1930's in 1929

By
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Six months after the publication of my book *"The 1928-1931 Ford Assembly Plants and their Production of the Model A Ford Passenger Cars…Part 1"* (August 2017), a new, and missing document surfaced. This was the December 1929 Assembly Record Type document that was found at the Ford Motor Company Archives which brought forth a better understanding of the transition between the 1929 and 1930 passenger cars.

So just what are the Assembly Record Type documents? These were ledgers for which the Ford Motor Company reported their assembly or production numbers every month then one for the year. Across the top of each ledger were the body names such as Phaeton, Roadster, Standard Coupe, and so on. Down the left margin were the names of the assembly plants involved including domestic (USA), Foreign, England, and Canada.

For years I have been researching the production numbers of the Model A Ford, 1927-1932. All of these documents were obtained at the Benson Ford Research Center at The Henry Ford in Dearborn, Michigan. What I had received from them were the YEARLY Assembly Record Type (YART) documents, which are complete, and the MONTHLY Assembly Record Type (MART) documents, which are not complete. There were no 1928 documents; 1929 only included October and November; 1930 included all months except December; and all of 1931 months were there.

Utilizing these documents, *"The 1928-1931 Ford Assembly Plants and their Production of the Model A Ford Passenger Cars…Part 1"* (August 2017) was published.

The November 1929 Assembly Record Type document indicated that Dearborn alone, "Dearborn 1930", assembled the following new 1930 passenger cars including the remaining 1929 cars while the rest of the plants were winding down their assembly operations of the 1929 passenger cars:

ASSEMBLY PLANT	**PHAETON**	**ROADSTER**	**STD COUPE**	**SPORT COUPE**	**TUDOR SEDAN**	**CABRIOLET**	**FORDOR SEDAN**	**TOWN SEDAN**	**STD SEDAN**
BODY TYPE	**35-B**	**40-B**	**45-B**	**50-B**	**55-B**	**68-B**	**170-B**	**155-C, D**	**165-C, D**
Dearborn	0	0	1	0	39	3	14	78	31
TOTAL NOV. 1930 MODELS	**0**	**0**	**1**	**0**	**39**	**3**	**14**	**78**	**31**

The above 1930 vehicles that were assembled in November 1929, could very well have any of the following engine/chassis numbers associated with the body: A2571782-A2678140.

However, without the December 1929 document, it was impossible to tell just what other assembly plants were involved in the transition if they were at all. One good thing was that the YEARLY Assembly Record Type document indicated the total amounts for each new body style which only then could December's totals be computed. However there were several questions…were the remaining totals from December all from Dearborn OR were there other assembly plants involved? Whatever the case, the book was published not knowing these two very important questions. So the figures represented in "Part 1" for each assembly plant in 1929, are the grand totals for the year ***which include*** those 1930 vehicles. It also applies to the 1930 columns since those columns within each assembly plants totals ***do not include*** the addition of those 1930's assembled in 1929.

In February 2018 I was reading the book *"American Business Abroad"* (1964) by Mira Wilkins and Frank Ernest Hill and this one archive kept coming up. It was the Ford Motor Company Archives. So I contacted them as I was looking for information on the Canadian and Australian Model A production ***of which there is an abundance of research material!***.

After a few questions I learned that they had quite a bit of information on the Model A Ford that I never knew existed. I asked about information pertaining to the Assembly Record Type documents, told them what I had and did not have and was surprised that they had some of the missing documents. These were January thru December 1929, all of the 1930 and all of the 1931 documents. So I ordered what I was lacking. This brings me to the December 1929 document for which I did not have initially. This document alone brings to light just what was happening during the domestic (USA) production/transition from the 1929 models to the 1930 models.

When I received the December 1929 document from the Ford Motor Company Archives it was like "WOW"…so that is what happened and it was not all Dearborn as I had thought.

When the transition started in November 1929, the Ford Motor Company informed all of the domestic (USA) assembly plants to cease assembly operations of the 1929 model ***(passenger cars only)*** by the end of November to get ready for the 1930 models.

November 23, 1929: The Springfield Daily Republican:

FORD PLANTS FACE SHORT SHUTDOWNS IN READJUSTMENTS
(FOR THE 1930 MODELS)

"Readjustments that must be made in preparation for next years production, will bring about a shutdown of from 10 days to two weeks in each Ford assembly plant throughout the country, it was learned today at the executive offices of the Ford Motor Company."

"Some of the plants already have closed and others will follow suit, as their stocks of materials are worked up, it was explained in emphasizing that the plants *will not* close simultaneously. All the material on hand in each assembly plant is to be worked up before that plant closes. Under this arrangement many of the assembly units with large stocks on hand *may not* close until after other plants have reopened."

"A shutdown will not be necessary in the Detroit area because the workers can be shifted from one line of work to another pending completion of the readjustment of plant equipment."

"To rumors that only a skeleton organization was operating in the local area, one executive of the Ford company asserted that in the three major plants in the Detroit metropolitan district, 99,169 workers were engaged yesterday."

"This is not a seasonal shutdown…It is solely that readjustments may be made in all the plants for next year's business."

"Yesterday's production in the local area, was given as 4000 units, despite the shifting of men incident to the plant readjustments. Before this reassignment of workmen began a maximum daily output of over 7000 units was reached.'

"How long it would require for all the Ford assembly plants to clear their present stocks and complete the readjustments referred to in plant equipment could not be definitely stated. It was said that a production schedule in excess of the maximum thus far this year will be in operation long before the first of the year."

"From another source it was learned that a daily production schedule of 12,000 units is planned as soon as possible after all assembly plants have cleared their present stocks of materials."

Those assembly plants which had no December production of Model A Ford passenger cars were Atlanta, Buffalo #1, Charlotte, Cincinnati, Cleveland, Columbus, Des Moines, Houston, Indianapolis, Jacksonville, Milwaukee, New Orleans, Oklahoma City, Omaha, Pittsburgh, Portland, and St. Louis. Even though the named plants ceased production of the passenger cars, they were still assembling the Light Commercial "A"'s and the Heavy Commercial "AA"'s thru-out November and December 1929.

The remaining plants, which are listed below, continued production with the new 1930 models and some left-over 1929 models.

The December 1929 Assembly Record Type document indicated the following assembly plants which assembled the 1930 passenger car in 1929. The notation on the document was "Of the above domestic (USA) totals by type, the following are 1930 model".

ASSEMBLY PLANT	PHAE TON	ROAD STER	STD COUPE	SPORT COUPE	TUDOR SEDAN	CABRI OLET	FORDOR SEDAN	TOWN SEDAN	STD SEDAN
BODY TYPE	**35-B**	**40-B**	**45-B**	**50-B**	**55-B**	**68-B**	**170-B**	**155-C, D**	**165-C, D**
Chester		85		15	255	44	22	106	67
Chicago				36	343	59	41	325	282
Dallas				1	64		65	49	92
Denver				13		29	27	74	50
Kansas City			38		557	32	76	401	334
Kearny	54	61	1	89	480	108	123	359	277
Los Angles					12	23	45	73	141
Louisville				26	182	47	121	335	389
Memphis				15	49	30	15	54	58
Norfolk				24	196	36	18	93	38
San Francisco						19	30	21	67
Seattle					64		26	136	128
Somerville				21	106	36	46	274	91
Twin City					22	6	20	138	44
Dearborn	16	371	261	187	2968	401	363	2548	1443
TOTAL DEC. PRO.	**70**	**517**	**300**	**427**	**5298**	**870**	**1038**	**4986**	**3501**
TOTAL DEC. 1929 MODELS	**-54 35-A's**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL DEC. 1930 MODELS	**16**	**517**	**300**	**427**	**5298**	**870**	**1038**	**4986**	**3501**
TOTAL NOV. 1930 MODELS	**0**	**0**	**1**	**0**	**39**	**3**	**14**	**78**	**31**
GRAND TOTAL 1930'S IN 1929	**16**	**517**	**301**	**427**	**5337**	**873**	**1052**	**5064**	**3532**

The above 1930 vehicles that were assembled in December 1929, could very well have any of the following engine/chassis numbers associated with the body: A2678141-A2742695 including some of the November 1929 engine numbers.

An interesting note concerning the Town Sedan, 155-C and D, and the San Francisco Assembly Plant. In December, the San Francisco Assembly Plant assembled 21 1930 Town Sedans. According to the Ford Dealership (Tiffany Motors) in Hollister, California sales records, a Town Sedan, with engine number A2687219, a December 4, 1929 stamped engine, was sold to the dealer on December 28, 1929.

So as one can see, the above chart tells us just what Ford assembly plants, besides Dearborn, had the pleasure of being the first to start production of the "new" 1930 models.

Dave Sturges, our Model A Ford Assembly Plant Production Numbers and Codes guru commented to me that: *"Most of the plants that assembled the 1930 cars early were mostly the plants that opened up earlier for Model A production in late 1927 and early 1928. Ford must have had some sort of pecking order for their plants. I remember George DeAngeles saying Ford had the three categories of assembly plants (Major, Standard, and Minor) and maybe these are the major and standard plants".*

So with this introduction, I have determined from the Ford Motor Company's YEARLY and MONTHLY Assembly Record Type documents a more precise determination of the actual production amounts of the 1929 and 1930 models.

The following charts represent the ***revision*** of the documents in "Part 1" (Chapter 2). These charts only pertain to those assembly plants that were still in production in December 1929 with the "new" models. Although the domestic (USA) assembly plant charts in "Part 1" will change (Chapter 2), the charts about the individual body styles and their production numbers will not change (Chapter 8). Also page 145 will remain the same.

The "1930's in 1929" column are the totals for November-December 1929.

DEARBORN

BODY NAME	BODY MODEL	1929 YART	1930'S IN 1929	REVISED 1929'S	BODY MODEL	1930 YART	1930's IN 1929	REVISED 1930'S
Phaeton	35-A	1464	-16	1448	35-B	380	+16	396
Roadster	40-A	14795	-371	14424	40-B	7652	+371	8023
Std. Coupe	45-A	13013	-262	12751	45-B	16360	+262	16622
Sport Coupe	50-A	9936	-187	9749	50-B	4288	+187	4475
Tudor	55-A	59006	-2999	56007	55-B	38328	+2999	41327
Cabriolet	68-A	1274	-404	870	68-B	1021	+404	1425
Standard 2W Fordor Sedan	60-A, B, C 170-A	11066	-377	10689	170-B	607	+377	984
Town Sedan	155-A, B	9197	-2626	6571	155-C, D	7472	+2626	10098
Standard 3W Fordor Sedan	165-A, B	4743	-1474	3269	165-C, D	2128	+1474	3602
TOTALS FROM "PART 1"		**127367**	**-8716**	**118651**		**83223**	**+8716**	**91939**

Of the 127367 passenger cars assembled by Dearborn in 1929, 8716 were 1930 models thus decreasing Dearborn's total of 1929 passenger cars to 118651. This then would increase Dearborn's 1930 passenger car production from 83223 to 91939 passenger cars. (See page 25 of *"The 1928-1931 Ford Assembly Plants and their Production of the Model A Ford Passenger Cars…Part 1"* (August 2017).

KEARNY

BODY NAME	BODY MODEL	1929 YART	1930'S IN 1929	REVISED 1929'S	BODY MODEL	1930 YART	1930's IN 1929	REVISED 1930'S
Phaeton	35-A		-0		35-B		+0	
Roadster	40-A	10640	-61	10579	40-B	12293	+61	12354
Std. Coupe	45-A	7087	-1	7086	45-B	12172	+1	12173
Sport Coupe	50-A	8467	-89	8378	50-B	7413	+89	7502
Tudor	55-A	24444	-480	23964	55-B	24886	+480	25366
Cabriolet	68-A	2984	-108	2876	68-B	6307	+108	6415
Standard 2W Fordor Sedan	60-A, B, C 170-A	8326	-123	8203	170-B	299	+123	422
Town Sedan	155-A, B	7784	-359	7425	155-C, D	12700	+359	13059
Standard 3W Fordor Sedan	165-A, B	3704	-277	3427	165-C, D	2172	+277	2449
TOTALS FROM "PART 1"		**89973**	**-1498**	**88475**		**87714**	**+1498**	**89212**

Of the 89973 passenger cars assembled by Kearny in 1929, 1498 were 1930 models thus decreasing Kearny's total of 1929 passenger cars to 88475. This then would increase Kearny's 1930 passenger car production from 87714 to 89212 passenger cars. (See page 31 of *"The 1928-1931 Ford Assembly Plants and their Production of the Model A Ford Passenger Cars…Part 1"* (August 2017).

SAN FRANCISCO

BODY NAME	BODY MODEL	1929 YART	1930'S IN 1929	REVISED 1929'S	BODY MODEL	1930 YART	1930's IN 1929	REVISED 1930'S
Phaeton	35-A		-0		35-B		+0	
Roadster	40-A		-0		40-B		+0	
Std. Coupe	45-A		-0		45-B		+0	
Sport Coupe	50-A		-0		50-B		+0	
Tudor	55-A		-0		55-B		+0	
Cabriolet	68-A	610	-19	591	68-B	1481	+19	1500
Standard 2W Fordor Sedan	60-A, B, C 170-A	4779	-30	4749	170-B	237	+ 30	267
Town Sedan	155-A, B	3179	-21	3158	155-C, D	4515	+21	4536
Standard 3W Fordor Sedan	165-A, B	1755	-67	1688	165-C, D	1431	+67	1498
TOTALS FROM "PART 1"		**40630**	**-137**	**40493**		**33719**	**+137**	**33856**

Of the 40630 passenger cars assembled by San Francisco in 1929, 137 were 1930 models thus decreasing San Francisco's total of 1929 passenger cars to 40493. This then would increase San Francisco's 1930 passenger car production from 33719 to 33856 passenger cars. (See page 34 of *"The 1928-1931 Ford Assembly Plants and their Production of the Model A Ford Passenger Cars…Part 1"* (August 2017).

LOUISVILLE

BODY NAME	BODY MODEL	1929 YART	1930'S IN 1929	REVISED 1929'S	BODY MODEL	1930 YART	1930's IN 1929	REVISED 1930'S
Phaeton	35-A		-0		35-B		+0	
Roadster	40-A		-0		40-B		+0	
Std. Coupe	45-A		-0		45-B		+0	
Sport Coupe	50-A	4186	-26	4160	50-B	1356	+26	1382
Tudor	55-A	15686	-182	15504	55-B	9010	+182	9192
Cabriolet	68-A	364	-47	317	68-B	144	+47	191
Standard 2W Fordor Sedan	60-A, B, C 170-A	4549	-121	4428	170-B	158	+121	279
Town Sedan	155-A, B	2205	-335	1870	155-C, D	1836	+335	2171
Standard 3W Fordor Sedan	165-A, B	1634	-389	1245	165-C, D	1068	+389	1457
TOTALS FROM "PART 1"		**45646**	**-1100**	**44546**		**23126**	**+1100**	**24226**

Of the 45646 passenger cars assembled by Louisville in 1929, 1100 were 1930 models thus decreasing Louisville's total of 1929 passenger cars to 44546. This then would increase Louisville's 1930 passenger car production from 23126 to 24226 passenger cars. (See page 37 of *"The 1928-1931 Ford Assembly Plants and their Production of the Model A Ford Passenger Cars…Part 1"* (August 2017).

KANSAS CITY

BODY NAME	BODY MODEL	1929 YART	1930'S IN 1929	REVISED 1929'S	BODY MODEL	1930 YART	1930's IN 1929	REVISED 1930'S
Phaeton	35-A		-0		35-B		+0	
Roadster	40-A		-0		40-B		+0	
Std. Coupe	45-A	10890	-38	10852	45-B	10407	+38	10445
Sport Coupe	50-A		-0		50-B		+0	
Tudor	55-A	28312	-557	27755	55-B	14297	+557	14854
Cabriolet	68-A	418	-32	386	68-B	377	+32	409
Standard 2W Fordor Sedan	60-A, B, C 170-A	7198	-76	7122	170-B	160	+76	236
Town Sedan	155-A, B	3394	-401	2993	155-C, D	2632	+401	3033
Standard 3W Fordor Sedan	165-A, B	3503	-334	3169	165-C, D	2169	+334	2503
TOTALS FROM "PART 1"		**71573**	**-1438**	**70135**		**37439**	**+1438**	**38877**

Of the 71573 passenger cars assembled by Kansas City in 1929, 1438 were 1930 models thus decreasing Kansas City's total of 1929 passenger cars to 70135. This then would increase Kansas City's 1930 passenger car production from 37439 to 38877 passenger cars. (See page 40 of *"The 1928-1931 Ford Assembly Plants and their Production of the Model A Ford Passenger Cars…Part 1"* (August 2017).

CHICAGO

BODY NAME	BODY MODEL	1929 YART	1930'S IN 1929	REVISED 1929'S	BODY MODEL	1930 YART	1930's IN 1929	REVISED 1930'S
Phaeton	35-A		-0		35-B		+0	
Roadster	40-A		-0		40-B		+0	
Std. Coupe	45-A		-0		45-B		+0	
Sport Coupe	50-A	6941	-36	6905	50-B	3171	+36	3207
Tudor	55-A	34419	-343	34076	55-B	25375	+343	25718
Cabriolet	68-A	943	-59	884	68-B	1528	+59	1587
Standard 2W Fordor Sedan	60-A, B, C 170-A	8849	-41	8808	170-B	255	+41	296
Town Sedan	155-A, B	5285	-325	4960	155-C, D	7971	+325	8296
Standard 3W Fordor Sedan	165-A, B	3945	-282	3663	165-C, D	2147	+282	2429
TOTALS FROM "PART 1"		**79641**	**-1086**	**78555**		**60094**	**+1086**	**61180**

Of the 79641 passenger cars assembled by Chicago in 1929, 1086 were 1930 models thus decreasing Chicago's total of 1929 passenger cars to 78555. This then would increase Chicago's 1930 passenger car production from 60094 to 61180 passenger cars. (See page 43 of *"The 1928-1931 Ford Assembly Plants and their Production of the Model A Ford Passenger Cars…Part 1"* (August 2017).

NORFOLK

BODY NAME	BODY MODEL	1929 YART	1930'S IN 1929	REVISED 1929'S	BODY MODEL	1930 YART	1930's IN 1929	REVISED 1930'S
Phaeton	35-A		-0		35-B		+0	
Roadster	40-A		-0		40-B		+0	
Std. Coupe	45-A		-0		45-B		+0	
Sport Coupe	50-A	4552	-24	4528	50-B	3303	+24	3327
Tudor	55-A	16677	-196	16481	55-B	14324	+196	14520
Cabriolet	68-A	602	-36	566	68-B	1238	+36	1274
Standard 2W Fordor Sedan	60-A, B, C 170-A	4743	-18	4725	170-B	88	+18	106
Town Sedan	155-A, B	2464	-93	2371	155-C, D	4471	+93	4564
Standard 3W Fordor Sedan	165-A, B	1485	-38	1447	165-C, D	1654	+38	1692
TOTALS FROM "PART 1"		**49307**	**-405**	**48902**		**43482**	**+405**	**43887**

Of the 49307 passenger cars assembled by Norfolk in 1929, 405 were 1930 models thus decreasing Norfolk's total of 1929 passenger cars to 48902. This then would increase Norfolk's 1930 passenger car production from 43482 to 43887 passenger cars. (See page 46 of *"The 1928-1931 Ford Assembly Plants and their Production of the Model A Ford Passenger Cars…Part 1"* (August 2017).

SEATTLE

BODY NAME	BODY MODEL	1929 YART	1930'S IN 1929	REVISED 1929'S	BODY MODEL	1930 YART	1930's IN 1929	REVISED 1930'S
Phaeton	35-A		-0		35-B		+0	
Roadster	40-A		-0		40-B		+0	
Std. Coupe	45-A		-0		45-B		+0	
Sport Coupe	50-A		-0		50-B		+0	
Tudor	55-A	7330	-64	7266	55-B	4430	+64	4494
Cabriolet	68-A		-0		68-B		+0	
Standard 2W Fordor Sedan	60-A, B, C 170-A	2344	-26	2318	170-B	107	+26	133
Town Sedan	155-A, B	1959	-136	1823	155-C, D	1626	+136	1762
Standard 3W Fordor Sedan	165-A, B	1201	-128	1073	165-C, D	768	+128	896
TOTALS FROM "PART 1"		**22406**	**-354**	**22052**		**15233**	**+354**	**15587**

Of the 22406 passenger cars assembled by Seattle in 1929, 354 were 1930 models thus decreasing Seattle's total of 1929 passenger cars to 22052. This then would increase Seattle's 1930 passenger car production from 15233 to 15587 passenger cars. (See page 50 of *"The 1928-1931 Ford Assembly Plants and their Production of the Model A Ford Passenger Cars…Part 1"* (August 2017).

SOMERVILLE

BODY NAME	BODY MODEL	1929 YART	1930'S IN 1929	REVISED 1929'S	BODY MODEL	1930 YART	1930's IN 1929	REVISED 1930'S
Phaeton	35-A		-0		35-B		+0	
Roadster	40-A		-0		40-B		+0	
Std. Coupe	45-A		-0		45-B		+0	
Sport Coupe	50-A	6818	-21	6797	50-B	5117	+21	5138
Tudor	55-A	20932	-106	20826	55-B	20466	+106	20572
Cabriolet	68-A	1193	-36	1157	68-B	2704	+36	2740
Standard 2W Fordor Sedan	60-A, B, C 170-A	5095	-46	5049	170-B	170	+46	216
Town Sedan	155-A, B	3056	-274	2782	155-C, D	6074	+274	6348
Standard 3W Fordor Sedan	165-A, B	1583	-91	1492	165-C, D	2178	+91	2269
TOTALS FROM "PART 1"		**56272**	**-574**	**55698**		**60033**	**+574**	**60607**

Of the 56272 passenger cars assembled by Somerville in 1929, 574 were 1930 models thus decreasing Somerville's total of 1929 passenger cars to 55698. This then would increase Somerville's 1930 passenger car production from 60033 to 60607 passenger cars. (See page 55 of *"The 1928-1931 Ford Assembly Plants and their Production of the Model A Ford Passenger Cars…Part 1"* (August 2017).

DALLAS

BODY NAME	BODY MODEL	1929 YART	1930'S IN 1929	REVISED 1929'S	BODY MODEL	1930 YART	1930's IN 1929	REVISED 1930'S
Phaeton	35-A		-0		35-B		+0	
Roadster	40-A		-0		40-B		+0	
Std. Coupe	45-A		-0		45-B		+0	
Sport Coupe	50-A	5210	-1	5209	50-B	1832	+1	1833
Tudor	55-A	14673	-64	14609	55-B	6572	+64	6636
Cabriolet	68-A		-0		68-B		+0	
Standard 2W Fordor Sedan	60-A, B, C 170-A	5183	-65	5118	170-B	98	+65	163
Town Sedan	155-A, B	2328	-49	2279	155-C, D	1393	+49	1442
Standard 3W Fordor Sedan	165-A, B	1996	-92	1904	165-C, D	838	+92	930
TOTALS FROM "PART 1"		**48546**	**-271**	**48275**		**20749**	**+271**	**21020**

Of the 48546 passenger cars assembled by Dallas in 1929, 271 were 1930 models thus decreasing Dallas's total of 1929 passenger cars to 48275. This then would increase Dallas's 1930 passenger car production from 20749 to 21020 passenger cars. (See page 58 of *"The 1928-1931 Ford Assembly Plants and their Production of the Model A Ford Passenger Cars…Part 1"* (August 2017).

TWIN CITY

BODY NAME	BODY MODEL	1929 YART	1930'S IN 1929	REVISED 1929'S	BODY MODEL	1930 YART	1930's IN 1929	REVISED 1930'S
Phaeton	35-A		-0		35-B		+0	
Roadster	40-A		-0		40-B		+0	
Std. Coupe	45-A		-0		45-B		+0	
Sport Coupe	50-A		-0		50-B		+0	
Tudor	55-A	34514	-22	34492	55-B	24102	+22	24124
Cabriolet	68-A	392	-6	386	68-B	222	+6	228
Standard 2W Fordor Sedan	60-A, B, C 170-A	9588	-20	9568	170-B	455	+20	475
Town Sedan	155-A, B	5097	-138	4959	155-C, D	4948	+138	5086
Standard 3W Fordor Sedan	165-A, B	2939	-44	2895	165-C, D	2428	+44	2472
TOTALS FROM "PART 1"		**70211**	**-230**	**69981**		**46626**	**+230**	**46856**

Of the 70211 passenger cars assembled by Twin City in 1929, 230 were 1930 models thus decreasing Twin City's total of 1929 passenger cars to 69981. This then would increase Twin City's 1930 passenger car production from 46626 to 46856 passenger cars. (See page 65 of *"The 1928-1931 Ford Assembly Plants and their Production of the Model A Ford Passenger Cars…Part 1"* (August 2017).

CHESTER

BODY NAME	BODY MODEL	1929 YART	1930'S IN 1929	REVISED 1929'S	BODY MODEL	1930 YART	1930's IN 1929	REVISED 1930'S
Phaeton	35-A		-0		35-B		+0	
Roadster	40-A	12192	-85	12107	40-B	10109	+85	10194
Std. Coupe	45-A		-0		45-B		+0	
Sport Coupe	50-A	7728	-15	7713	50-B	4592	+15	4607
Tudor	55-A	26428	-255	26173	55-B	22346	+255	22601
Cabriolet	68-A	1218	-44	1174	68-B	2111	+44	2155
Standard 2W Fordor Sedan	60-A, B, C 170-A	7389	-22	7367	170-B	149	+22	171
Town Sedan	155-A, B	4516	-106	4410	155-C, D	7037	+106	7143
Standard 3W Fordor Sedan	165-A, B	1832	-67	1765	165-C, D	1714	+67	1781
TOTALS FROM "PART 1"		**72375**	**-594**	**71781**		**64689**	**+594**	**65283**

Of the 72375 passenger cars assembled by Chester in 1929, 594 were 1930 models thus decreasing Chester's total of 1929 passenger cars to 71781. This then would increase Chester's 1930 passenger car production from 64689 to 65283 passenger cars. (See page 68 of *"The 1928-1931 Ford Assembly Plants and their Production of the Model A Ford Passenger Cars…Part 1"* (August 2017).

MEMPHIS

BODY NAME	BODY MODEL	1929 YART	1930'S IN 1929	REVISED 1929'S	BODY MODEL	1930 YART	1930's IN 1929	REVISED 1930'S
Phaeton	35-A		-0		35-B		+0	
Roadster	40-A		-0		40-B		+0	
Std. Coupe	45-A		-0		45-B		+0	
Sport Coupe	50-A	3727	-15	3712	50-B	1220	+15	1235
Tudor	55-A	17654	-49	17605	55-B	10332	+49	10381
Cabriolet	68-A	234	-30	204	68-B	100	+30	130
Standard 2W Fordor Sedan	60-A, B, C 170-A	2910	-15	2895	170-B	87	+15	102
Town Sedan	155-A, B	2291	-54	2237	155-C, D	1665	+54	1719
Standard 3W Fordor Sedan	165-A, B	1391	-58	1333	165-C, D	1049	+58	1107
TOTALS FROM "PART 1"		**44858**	**-221**	**44637**		**23201**	**+221**	**23422**

Of the 44858 passenger cars assembled by Memphis in 1929, 221 were 1930 models thus decreasing Memphis's total of 1929 passenger cars to 44637. This then would increase Memphis's 1930 passenger car production from 23201 to 23422 passenger cars. (See page 80 of *"The 1928-1931 Ford Assembly Plants and their Production of the Model A Ford Passenger Cars…Part 1"* (August 2017).

LOS ANGLES

BODY NAME	BODY MODEL	1929 YART	1930'S IN 1929	REVISED 1929'S	BODY MODEL	1930 YART	1930's IN 1929	REVISED 1930'S
Phaeton	35-A		-0		35-B		+0	
Roadster	40-A		-0		40-B		+0	
Std. Coupe	45-A		-0		45-B		+0	
Sport Coupe	50-A		-0		50-B		+0	
Tudor	55-A	8401	-12	8389	55-B	2702	+12	2714
Cabriolet	68-A	1007	-23	984	68-B	1092	+23	1115
Standard 2W Fordor Sedan	60-A, B, C 170-A	4970	-45	4925	170-B	139	+45	184
Town Sedan	155-A, B	2827	-73	2754	155-C, D	2025	+73	2098
Standard 3W Fordor Sedan	165-A, B	1696	-141	1555	165-C, D	556	+141	697
TOTALS FROM "PART 1"		**51829**	**-294**	**51535**		**17827**	**+294**	**18121**

Of the 51829 passenger cars assembled by Los Angles in 1929, 294 were 1930 models thus decreasing Los Angles's total of 1929 passenger cars to 51535. This then would increase Los Angles's 1930 passenger car production from 17827 to 18121 passenger cars. (See page 94 of *"The 1928-1931 Ford Assembly Plants and their Production of the Model A Ford Passenger Cars…Part 1"* (August 2017).

DENVER

BODY NAME	BODY MODEL	1929 YART	1930'S IN 1929	REVISED 1929'S	BODY MODEL	1930 YART	1930's IN 1929	REVISED 1930'S
Phaeton	35-A		-0		35-B		+0	
Roadster	40-A		-0		40-B		+0	
Std. Coupe	45-A		-0		45-B		+0	
Sport Coupe	50-A	2041	-13	2028	50-B	1205	+13	1218
Tudor	55-A		-0		55-B		+0	
Cabriolet	68-A	327	-29	298	68-B	406	+29	435
Standard 2W Fordor Sedan	60-A, B, C 170-A	3131	-27	3104	170-B	215	+27	242
Town Sedan	155-A, B	2018	-74	1944	155-C, D	2197	+74	2271
Standard 3W Fordor Sedan	165-A, B	1519	-50	1469	165-C, D	1082	+50	1132
TOTALS FROM "PART 1"		**23685**	**-193**	**23492**		**20015**	**+193**	**20208**

Of the 23685 passenger cars assembled by Denver in 1929, 193 were 1930 models thus decreasing Denver's total of 1929 passenger cars to 23492. This then would increase Denver's 1930 passenger car production from 20015 to 20208 passenger cars. (See page 112 of *"The 1928-1931 Ford Assembly Plants and their Production of the Model A Ford Passenger Cars…Part 1"* (August 2017).

So you ask, “Just how can I determine if the ***body*** I have on my chassis is a bonified, very early, 1930 “passenger car” ***body*** assembled in 1929?”.

There are five different ways to determine if the ***body*** you have is one of the very early 1930 bodies assembled in 1929. Those would include **(1)** the gas tank; **(2)** the Steering Column Support Bracket; **(3)** the associated Lower Cowl, Cowl Band length and attachment; **(4)** the Assembly Plant Production Numbers and Codes; and **(5)** the Body Tag information (this may be questionable). Most, if not all, very early 1930 “passenger car” bodies had those features in common with each other and associated with each assembled body.

KEY ITEMS IDENTIFYING A VERY EARLY 1930 (November-December 1929) “PASSENGER CAR” MODEL A BODY THE FRONT SECTION

COWL TYPES	TANK EMBOSSED BEADS	TANK ATTACHMENT OF COWL BAND	STEERING COLUMN SUPPORT BRACKET	COWL SIDES EMBOSSED BEADS	SIDE ATTACHMENT OF COWL BAND	PART RELEASE DATES
TYPE 1	No beads	Four (4) Cowl Band Clips “Moulding Retainers” **Fig. 7**	2-3/4” **Fig. 3**	No beads	Carriage bolts	Start of Production October 12, 1929 PR #14228
TYPE 2	“	“	2-3/8” **Fig. 4**	“	“	December 5, 1929 PR #14815 Adopted December 16, 1929
TYPE 3	Three (3) Embossed ½” Beads **Fig. 8**	Clips Eliminated?	“	“	“	December 26, 1929 PR # 14977
TYPE 4	Three (3) Embossed 1” Beads **Fig. 9**		“	“	“	January 31, 1930 PR #15414

NOTE: Part Release dates are not an absolute but used as a guide only as far as production is concerned.

A-9002-B: COWL TANK ASSEMBLY

The new tank, which was “adopted” for use on the Phaeton, Roadster, Tudor, Coupe, Sport Coupe, Cabriolet, Station Wagon, Town Sedan Briggs and Murray, Fordor Std. Briggs and Murray, and Fordor 2-Window Briggs, on October 12, 1929, Part Release #14228, was for the new 1930 production Model A’s which was the A-9002-B: Cowl Tank Assembly. The tank held about 11 gallons of gas and retained the 1928-1929 style A-11805: Instrument Panel Assembly. While the Station Wagon was planned and included in this initial list, actual production of the new model didn't commence until June 1930. These were equipped with the 'new' A-9002-C Cowl Tank Assembly and round speedometer.

By November 26, 1929, PR #14703, the tank assembly was brought up to date with details. Other unique features included the new style gas tank top, a “Copper Plated” gas tank filler flange, gasoline tank filler screen assembly with 3/8 inch wide tabs, “Easy On” gas cap, gas tank bottom, steering column support—upper; gas tank speedometer cable support assembly, carburetor adjustment rod bracket on gas tank, and gas tank outlet flange. Unlike the 1928-1929 firewalls, which were of two and sometimes three sections, the firewall of the new 1930 style bodies was all one piece and not connected to the gas tank assembly itself (except for attachment) as the 28-29 tanks were.

The new A-9002-B tank also had two triangular indents or stampings on the bottom of the tank. These stampings were such so as to utilize the placement of the A-3520: Steering Column Support—Upper on the tank for either being set up for the Right Hand Drive (RHD) vehicles (which had a hole for the choke rod control) or the Left Hand Drive (LHD) vehicles. These triangular indents on tanks were removed on September 9, 1930. Unlike the 1928-1929 steering column support bracket, which had four (4) rivets to attach itself to the tank, the early 1930 bracket had just three (3) rivets attaching it to the tank and was 2-3/4 inches in length **(Fig. 3)**.

It is thought, but not yet proven, that the very early production A-9002-B Gas Tanks were those which had no vertical reinforcing ribs on the back side of the tank **(Fig. 1)**. The next "B" tank that evolved was one that had two (2) vertical reinforcing ribs on the back side of the tank **(Fig. 2)**. However, as we all know, Ford used every part. And since the “top” and the “bottom” of the tank were separate stampings, known tanks are known to exist which have NO Cowl Band embossing but do have the two vertical reinforcing ribs in back AND known tanks are known to exist with the three (3) ½ inch Cowl Band embossings but without reinforcing ribs in back but only for a very short period of time.

Another interesting feature on tanks with vertical reinforcing ribs was that some “ribs” were stamped as an embossing (raised surface) while some “ribs” were stamped as an indent.

Fig. 1

Fig. 2

The Steering Column Support Bracket on Gas Tank

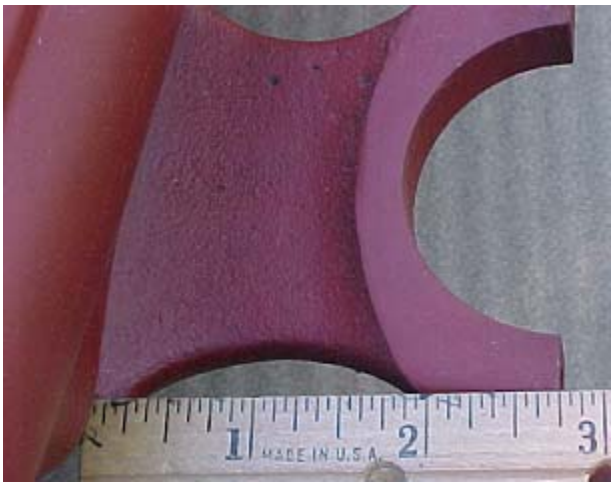

Fig. 3

On December 5, 1929, under E.I. #14815, Ford made a change to the Steering Column and related parts. This change also necessitated a change to the A-3520 Steering Column Support Upper Bracket **(Fig. 4)** under E.I. #1-14815 on the same date where a new pattern was necessary to accommodate the new steering column **(Fig. 5)**.

By December 16, 1929, the new "shorter" A-3520 Steering Column Support Upper Bracket **(Fig. 4)** was "adopted" for use on the A-9002-B Cowl Tank Assembly along with the new "longer" Steering Column **(Fig. 5)**.

To confirm this I asked around to several owners of early 1930 Model A's and sure enough, measuring from the same point on the gas tank, those with an early tank had a longer bracket then those with later tanks by "approximately" 3/8 of an inch .

Fig. 4

On December 31, 1929, the NEW 1930 Model A Ford's were introduced to the American public.

On January 17, 1930, the Chicago branch issued a service letter describing the "Steering Gear" and the change of the A-3520 Steering Column Support Upper Bracket which was adopted on December 16, 1929. The letter went on to say: *"The steering gear assembly A-3503-H for the change in the Model A Car was designed with an overall length from end to end of steering column shaft of 43-1/16" to 43-1/8". This overall length has now been changed to 44-1/16" to 44-1/8", affording more clearance under the wheel. The lighting switch handle and horn switch assembly, A-3616-G, is changed in length to correspond with the shaft length and will be listed under A-3616-H."* **Note: Please review the MARC/MAFCA Restoration Guidelines and Judging Standards for more information on the Steering Gear Assemblies.**

Additional information concerning the lengthening of the steering column was also referred to in the February 1930 Ford Service Bulletin, page 422 **(Fig. 5)**. The bulletin went on to say: "*To provide additional clearance between driver's seat and steering wheel, the length of the steering column was recently increased and the angle of the column changed (see Fig. 849). This was accomplished by increasing the length of the steering column 1 inch and* ***shortening the steering column bracket approximately 3/8".*** *The new arrangement provides greater ease in handling the car".* The new bracket was 2-3/8 inches in length **(Fig. 4)**. This change was quickly "Adopted" on December 16, 1929 and the new bracket was soon put into production along with the new "longer" steering column.

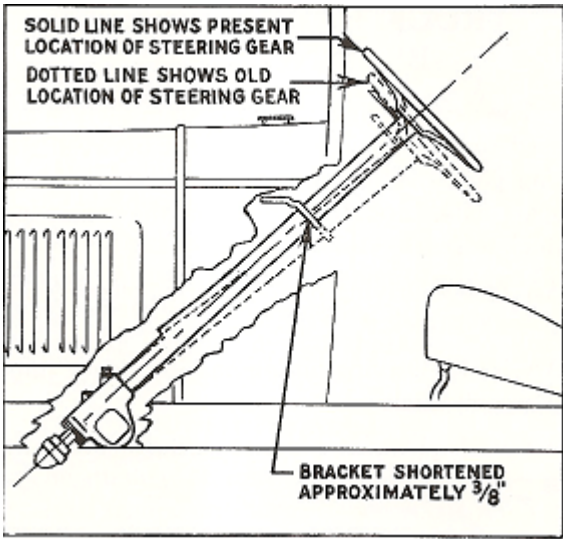

Fig. 5

The Cowl Band and Related Features

The initial production tank also had no embossing to help secure and line up the A-140298 Cowl Moulding Assembly to the tank **(Fig. 6)** (nor did the lower cowl section) when tightened down. Four (4) clips, A-140301 Moulding Retainer Clips?, such as these **(Fig. 7)** were used for this purpose in securing the band to the tank and were attached on the second and third bolt holes from each side of the tank. It is not known if these clips were just used with tanks with no embossings OR if they were used continously throughout production.

Six (6) carriage bolts, ¼ inch square, three (3) on each side, were used to attach the assembly to the lower cowl sections, left and right, thus making this feature short lived on the first 1930 production vehicles. Therefore, the Cowl Band ***did not*** have the "angled studs" that were attached to the lower end of the band, left and right, as the later bands did.

Fig. 6

Fig. 7

On December 26, 1929, PR #14977, it was decided to add three (3) embossings, each ½ inch long, for the assembly of the cowl moulding on the tank itself **(Fig. 8)**. These embossings replaced the use of the four (4) cowl band clips, Moulding Retainer Clips, seen in **(Fig. 7)** or did they?

Fig. 8

On January 31, 1930, PR #15414, the three (3) embossings for retaining the Cowl Moulding Assembly went from ½ inch **(Fig. 8)** to 1 inch embossings **(Fig. 9)**. This feature continued through the use of the A-9002-B tanks and for a short time with the new A-9002-C tanks when a ***continuous*** embossing replaced the three (3) 1 inch embossings.

Fig. 9

Starting with the first production 1930 vehicles in November-December 1929, the Cowl Band extended past the cowl sill moulding all the way to the splash apron **(Fig. 10)**. Beginning very Late January-Early February 1930, the cowl sill moulding was extended forward and the Cowl Band was shortened thus the “angled studs” were attached to the ends of the Cowl Band **(Fig. 11).**

(Fig. 10)

(Fig. 11)

The Assembly Plant Production Numbers and Codes

Another way that may be of interest is the Assembly Plant Production Numbers and Codes. For instance, one known very early 1930 Tudor Sedan has the identifying number of "AX2106" **(Fig. 12)** on the body "Sill (floor cross) assembly…Front" (where the front seats are attached). Of the very early 1930 Tudors Sedans that were built in 1929 (5337 of them), Dearborn alone assembled 3007. And if that holds true, then "AX2106" ***may*** have been assembled sometime in December 1929 in Dearborn, Michigan. However, without further documentation of these Assembly Plant Production Numbers and Codes, we may never know. If you have one of these very early 1930 vehicles built in 1929, please let me know. Only the Ford built Phaeton, Roadster, Standard Coupe, Sport Coupe and Tudor ***may*** possess these Assembly Plant Production Numbers and Codes. Any bodies built by Briggs or Murray were not identified as such.

(Fig. 12)

The Body Tag

(Fig. 13)

Last would be the Body Tag information **(Fig. 13)**. The Ford Motor Company did not attach a Body Tag Data Plate to any of their bodies. Only Briggs and Murray attached their own identifying Body Tag Data Plate to their specific body builds. It is not immediately known if the new Briggs and Murray 1930 bodies, when the new Body ID Tags were added to the right front area of the firewall directly under the Patent Data Plate or screwed to the floor, if those body assembly numbers started with the number 1 or not.

It is also unknown, where one body style was supplied by two companies, just how many bodies of each were supplied. In other words, the Town Sedan, 155-C and D, were supplied by Murray and Briggs. Just how many were supplied by each is unknown at this time.

Only the Cabriolet, 68-B, and the Standard Fordor Sedan (2W), 170-B, both supplied by Briggs, both with their own Body Tag, ***may*** have the numbers as such thus telling us if it was a November or December vehicle depending only if the Body Tags were assembled one after the other and not in a mixed-up manor.

BODY NAME	BODY MODEL	COMPANY	BODY TAG	Nov. 1929	Dec. 1929	TOTAL 1930'S IN 1929
Phaeton	35-B	Ford	n/a	0	16	16
Roadster	40-B	Ford	n/a	0	517	517
Standard Coupe	45-B	Ford	n/a	1	300	301
Standard Coupe	45-B	Briggs	198-	"	"	"
Sport Coupe	50-B	Ford	n/a	0	427	427
Sport Coupe	50-B	Briggs	160-	"	"	"
Tudor	55-B	Ford	n/a	39	5298	5337
Cabriolet	68-B	Briggs	161-	3	870	873
Standard Fordor Sedan (2W)	170-B	Briggs	163-	14	1038	1052
Town Sedan (3W)	155-C	Murray	M604-	78	4986	5064
Town Sedan (3W)	155-D	Briggs	164-	"	"	"
Standard Fordor Sedan (3W)	165-C	Murray	654-	31	3501	3532
Standard Fordor Sedan (3W)	165-D	Briggs	162-	"	"	"

So with a little bit of investigation maybe you have one of these very early 1930 bodies built in 1929…Or not!

If anyone has an original and very early 1930 Model A Ford assembled in November or December of 1929, and can supply myself or Dave Sturges with the body type and the Assembly Plant Production Number, it would be most appreciated. Please email me at pif@bmi.net or email Dave at dasturge@comcast.net.

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