national concourse judge. Recent projects have included the restoration of an MGA 1600 roadster and consultation on an electric car project. He has degrees in Engineering and Operations Research from University of California-Berkeley, New York University and Johns Hopkins.

How Values are Determined

To monitor the market, we attend Christie's and World Classic's Monterey auctions and Barrett-Jackson. By following dozens of market letters and reports, the latest market trends are assessed. A group of auction reporters supplement published reports with first hand observations. These observations are added to the Gold Book databases. One part consists of a 33,000 vehicle table of dealer auction sales. Pricing of collectable cars is being done with another database of selling prices for major US and many European collector auctions. Research into current values is facilitated by a personal Automotive literature collection of over 5,000 books and periodicals.

The Gold Book numbers are retail values based on actual auction transactions tempered by information from dealers and knowledgeable collectors. Values are maintained in tables linked to auction data and are adjusted to reflect market trends. An element of judgment is applied based on knowledge and experience so that abnormal sales do not distort values.

Sellers want to see high values, while buyers want low values. The Gold Book maintains impartiality in research and reporting so that both can use Gold Book values as a starting point for negotiations. The value of a car depends on its condition and originality and expert evaluation is often needed. As with any price guide, values should be considered more guide than gospel.

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BODY LANGUAGE

Manufactures of Pre-1945 cars used a confusing variety of terms to describe various body styles. Many were adopted from the names used for horse drawn carriages.

But consistency was never a consideration among sales and marketing types when they needed a name for a fancier trimmed model. Thus many Berlines didn't have the divider window, sales just wanted the implication of a chauffeur. Once you crack the code you know what to expect when you see that ad or read the Concours results.

Brougham:
A formal body, often a limousine with blanked off rear quarter windows (A 4 Window rather than 6 Window body) for privacy.

Cabriolet:
Usually a four door body with winding windows and a soft top that can be folded.

Drophead Coupe:
An English term used to describe a convertible.

Estate Car:
Another English derived term. In the US, a Station Wagon.

Fixed Head Coupe:
As distinguished from a Drophead Coupe this is a coupe without a soft top.

Landaulette:
A limousine/Sedan with a open, folding roof over the rear seat.

Limousine:
A formal closed car with four or more doors and a division glass, usually fixed, between front and rear compartments.

Roadster:
A sporting two seater open car often with little luggage space. Usually with side curtains in lieu of roll up windows.

Sedan/Saloon:
A car with a fixed roof usually 4 doors and at least 4 seats.

Berline:
A Sedan with a movable glass behind the driver. Or just a name for a luxurious trimmed sedan.

Sedanca de Ville/De Ville:
Denotes a folding or removable roof over the driving compartment. Usually a Limousine body.

Spider/Spyder:
An open sporting car seating 2. Often applied to Italian cars.

Tourer/Torpedo:
An open car with two or four doors seating 4 or 5 people. Usually with side curtains.

Weymann Body:
A patented body construction consisting of a wood frame utilizing metal connectors and covered with painted fabric instead of metal. Stuffed with horsehair to give the panels shape. The main advantage was light weight.

THE GOLD GAZETTE

Where is the Money Going?

by John Apen Editor

Like the economy the old car hobby is showing restrained vigor. From the 110,000 people at Barrett-Jackson this January, up from 80,000 a year ago, to the record breaking $1.6 million paid for a Ferrari Barchetta at Christie's in August, the activity is healthy. Cars are selling. Collectors and even a few dealers are active.

But not all parts of the market are participating. The "Generational Theory of Car Collecting", i.e. people buy what they remember from their youth, seems to be kicking in. One prominent collector of prewar classics has predicted that the great Classics will continue to attract interest but there are far too many prewar cars in restored or good original condition for the market to support. Many interesting but average cars, will not find a market at current price levels. Packard roadsters and convertibles are selling but there is no discernible upward trend in prices. Sedans, limos and even some of the more desirable closed cars seem to be languishing.

Makes without much following seem to be struggling. Marmons are great cars but little known, and several that have been on the market for sometime have not found new owners, even at a fraction of the restoration costs. A nice AC drophead sold in the $30s at Christie's in 1992, and could only garner $22,000 at Barrett-Jackson.

Illustrating the swing to popular postwar cars, another prominent collector has sold about 80 of his Classics and replaced them with 100 or so '40s, '50s, '60s sports cars and American convertibles. Why? Because he sees a shift, an increasing amount of money going to postwar collectibles. Chrysler 300s are a good examples, Two rare superb 300F convertibles brought over $70,000 in January. Several years ago $50,000 seemed to be the price. Many new record prices have been set this past year. A 1953 Cad Eldorado at $130,000+, a 1957 supercharged Thunderbird at almost $100,000 are two prominent examples.

At Christie's August 1996 Pebble Beach auction, with total sales of over $6 million, much attention was focused on the $1.6 million Barchetta, but equally impressive was the sale of a rare, nice condition, but not restored to Pebble Beach standards, Ferrari 250 LWB Spyder for $508,000. Certainly a recent auction high for a postwar sports car. Also eliciting more surprise were the high prices paid for some of the "mundane" Roll Royces. Of 8 cars not selling, 4 were prewar.

So its clear, great prewar classics, will continue to find a market, but many prewar cars have probably seen their highs on an inflation adjusted basis. The action seems to be moving to the high performance postwar convertibles.

How To Use The Tables (cont.)

GOOD: Well maintained original or an earlier restoration showing normal wear and aging, presentable, drivable, complete and fully functional.

FAIR: Essentially complete and functional, drivable, suitable for restoration with no major bodywork or mechanical shortcomings.

B. Stated prices are ***RETAIL.***

C. Values apply to transactions in the United States.

D. Values assume cars with legitimate histories and serial numbers that are appropriate to the vehicle and its options. "Invented" cars are worth significantly less.

E. Customized or modified cars may be valued by calculating the cost of returning them to their original form and subtracting this amount from the prices listed. However, such cars have their own individual appeal and are not subject to valuation by the standardized methods used in our guides.

F. Values may vary by region and season. Individual auction results may also differ significantly from the values reported here. Use this book as a guide.

G. **Loan Value** is an estimate of the amount a bank will usually lend for the purchase of a car in Good to Excellent condition. However, the actual amount loaned will depend primarily on the credit standing of the individual applying for the loan.

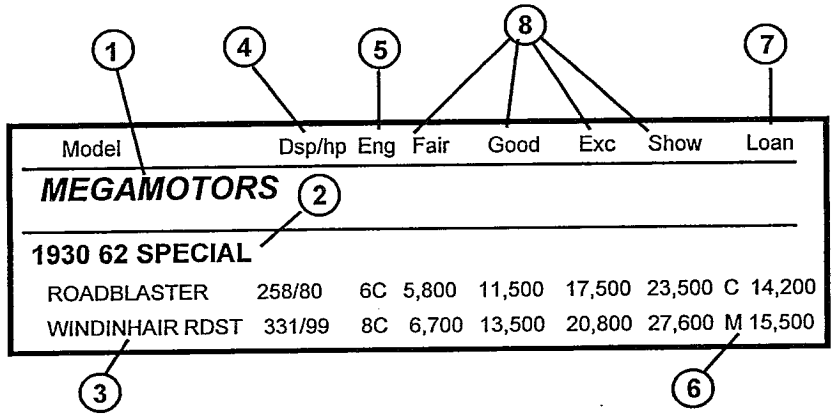
H. Incomplete, non running, or "parts cars" should be valued based on estimated costs to bring them up to the desired category.

I. Engine data is based on available information. Where it is not listed, we invite our readers to inform us.

WE ASSUME NO RESPONSIBILITY FOR ERRORS OR OMISSIONS

But we want to hear about them
Call 800 842-6848 ext 6505

HOW TO USE THE TABLES



LEGEND

1 Make
2 Starting Production Year and Model
3 Body Type
4 Typical Engine Displacement/Horsepower
5 Typical Engine Type
6 **M**=Milestone car as defined by the Milestone Car Society **C**= Classic Car Club of America designated Classic
7 Loan Value
8 Condition Categories

RULES

A. Be sure the vehicle is properly matched with the condition levels described below.

SHOW: Fully and professionally restored to original specifications, as new, all features functional, rarely driven, show quality, worthy of 95 points or better in expert judging. *Show cars* in 98+ point condition may in some cases bring prices considerably higher than these shown in this guide.

EXC: A current restoration or extremely well preserved original, near show quality, driven with care, complete and fully functional. Winners in many local concours.

Model	Dsp/HP	Eng	Fair	Good	Exc.	Show	Loan
FIAT (cont'd)							
1932+ 522/4							
TOURER 1932-34	2.5_/60	6C	6,000	12,000	16,000	51,400 ‡	23,400
1934+ BALILLA 508							
TOURER 1934-37	1.0/30	4C	2,500	5,000	9,000	14,000	4,500
1934+ BALILLA 508 S							
SPORTS 2P 1934-37	1.0/36	4C	3,000	5,500	10,000	15,000 ‡	4,000
1936+ TOPOLINO							
CABRIOLET 1936-42	0.57/13	4C	2,000	4,500	9,000	11,000 ‡	4,000
COUPE 1936-42	0.57/13	4C	1,500	4,000	8,000	10,000	3,000
FLANDERS 20							
1910							
ROADSTER	__/20	4C	2,500	4,600	7,900	11,800	5,100
TOURING	__/20	4C	3,500	6,000	10,000	15,200	6,600
1911							
TOURING	__/20	4C	3,500	6,000	10,000	15,200	6,600
1912							
ROADSTER	__/20	4C	3,200	5,800	9,700	14,500	6,300
TOURING	__/20	4C	3,400	6,200	10,500	15,700	6,800
FLANDERS SIX							
1913							
ROADSTER	__/20	4C	3,200	5,800	9,700	14,500	6,300
FLINT							
1923+ Model E							
TOURING 1923-27	__/65	6C	4,000	7,000	13,000	19,000	6,000
1925							
ROADSTER	__/__	6C	3,400	6,200	10,500	15,700	6,800
1925 Model E-55							
SEDAN	__/__	6C	3,000	4,000	6,400	9,500	3,500
1926							
BROUGHAM	__/__	6C	2,500	4,600	8,000	11,800	5,100
1926 Model Z-18							
JUNIOR COACH	__/40	6C	1,400	2,400	4,200	6,100	2,700
FORD							
1903+ MODEL A							
RUNABOUT 1903-04	100/8	2C	11,000	17,000	27,000	32,500	18,500
1905 MODEL C							
RUNABOUT	120/10	2C	5,200	96,000	16,000	24,000	10,400
1905+ MODEL F							
COUPE 1905-06	127/16	2C	6,200	11,500	20,000	29,000	12,500
TOURING 1905-06	127/16	2C	16,000	19,000	28,000	36,500	14,000
1905+ MODEL K							
ROADSTER 1905-07	405/40	6C	22,000	37,000	64,000	85,000	35,000
TOURING 1905-07	405/40	6C	20,000	35,000	60,000	80,000	33,000
1906+ MODEL N							
RUNABOUT 1906-08	149/15	4C	3,000	5,500	9,500	14,000	5,000
1907+ MODEL R							
RUNABOUT 1907-08	149/15	4C	3,000	5,500	9,500	14,000	5,000
1907+ MODEL S							
ROADSTER 1907-08	149/15	4C	2,900	5,400	9,100	13,600	5,900
RUNABOUT 1907-08	149/15	4C	4,000	7,000	12,000	18,000	6,000
1909+ MODEL T							
COUPE 1909-10	176/22	4C	2,500	5,000	7,000	9,000	4,000
RUNABOUT 1909-10	176/22	4C	4,700	8,000	13,000	17,000	7,000
TORPEDO ROADSTER 1909-10	176/22	4C	4,400	76,000	12,400	17,400	8,100
TOURING 1909-10	176/22	4C	4,900	8,600	13,700	19,500	8,900
1911+ MODEL T							
COUPE 1911-14	176/22	4C	3,000	5,000	7,500	9,000	4,500
SPORTSTER 1911-14	176/22	4C	3,500	6,000	10,000	14,300	6,500
TOURING 1911-14	176/22	4C	5,000	9,000	14,000	19,500	8,500
TOWN CAR 1911-14	176/22	4C	10,000	16,000	21,000	25,000	8,500
1915+ MODEL T							
CENTER DOOR SEDAN 1915-18	176/20	4C	3,500	5,500	9,000	12,500	5,000
SPORTSTER 1915-18	176/20	4C	3,000	4,500	7,600	10,800	4,900
TOWN CAR 1915-16	176/20	4C	3,500	6,500	10,000	14,000	6,000
1916+ MODEL T							
CENTER DOOR SEDAN 1916-18	176/20	4C	3,000	5,000	8,000	11,000	4,500
COUPELET 1916-18	176/20	4C	4,700	8,000	12,900	18,300	8,400
ROADSTER 1916-18	176/20	4C	3,000	6,000	9,000	12,000	5,500
TOURING 1916-18	176/20	4C	3,400	5,500	9,000	13,000	5,000
1919+ MODEL T							

ABBREVIATIONS

Custom Body

Name in ( ) is Custom Body Builder example: (Hooper)

(B&S) ..... Biddle & Smart body
(B&Sz) ..... Bohmann & Schwartz body
(FF) ..... Figoni-Falaschi body
(FW) ..... Fleetwood body
(GN) ..... Gurney Nutting
(MPW) ..... Mulliner/Park Ward
(WHouse) ..... Waterhouse body
(Ward) ..... Park Ward body
(VdeP) ..... Vanden Plas body

Chassis

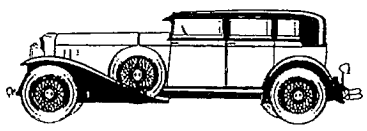
CHAS ..... Chassis
CHN DRV ..... Chain Drive
DBL CHN DRV ..... Double Chain Drive
FWD ..... Front Wheel Drive
LHD ..... Left Hand Drive
LWB ..... Long Wheelbase
RHD ..... Right Hand Drive
S ..... Series-as in S II, S III
STD ..... Standard
SWB ..... Short Wheelbase
WW ..... Wire Wheels

Engine Types

1C ..... One Cylinder
2C ..... Two Cylinders In-Line
4C ..... Four Cylinders In-Line
6C ..... Six Cylinders In-Line
8C ..... Eight Cylinders In-Line
DOHC ..... Double Overhead Cam
Dsp ..... Size (cubic inches or Litres)
EC ..... Electric Motor
HP ..... Horsepower
L ..... Litre
SC ..... Super Charged
SOHC ..... Single Overhead Cam
V8 ..... V configured 8 cylinders
V12 ..... V configured 12cylinders
V16 ..... V configured 16 cylinders

Body Designations

2/4P Rumble Seat (2 or 4 Passengers)
2W ..... Two Windows
3W ..... Three Windows
4W ..... Four Windows
5W ..... Five Window
5P ..... Five Passenger
6W ..... Six Windows
7P ..... Seven Passenger
A/S ..... Auxilliary Seat(s)
A/W ..... All weather
BT ..... Boattail
CABR ..... Cabriolet
CPL ..... Coupled
CPE ..... Coupe
CSTM ..... Custom
COE ..... Cab over engine (truck)
CONV ..... Convertible
D ..... Door
DC ..... Dual Cowl
DHC ..... Drophead Coupe (convertible)
DLX ..... DeLuxe
DWS ..... Dual Windshield
FBK ..... Fastback
FHC ..... Fixed Head Coupe
FWS ..... Flat Windshield
LAND ..... Landaulette
Metal ..... Metal Sided
MX ..... Madam-X
P ..... Passenger-as in 7P or 5P
PAR ..... Parcel (Vans)
PHAE ..... Phaeton
PU ..... Pickup
RDSTR ..... Roadster
REAR ENT ..... Rear Entrance
RS ..... Rumble Seat
SC ..... Short Chassis
SDN ..... Sedan
SM ..... Side Mounts
SPDSTR ..... Speedster
SPT ..... Sport
SR ..... Sun Roo
STD ..... Standardf
TON ..... Tonneau Seat
VWS ..... Vee Windshield
WOODIE ..... Wood Sided



Model	Dsp/HP	Eng	Fair	Good	Exc.	Show	Loan
ESSEX (cont'd)							
1921							
2D COACH	180/55	4C	2,000	3,500	5,700	8,000	3,700
TOURING	180/55	4C	3,100	5,500	8,800	12,600	5,700
1922							
2D COACH	180/55	4C	1,800	2,900	4,800	6,900	3,100
ROADSTER	180/55	4C	3,100	5,500	8,800	12,600	5,700
TOURING	180/55	4C	3,800	6,500	10,400	14,900	6,800
1923							
ROADSTER	180/55	4C	3,100	5,500	8,800	12,600	5,700
TOURING	180/55	4C	3,800	6,500	10,400	14,900	6,800
1924							
ROADSTER	144/40	6C	3,600	6,000	9,700	13,800	6,300
TOURING	144/40	6C	4,100	7,000	11,300	16,100	7,300
VICTORIA COUPE	144/40	6C	1,900	3,300	5,400	7,500	3,500
1925							
2D COACH	144/40	6C	1,900	3,300	5,400	7,500	3,500
TOURING	144/40	6C	4,100	7,000	11,300	16,100	7,300
1926							
2D COACH	144/40	6C	2,000	3,500	5,700	8,000	3,700
PHAETON	144/40	6C	4,700	8,000	12,900	18,300	8,400
1927							
2D SEDAN	144/40	6C	2,200	3,800	6,100	8,600	4,000
4D SEDAN	144/40	6C	2,000	3,500	5,700	8,000	3,700
BOATTAIL SPEEDSTER	144/40	6C	4,400	7,500	12,100	17,100	7,900
1928							
2D SEDAN	153/40	6C	2,400	4,000	6,400	9,100	4,200
4D SEDAN	153/40	6C	2,500	4,300	6,900	9,700	4,500
BT SPEEDABOUT (Murray)	153/40	6C	4,900	8,400	13,800	19,600	9,000
COUPE RS	153/40	6C	2,800	4,700	7,700	10,900	5,000
SPORT ROADSTER	153/40	6C	4,700	8,000	12,900	18,300	8,400
1929							
2D SEDAN	161/55	6C	2,800	4,600	7,400	10,600	4,800
4D SEDAN	161/55	6C	3,000	5,100	8,200	11,700	5,300
BOATTAIL SPEEDSTER	161/55	6C	6,400	10,800	17,200	24,600	11,200
CABRIOLET (Briggs)	161/55	6C	7,100	12,400	19,800	28,000	12,900
COUPE RS	161/55	6C	3,100	5,300	8,700	12,300	5,700
ROADSTER RS	161/55	6C	5,600	9,800	15,600	22,100	10,100
TOURING CAR	161/55	6C	5,600	9,800	15,600	22,100	10,100
TOWN SEDAN	161/55	6C	3,200	5,500	8,900	12,700	5,800
1930							
2D SEDAN	161/58	6C	2,800	4,600	7,400	10,600	4,800
4D SEDAN	161/58	6C	2,800	4,600	7,400	10,600	4,800
COUPE	161/58	6C	3,200	5,500	9,000	12,800	5,800
COUPE RS	161/58	6C	3,600	6,100	9,800	14,000	6,400
PHAETON	161/58	6C	5,000	8,600	14,000	19,900	9,100
SPORT ROADSTER RS	161/58	6C	5,400	9,200	14,700	21,100	9,600
1931							
2D SEDAN	175/60	6C	3,000	5,100	8,200	11,700	5,300
BOATTAIL SPEEDSTER	175/60	6C	7,800	13,300	21,400	30,400	13,900
COUPE RS	175/60	6C	3,800	6,500	10,500	15,100	6,800
SPORT ROADSTER	175/60	6C	6,400	10,800	17,200	24,600	11,200
TOWN SEDAN	175/60	6C	3,200	5,500	9,000	12,800	5,800
1932							
2D SEDAN	193/70	6C	2,900	4,800	7,800	11,100	5,100
4D SEDAN	193/70	6C	3,000	5,000	8,100	11,400	5,300
CABRIOLET	193/70	6C	5,400	9,200	14,700	21,100	9,600
COUPE RS	193/70	6C	3,700	6,400	10,300	14,600	6,700

EVERITT

1910							
TOURING CAR	___/30	4C	3,900	7,100	12,000	17,900	7,800
1911							
TOURING CAR	___/30	4C	4,100	7,500	12,800	19,100	8,300

FALCON-KNIGHT

1927							
2D SEDAN	___/45	6C	1,600	2,900	5,000	7,300	3,200
ROADSTER RS	___/45	6C	4,100	7,500	12,800	19,100	8,300
1928							
6-12 4D SEDAN	___/45	6C	1,900	3,500	5,900	8,700	3,800
COUPE	___/45	6C	2,000	3,600	6,000	8,900	3,900
ROADSTER	___/45	6C	4,800	8,800	14,700	21,800	9,600
1929							
4D SEDAN	___/45	6C	2,200	4,000	6,800	10,100	4,400
ROADSTER	___/45	6C	4,900	9,000	15,000	22,400	9,800

FIAT

1920+ 501							
TOURER 1920-26	1.46/___	4C	9,000	12,000	15,000	19,000 ‡	1,000

Model	Dsp/HP	Eng	Fair	Good	Exc.	Show	Loan
FORD (cont'd)							
CENTER DOOR SEDAN 1919-20	176/20	4C	3,000	5,000	7,500	11,000	5,100
COUPE 1919-20	176/20	4C	2,000	3,400	5,600	7,800	3,600
ROADSTER 1919-20	176/20	4C	3,500	6,500	9,500	12,500	6,000
TOURING 1919-20	176/20	4C	3,700	6,000	9,500	13,500	5,500
1921+ MODEL T							
CENTER DOOR SEDAN 1921-22	176/20	4C	3,000	5,000	7,500	11,000	5,100
COUPE 1921-22	176/20	4C	2,500	3,400	5,600	7,800	3,600
ROADSTER 1921-22	176/20	4C	3,000	5,000	8,000	11,500	4,500
SPORTSTER 1921-22	176/20	4C	3,000	5,000	8,500	11,500	4,500
TOURING 1921-22	176/20	4C	3,000	5,000	8,400	11,900	4,500
1923+ MODEL T							
2D SEDAN 1923-24	176/20	4C	1,800	2,900	4,800	6,800	3,100
4D SEDAN 1923-24	176/20	4C	2,500	3,600	5,800	8,300	3,800
COUPE 1923-24	176/20	4C	2,000	3,500	5,700	8,200	3,700
ROADSTER 1923-24	176/20	4C	3,000	5,000	8,000	11,400	5,100
SPORTSTER 1923-24	176/20	4C	3,000	5,000	8,000	12,000	5,500
TOURING 1923-24	176/20	4C	3,100	5,400	8,700	12,500	5,700
1925+ MODEL T							
2D SEDAN 1925-27	176/20	4C	2,000	3,600	5,100	7,200	3,300
4D SEDAN 1925-27	176/20	4C	2,000	3,500	5,800	8,200	3,800
COUPE 1925-27	176/20	4C	2,000	3,200	5,300	7,400	3,400
ROADSTER 1925-27	176/20	4C	3,000	5,000	8,000	11,400	5,100
SPEEDSTER 1925-27	176/20	4C	3,200	5,300	8,700	12,400	5,700
TOURING 1925-27	176/20	4C	3,100	5,500	8,400	12,000	5,500
1928 MODEL A							
BUSINESS COUPE	200/40	4C	2,500	4,000	7,000	11,000	3,500
COUPE	200/40	4C	3,000	5,000	8,500	12,000	5,000
FORDOR SEDAN (Briggs)	200/40	4C	2,500	4,500	6,800	9,500	4,000
PHAETON	200/40	4C	6,000	11,000	16,000	21,000	10,000
ROADSTER	200/40	4C	5,300	9,000	14,200	20,100	9,200
SPORT COUPE RS	200/40	4C	3,000	5,000	8,000	11,000	5,100
TUDOR SEDAN	200/40	4C	2,500	3,500	6,000	8,000	3,000
1928+ MODEL A							
TOWN CAR 1928-30	200/40	4C	10,000	20,000	35,000	50,000	19,000
1929 MODEL A							
BUSINESS COUPE (Oval window)	200/40	4C	3,000	5,000	8,000	12,000	4,000
CABRIOLET	200/40	4C	4,900	8,300	13,500	19,000	8,000
COUPE	200/40	4C	3,000	5,000	8,000	11,000	5,000
FORDOR SEDAN	200/40	4C	2,500	3,500	6,000	9,000	3,000
PHAETON	200/40	4C	6,000	11,000	16,000	21,000	10,000
ROADSTER	200/40	4C	5,000	8,600	13,400	19,100	8,700
SPORT COUPE RS	200/40	4C	3,200	5,300	8,500	12,000	5,500
STATION WAGON	200/40	4C	4,000	7,000	10,500	16,000	6,500
TOWN SEDAN (Briggs)	200/40	4C	4,000	8,000	13,000	17,000	7,000
TOWN SEDAN (Murray)	200/40	4C	4,000	5,000	10,000	11,500	5,300
TUDOR SEDAN	200/40	4C	2,500	3,500	6,000	8,500	3,000
1930 MODEL A							
CABRIOLET	200/40	4C	5,500	9,300	14,800	21,000	9,000
COUPE	200/40	4C	3,000	5,000	8,000	11,500	5,000
FORDOR SEDAN	200/40	4C	2,500	3,500	6,000	9,000	3,000
PHAETON	200/40	4C	7,000	11,500	17,000	22,000	10,000
ROADSTER	200/40	4C	5,300	9,000	14,200	20,100	9,000
SPORT COUPE RS	200/40	4C	3,500	5,800	9,000	13,000	5,500
STATION WAGON	200/40	4C	4,000	7,000	10,500	17,000	6,500
TOWN SEDAN (Briggs)	200/40	4C	4,000	8,000	13,000	17,000	7,000
TOWN SEDAN (Murray)	200/40	4C	4,000	5,000	10,000	11,000	5,000
TUDOR SEDAN	200/40	4C	2,500	3,500	6,500	9,000	3,000
VICTORIA COUPE	200/40	4C	4,000	6,800	9,000	13,000	6,900
1931 MODEL A							
CABRIOLET	200/40	4C	5,500	10,000	14,800	21,000	9,000
CONVERTIBLE SEDAN	200/40	4C	6,400	11,000	18,000	27,000	15,000
COUPE	200/40	4C	3,000	5,500	8,500	11,500	5,000
FORDOR SEDAN	200/40	4C	2,500	4,000	6,000	9,000	3,000
PHAETON	200/40	4C	7,000	12,000	18,000	23,000	11,000
ROADSTER	200/40	4C	5,800	10,000	14,500	21,000	9,000
SPORT COUPE RS	200/40	4C	3,500	6,000	9,000	13,000	5,500
STATION WAGON	200/40	4C	4,000	8,000	14,000	18,000	6,500
TOWN SEDAN	200/40	4C	3,000	5,000	9,000	11,600	5,300
TOWN SEDAN (Briggs)	200/40	4C	5,000	8,000	13,000	17,500	7,000
TOWN SEDAN (Murray)	200/40	4C	4,000	5,500	10,500	11,000	5,000
TUDOR SEDAN	200/40	4C	2,500	4,000	6,000	9,000	4,000
VICTORIA COUPE	200/40	4C	4,000	6,600	9,000	13,000	6,800
1932 MODEL 18							
CONVERTIBLE SEDAN	221/65	V8	8,500	14,600	22,900	32,500	14,900
COUPE RS	221/65	V8	5,400	9,100	14,500	20,600	9,400
DELUXE PHAETON	221/65	V8	10,200	17,700	27,700	38,000	18,000
DELUXE TUDOR SEDAN	221/65	V8	3,400	6,300	10,600	15,700	6,900
FORDOR SEDAN	221/65	V8	4,800	8,100	12,800	18,000	8,300
SPORT ROADSTER	221/65	V8	9,800	16,800	26,500	37,400	17,200
STATION WAGON	221/65	V8	7,300	12,600	19,600	27,800	12,700
1932 MODEL B							
COUPE 3W RS	200/50	4C	3,700	6,400	10,100	14,300	6,600
COUPE 5W RS	200/50	4C	3,600	6,000	9,400	13,400	6,100
DELUXE 3W COUPE RS	200/50	4C	4,100	7,000	11,100	15,700	7,200
DELUXE ROADSTER RS	200/50	4C	6,200	10,800	16,900	24,100	11,000
FORDOR SEDAN	200/50	4C	2,800	4,800	7,600	10,700	4,900
PHAETON	200/50	4C	6,200	10,800	16,900	24,100	11,000
ROADSTER	200/50	4C	5,800	10,000	15,500	22,200	10,100
STATION WAGON	200/50	4C	5,200	8,700	13,600	19,000	8,800
TUDOR SEDAN	200/50	4C	3,400	5,700	9,000	12,900	5,800
VICTORIA COUPE	200/50	4C	4,800	8,200	13,000	18,400	8,400
1933 MODEL 40							
CABRIOLET	221/75	V8	5,900	11,000	18,300	27,000	11,900