

**MODEL A FORD
PASSENGER
BODY INTRODUCTION DATES
AND
PRODUCTION DATA
AS OF
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The following survey represents the major production years for the Model A Ford "passenger" vehicles only. It does not include the Model A Ford "commercial" vehicles or the Model AA Ford trucks. This will be presented at another time.

It also does not include those Model A and AA Fords that were produced "after" the main production period was over at the end of 1931. Ford reports tell us that the Model A/AA Ford was also produced, using up left-over parts, from 1932 through 1936. That would be an interesting survey.

The data used for the production figures were taken directly from original Ford data provided by the Benson Ford Research Center (Ford Archives) in Dearborn, MI. These are referred to by Ford as "**Assembly Record Types**" and reflect the years 1927, 1928, 1929, 1930 and 1931. These can be found in "Acc. 622, file: World Production, 1903-1943". The 1927 production figures were provided by a chart in "**Henry's Fabulous Model A**" by Leslie Henry from which those figures were also provided by the Ford Archives as listed on the 1927 Assembly Record Types. The "Grand Total" of these figures were also on the 1928 assembly records. No known passenger cars or trucks, were assembled at any Foreign assembly plants during 1927. However, overall, there are some mistakes that were made when Henry produced his chart as some of the figures do not match (BUT most do) those for which are represented on the "**Assembly Record Types**" as seen in the following charts describing the "Domestic (USA) Total" production.

Also, Lorin Sorensen reported in "**The Ford Factory**" different "Domestic (USA) Totals" for various Model A Ford body types as well as "**The Ford Model A...As Henry Built It**" by George DeAngelis, Edward P. Francis and Leslie R. Henry; "**Original Ford Model A**" by Jim Schild; "**Advertising The Model A Ford**" by James W. Thomas; and "**The Legendary Model A Ford**" by Peter Winnewisser.

So, the question is...who is right...the Ford Motor Company's "**Assembly Record Types**"; or Leslie Henry's chart in "**Henry's Fabulous Model A**"?

Most, but not all, of the "mistakes" appear to be typographical errors within "**Henry's Fabulous Model A**" however there are a few figures that make no sense at all. Those that do not appear to be mistakes are according to and correspond to the figures in the "**Assembly Record Types**". However, concerning those production numbers which are significantly different, just where did those numbers come from? One answer is that Sorensen "revised" the 1929 and 1930 totals from the data on the 1929 "**Assembly Record Types**" describing those 1930 models that were produced in 1929.

Here, on the very bottom of the 1929 "**Assembly Record Types**" is the following statement: "Of the above domestic totals by type..." (meaning those 1929 "domestic totals" from the USA production) "*the following are 1930 models:*". For example, the 1929 Domestic (USA) Total for the 35-A Phaeton was 49818 vehicles. Of that number, 16 were 1930 35-B Phaeton's. This means then that the true production number for the 35-A Phaeton is 49802 vehicles for 1929 and the 16 35-B's would be added to the Domestic (USA) Total for 1930 to get a more precise total of 1930 produced 35-B Phaeton's for which would be 16486. These figures are represented in the revised charts titled "**REVISED CHART WITH CORRECTIONS***" following each body style that was mentioned as 1930 models on the 1929 "**Assembly Record Types**". Unfortunately, a definite distinction between 1928-1929 and 1930-1931 body styles was not indicated as was with the 1929-1930 vehicles.

The figures for each "A" passenger body style are represented with four sets of figures in each box. They are: **Domestic (USA) Total/Foreign Total/Canadian Total/Grand Total**.

Domestic (USA) Total
Foreign Total
Canadian Total
Grand Total

The numbers used in these box's are from the original Ford data as related in the "**Assembly Record Types**" and not from second hand sources. These figures were double and triple checked for their accuracy and if different (as with typographical errors) from the "**Assembly Record Types**", they were noted within each box.

The following charts show the differences in figures of the "Domestic (USA) Totals" only as recorded by primary, "**Assembly Record Types**", and secondary, "**Henry's Fabulous Model A**" and "**The Ford Factory**", sources.

**1927
DOMESTIC (USA) TOTALS**

BODY MODEL	ASSEMBLY RECORD TYPES	HENRY'S FABULOUS MODEL A	THE FORD FACTORY	ACTUAL MODEL PRODUCTION
35-A	No Record	221	No Record	221
40-A	No Record	269	No Record	269
45-A	No Record	629	No Record	629
50-A	No Record	734	No Record	734
55-A	No Record	1948	No Record	1948

The 1927 production figures were provided by a chart in "**Henry's Fabulous Model A**" by Leslie Henry from which those figures were also provided by the Ford Archives as related on the 1927 Assembly Record Types. However, Henry indicated a "foreign" number also. But when these "foreign" numbers are added up, they equal the "other Assembly Plants" total (188) on the 1928 Assembly Record Types sheet for 1927. No "foreign" production was done in 1927.

The 1927 Assembly Record Types tells the story of the Model A's produced in 1927. According to the 1927 ledger, it relates that Detroit, or Fordson as it was called, "started production October 21, 1927" and the Kearny, New Jersey plant "started production December 19, 1927". The following chart, representing the "totals" above, was also related:

	Phae.	Runb. (Road.)	Coupe	Sport Coupe	2Dr.	Comm. Chass*	Truck	Total
Detroit	221	251	611	732	1798	99	286	3998
Kearny	0	18	18	2	150	0	0	188
Total	221	269	629	734	1948	99	286	4186

* These chassis were sent to many independent builders such as Kentucky Wagon Works.

**1928
DOMESTIC (USA) TOTALS**

BODY MODEL	ASSEMBLY RECORD TYPES	HENRY'S FABULOUS MODEL A	THE FORD FACTORY	ACTUAL MODEL PRODUCTION
35-A	47255	47255	47255	47255
40-A	51807	51807	51807	51807
40-A with Rumble Seat	30130	30130	No Record	30130
45-A	70784	70784	70784	70784
49-A	Unknown*	Unknown*	Unknown*	Unknown*
50-A	79099	79099	79099	79099
54-A	37343	37343	37343	37343
55-A	208562	208562	208562	208562
60-A	82349	82349	82349	82349
135-A	264	264	264	264
140-A	89	89	89	89
150-A	5	5	No Record	5

* Grouped with 45-A figures.

There is no known specific cut-off describing the 1928 models from the 1929 models.

**1929
DOMESTIC (USA) TOTALS**

BODY MODEL	ASSEMBLY RECORD TYPES	HENRY'S FABULOUS MODEL A	THE FORD FACTORY	ACTUAL MODEL PRODUCTION
35-A	49818	49818	49812	49802
40-A	191529	191529	191512	191012
45-A	178982	178982	178681	178681
49-A	Unknown*	Unknown*	Unknown*	Unknown*
50-A	134292	134292	133865	133865
54-A	37644	37644	37644	37644
55-A	523922	523922	518588	518588
60-A, B, C 170-A	146097	146097	145045	145045
68-A	16421	16421	15548	15548
135-A	4376	4576	4376	4376
140-A	913	913	913	913
150-A	4954	4954	No Record	4954
155-A, B	84970	84970	75907	79907
165-A,B	53941	53941	50409	50409

* Grouped with 45-A figures.

For "Actual Model Production" figures, see individual Body Models as to reason why the differences.

**1930
DOMESTIC (USA) TOTALS**

BODY MODEL	ASSEMBLY RECORD TYPES	HENRY'S FABULOUS MODEL A	THE FORD FACTORY	ACTUAL MODEL PRODUCTION
35-B	16470	16470	16486	16486
40-B	112901	112901	113418	113418
40-B (Del.)	11313	11318	11318	11313
45-B	226027	226027	226328	226328
45-B (Del.)	28937	28937	28937	28937
50-B	69167	69167	69594	69594
55-B	379907	376271	385241	385241
55-B (Del.)	364	No Record	364	364
68-B	25868	25868	26741	26741
135-A	10	10	10	10
140-B	63	63	63	63
150-A, B	3510	3510	No Record	3510
155-C, D	104933	104935	109996	109996
165-C, D	41133	41133	44685	44665
170-B	5259*	5279	5279	6311*
170-B (Del.)	12854	12854	12854	12854
180-A	3946	3946	3946	3946
190-A (S/W)	6306	6306	6306	6306

* "Correction total" used here

For "Actual Model Production" figures, see individual Body Models as to reason why the differences.

There is no known specific cut-off describing the 1930 models from the 1931 models.

**1931
DOMESTIC (USA) TOTALS**

BODY MODEL	ASSEMBLY RECORD TYPES	HENRY'S FABULOUS MODEL A	THE FORD FACTORY	ACTUAL MODEL PRODUCTION
35-B	4076	4076	4076	4076
40-B	5499	5499	5499	5499
40-B (Del.)	52997	52997	52997	52997
45-B	79816	79816	79816	79816
45-B (Del.)	23067	23067	23067	23067
50-B	19700*	19700	19700	19701*
55-B	148425	148425	148425	148425
55-B (Del.)	21984	21984	21964	21984
68-B, C (S/W)	11801	11801	11801	11801
150-B	2848	2848	No Record	2848
155-C, D 160-B (S/W)	55569*	55469	55469	55569*
160-C (Del.) (S/W) 170-B (Del.)	3231	3251	3231	3231
165-C, D 160-A (S/W)	18127	18127	18127	18127
180-A	2229	2229	2229	2229
190-A (S/W)	33906	33906	33906	33906
400-A	4864	4864	4864	4864

* "Correction total" used here.

For "Actual Model Production" figures, see individual Body Models as to reason why the differences.

Production numbers of a certain body type at the yearly cut-off dates may not be exact as there may be some over-lapping of body types as represented in the 1929 Assembly Record Types showing a certain amount of 1930 models mixed in with the 1929 totals as seen within the following charts. This distinction between model years was only indicated on the 1929 Assembly Record Types which indicated 1929 and 1930 models. According to Lorin Sorensen, "Model A production (figures) was only available by calendar year".

The "Domestic (USA) Total" includes all the "totals" of all body styles which were assembled at the 32 USA assembly plants. The "Foreign Total" (parts were supplied by the USA) includes all the "totals" of all body styles which were assembled at the 14 foreign assembly plants which included Argentina, Brazil (2), Belgium, Chile, Denmark, England (2), Germany (2), Japan, Mexico, Spain, and Turkey. The "Canadian Total" includes all the "totals" of all body styles which were assembled not only within the Canadian province's, but also those in which Walkerville (Canada's "Dearborn") also provided for including South Africa, Singapore, India, and Australia. The "Grand Total" is the total of all assembled vehicles for all combined.

There was also production in Italy and Russia but those figures were not mentioned in the "**Assembly Record Types**" and are unknown at this time.

The "**Body Model Numbers**" were first identified in a May 16, 1930 service letter from the Indianapolis Ford Assembly Plant. This indicated a "particular style of body, and has been made to correspond with the part number group for that particular body type". The letter goes on to say "The letter suffix distinguishes designs of the same general type of body. Thus in accordance with the table..." "Ford Body Model 35-A" indicates the "Phaeton Body 1928-1929 design" and "Ford Body Model 35-B" indicates the "Phaeton Body 1930(-1931) design".

The "**Ford News**", a Ford Motor Company produced bi-monthly publication, until April 1931 when it then became a monthly publication, contained quite a bit of information concerning the introduction of various body styles.

Production of the Model A and AA Ford started on October 23, 1927 (1927 Assembly Record Types says October 21, 1927) but were not "introduced" to the American public until December 2, 1927. Although introduced in late 1927, they were all considered 1928 models.

The 1929 models were introduced on January 5, 1929 during the National Automobile Show in New York at a special Ford Exposition.

The 1930 models were introduced on December 31, 1929 at many dealer establishments throughout the USA.

The 1931 models were introduced on January 3, 1931 during the Ford Motor Company Exhibit along with the automobile show in New York City.

The "**Ford Service Letters**" from Fargo, Indianapolis, Chicago and others also provided some information on introduction dates.

The dates represented below the "**Body Style Name**" are those dates which have been recorded as "introduction" dates or "first mention" of the various body types from the sources used in this article. As one can see, there are a lot of discrepancies.

Sources used were: "**The Ford Model A...As Henry Built It**" by George DeAngelis, Edward P. Francis and Leslie R. Henry; "**Henry's Fabulous Model A**" by Leslie Henry; "**Selling The New Ford...1927-1931**" by Jim Schild; "**Original Ford Model A**" by Jim Schild; "**The American Ford**" by Lorin Sorensen; "**The Ford Factory**" by Lorin Sorensen; "**The Open Ford's**" by Lorin Sorensen; "**Advertising The Model A Ford**" by James W. Thomas; and "**The Legendary Model A Ford**" by Peter Winnewisser.

PASSENGER BODIES

NAME	BODY MODEL	1927	1928	1929	1930	1931
Phaeton Dec. 2, 1927 (1)	35-A	<u>221</u> <u>000</u> <u>000</u> <u>221</u>	<u>47255</u> <u>07072</u> <u>13849</u> <u>68176</u>	<u>49818 (4, 6)</u> <u>28276</u> <u>12197</u> <u>90291 (6)</u>		
Phaeton Dec. 31, 1929 (2)	35-B			<u>16</u> <u>00</u> <u>00</u> <u>16</u>	<u>16470 (5, 6)</u> <u>15980 (7)</u> <u>07434</u> <u>39884 (6, 7)</u>	<u>04076</u> <u>04561</u> <u>02423</u> <u>11060</u>

- 35-B: Of the 16470 USA units assembled in 1930, 16 units were assembled in December 1929. (3)
- Of the above 1929 "domestic" 49818 total, 16 were 1930 Model 35-B's, which would change the 1929 Domestic (USA) Total to 49802 Model 35-A's and the 1930 Domestic (USA) Total to 16486 Model 35-B's as stated in (5). This then changes the Grand Total of 1929 Model 35-A vehicles to 90275 and the Grand Total of 1930 Model 35-B vehicles to 39900 (See revised chart below). (6)

1. 35-A: Ford News (Vol. 8, No. 4)
2. 35-B: Ford News (Vol. 10, No. 1)
3. "The Ford Model A As Henry Built It" by DeAngelis, Francis and Henry
4. "The Ford Factory" says 49812 (should be 49802)
5. "The Ford Factory" says 16486
6. "Assembly Record Types" for 1929
7. The "Assembly Record Types" says 15982. Is actually 15980 which changes the GRAND TOTAL FORDS "A" from 39886 to 39884

REVISED CHART WITH CORRECTIONS*

NAME	BODY MODEL	1927	1928	1929	1930	1931
Phaeton Dec. 2, 1927 (1)	35-A	<u>221</u> <u>000</u> <u>000</u> <u>221</u>	<u>47255</u> <u>07072</u> <u>13849</u> <u>68176</u>	<u>49802(4, 6)</u> <u>28276</u> <u>12197</u> <u>90275 (6)</u>		
Phaeton Dec. 31, 1929 (2)	35-B			<u>16</u> <u>00</u> <u>00</u> <u>16</u>	<u>16470 (5, 6)</u> <u>15980 (7)</u> <u>07434</u> <u>39884 (6, 7)</u>	<u>04076</u> <u>04561</u> <u>02423</u> <u>11060</u>

* Instead of showing a "total" yearly production as with the above chart, this chart relates the breakdown between the 1928-1929 models and the 1930-1931 models.

NAME	BODY MODEL	1927	1928	1929	1930	1931
Roadster (without rumble seat) Dec. 2, 1927 (1, 5)	40-A	<u>269 (12)</u> <u>000</u> <u>000</u> <u>269</u>	<u>51807</u> <u>00154</u> <u>03543</u> <u>55504</u>	<u>191529 (6, 11)</u> <u>006919</u> <u>005418</u> <u>203866 (11)</u>		
Roadster with Rumble Seat*	40-A		<u>30130</u> <u>00440</u> <u>01515</u> <u>32085</u>			
Roadster Dec. 31, 1929 (2)	40-B			<u>517</u> <u>000</u> <u>000</u> <u>517</u>	<u>112901 (7, 11)</u> <u>004425</u> <u>005377</u> <u>122703 (11)</u>	<u>5499</u> <u>1263</u> <u>1031</u> <u>7793</u>
De Luxe Roadster Aug. 15, 1930 (3) Aug. 26, 1930 (5, 10)	40-B (Del.)				<u>11313 (8)</u> <u>00049</u> <u>00267</u> <u>11629</u>	<u>52997</u> <u>01732</u> <u>01973</u> <u>56702</u>

* Ford, in some reports, also referred to the Roadster with Rumble Seat, as a Sport Roadster. (4)

- By the third week in December 1927, it was reported within the Fargo and Indianapolis Service Letters that it was decided to bring these two body types through production with rumble seats as optional equipment as well as a service proposition. (9)
- Of the above 1929 "domestic" 191529 total, 517 were 1930 Model 40-B's, which would change the 1929 Domestic (USA) Total to 191012 Model 40-A's and the 1930 Domestic (USA) Total to 113418 Model 40-B's as stated in (7). This then changes the Grand Total of 1929 Model 40-A vehicles to 203349 and the Grand Total of 1930 Model 40-B vehicles to 123220 (See revised chart below). (11)

1. 40-A: Ford News (Vol. 8, No. 4)
2. 40-B: Ford News (Vol. 10, No. 1)
3. 40-B (Del.): Ford News (Vol. 10, No. 16)
4. "The Legendary Model A Ford" by Peter Winnewisser
5. "The Open Ford" by Lorin Sorensen
6. "The Ford Factory" says 191512 (should be 191012)
7. "The Ford Factory" says 113418
8. "The Ford Factory" says 11318 (should be 11313)
9. Fargo and Indianapolis Ford Service Letters
10. "The American Ford" by Lorin Sorensen
11. "Assembly Record Types" for 1929
12. Contained on the 1927 Assembly Record Types was the designation of "Runb." for this type of Model A body. This designation is for "Runabout", as for which the Model T type of car was referred to, for which later Ford referred to as the Roadster".

REVISED CHART WITH CORRECTIONS*

NAME	BODY MODEL	1927	1928	1929	1930	1931
Roadster (without rumble seat) Dec. 2, 1927 (1, 5)	40-A	<u>269</u> (12) <u>000</u> <u>000</u> <u>269</u>	<u>51807</u> <u>00154</u> <u>03543</u> <u>55504</u>	<u>191012</u> (6, 11) <u>006919</u> <u>005418</u> <u>203349</u> (11)		
Roadster with Rumble Seat*	40-A		<u>30130</u> <u>00440</u> <u>01515</u> <u>32085</u>			
Roadster Dec. 31, 1929 (2)	40-B			<u>517</u> <u>000</u> <u>000</u> <u>517</u>	<u>112901</u> (7, 11) <u>004425</u> <u>005377</u> <u>122703</u> (11)	<u>5499</u> <u>1263</u> <u>1031</u> <u>7793</u>
De Luxe Roadster Aug. 15, 1930 (3) Aug. 26, 1930 (5, 10)	40-B (Del.)				<u>11313</u> (8) <u>00049</u> <u>00267</u> <u>11629</u>	<u>52997</u> <u>01732</u> <u>01973</u> <u>56702</u>

* Instead of showing a "total" yearly production as with the above chart, this chart relates the breakdown between the 1928-1929 models and the 1930-1931 models.

NAME	BODY MODEL	1927	1928	1929	1930	1931
Standard Coupe Dec. 2, 1927 (1)	45-A	<u>629</u> <u>000</u> <u>000</u> <u>629</u>	<u>70784</u> <u>00345</u> <u>02466</u> <u>73595</u>	<u>178982 (5, 8)</u> <u>000646</u> <u>004393</u> <u>184021 (8)</u>		
Standard Coupe Dec. 31, 1929 (2)	45-B			<u>301</u> <u>000</u> <u>000</u> <u>301</u>	<u>226027 (6, 8)</u> <u>000920</u> <u>005617</u> <u>232564 (8)</u>	<u>79816</u> <u>00883</u> <u>02186</u> <u>82885</u>
De Luxe Coupe Feb. 1930 (4) April 1, 1930 (3) April 12, 1930 (7)	45-B (Del.)				<u>28937</u> <u>00150</u> <u>00690</u> <u>29777</u>	<u>23067</u> <u>00161</u> <u>00425</u> <u>23653</u>

- February 5, 1929: Briggs was building all bodies for coupes (7)
- Of the above 1929 "domestic" 178982 total, 301 were 1930 Model 45-B's, which would change the 1929 Domestic (USA) Total to 178681 Model 45-A's and the 1930 Domestic (USA) Total to 226328 Model 45-B's as stated in (6). This then changes the Grand Total of 1929 Model 45-A vehicles to 183720 and the Grand Total of 1930 Model 45-B vehicles to 232865 (See revised chart below). (8)

1. 45-A: Ford News (Vol. 8, No. 4)
2. 45-B: Ford News (Vol. 10, No. 1)
3. 45-B (Del.): Ford News (Vol. 10, No. 7)
4. 45-B (Del.): "Advertising the Model A Ford" by James W. Thomas
5. "The Ford Factory" says 178681
6. "The Ford Factory" says 226328
7. "The American Ford" by Lorin Sorensen
8. "Assembly Record Types" for 1929

REVISED CHART WITH CORRECTIONS*

NAME	BODY MODEL	1927	1928	1929	1930	1931
Standard Coupe Dec. 2, 1927 (1)	45-A	<u>629</u> <u>000</u> <u>000</u> <u>629</u>	<u>70784</u> <u>00345</u> <u>02466</u> <u>73595</u>	<u>178681 (5, 8)</u> <u>000646</u> <u>004393</u> <u>183720 (8)</u>		
Standard Coupe Dec. 31, 1929 (2)	45-B			<u>301</u> <u>000</u> <u>000</u> <u>301</u>	<u>226027 (6, 8)</u> <u>000920</u> <u>005617</u> <u>232564 (8)</u>	<u>79816</u> <u>00883</u> <u>02186</u> <u>82885</u>
De Luxe Coupe Feb. 1930 (4) April 1, 1930 (3) April 12, 1930 (7)	45-B (Del.)				<u>28937</u> <u>00150</u> <u>00690</u> <u>29777</u>	<u>23067</u> <u>00161</u> <u>00425</u> <u>23653</u>

* Instead of showing a "total" yearly production as with the above chart, this chart relates the breakdown between the 1928-1929 models and the 1930-1931 models.

NAME	BODY MODEL	1927	1928	1929	1930	1931
Special Coupe June 1928 (1) July 1928 (2) July 13, 1928 (3)	49-A		?	?		

- Fargo: July 13, 1928: "Production of the Standard (Special) Coupe will be started next week". (3)
- February 5, 1929: Briggs was building all bodies for coupes (4)

The Special Coupe (49-A) replaced the Standard Coupe (45-A) in July 1928 and went through July 1929 when Ford reverted back to the Standard Coupe. Although Ford did not use the "Special" in its description, no "special" production figures are known as they were not differentiated during production. Please refer to the 1928-1929 production figures for the Standard Coupe.

1. "Original Ford Model A" by Jim Schild
2. "The Ford Model A As Henry Built It" by DeAngelis, Francis and Henry
3. Fargo Ford Service Letters: July 13, 1928
4. "The American Ford" by Lorin Sorensen

NAME	BODY MODEL	1927	1928	1929	1930	1931
Sport Coupe Dec. 2, 1927 (1)	50-A	<u>734</u> <u>000</u> <u>000</u> <u>734</u>	<u>79099</u> <u>00536</u> <u>02490</u> <u>82125</u>	<u>134292 (3, 8)</u> <u>002145</u> <u>002391</u> <u>138828 (8)</u>		
Sport Coupe Dec. 31, 1929 (2)	50-B			<u>427</u> <u>000</u> <u>000</u> <u>427</u>	<u>69167 (4, 8)</u> <u>01522</u> <u>01883</u> <u>72572 (8)</u>	<u>19700 (5)</u> <u>00753</u> <u>00819</u> <u>21272 (5)</u>

- Fargo: May 3, 1928: The rumble seat was classified as standard equipment on the Sport Coupe. (6)
- February 5, 1929: Briggs was building all bodies for coupes (7)
- Of the above 1929 "domestic" 134292 total, 427 were 1930 Model 50-B's, which would change the 1929 Domestic (USA) Total to 133865 Model 50-A's and the 1930 Domestic (USA) Total to 69594 Model 50-B's as stated in (4). This then changes the Grand Total of 1929 Model 50-A vehicles to 138401 and the Grand Total of 1930 Model 50-B vehicles to 72999 (See revised chart below). (8)

1. 50-A: Ford News (Vol. 8, No. 4)
2. 50-B: Ford News (Vol. 10, No. 1)
3. "The Ford Factory" says 133865
4. "The Ford Factory" says 69594
5. The "Assembly Record Types" say 19700. Is actually 19701 which changes the GRAND TOTAL FORDS "A" from 21272 to 21273
6. Fargo Ford Service Letter: May 3, 1928
7. "The American Ford" by Lorin Sorensen
8. "Assembly Record Types" for 1929

REVISED CHART WITH CORRECTIONS*

NAME	BODY MODEL	1927	1928	1929	1930	1931
Sport Coupe Dec. 2, 1927 (1)	50-A	<u>734</u> <u>000</u> <u>000</u> <u>734</u>	<u>79099</u> <u>00536</u> <u>02490</u> <u>82125</u>	<u>133865 (3, 8)</u> <u>002145</u> <u>002391</u> <u>138401 (8)</u>		
Sport Coupe Dec. 31, 1929 (2)	50-B			<u>427</u> <u>000</u> <u>000</u> <u>427</u>	<u>69167 (4, 8)</u> <u>01522</u> <u>01883</u> <u>72572 (8)</u>	<u>19701 (5)</u> <u>00753</u> <u>00819</u> <u>21273 (5)</u>

* Instead of showing a "total" yearly production as with the above chart, this chart relates the breakdown between the 1928-1929 models and the 1930-1931 models.

NAME	BODY MODEL	1927	1928	1929	1930	1931
Business Coupe April 1, 1928 (1) May 1928 (2, 3) May 2, 1928 (5)	54-A		<u>37343</u> <u>00258</u> <u>00000</u> <u>37601</u>	<u>37644</u> <u>00933</u> <u>00000</u> <u>38577</u>	<u>000</u> <u>110</u> <u>000</u> <u>110</u>	

- February 5, 1929: Briggs was building all bodies for coupes (4)

1. 54-A: Ford News (Vol. 8, No. 10)
2. 54-A: "Advertising the Model A Ford" by James W. Thomas
3. "The Ford Model A As Henry Built It" by DeAngelis, Francis and Henry
4. "The American Ford" by Lorin Sorensen
5. Ford Service Letter...Indianapolis: First mention

NAME	BODY MODEL	1927	1928	1929	1930	1931
Tudor Sedan Dec. 2, 1927 (1)	55-A	<u>1948</u> <u>0000</u> <u>0000</u> <u>1948</u>	<u>208562</u> <u>009759</u> <u>021019</u> <u>239340</u>	<u>523922 (6, 10)</u> <u>024692</u> <u>020853</u> <u>569467 (10)</u>		
Tudor Sedan Dec. 31, 1929 (2)	55-B			<u>5334</u> <u>0000</u> <u>0000</u> <u>5334</u>	<u>379907 (7, 10)</u> <u>026834</u> <u>017968</u> <u>424709 (10)</u>	<u>148425</u> <u>015082</u> <u>007140</u> <u>170647</u>
De Luxe Tudor June 1931 (3, 5) June 9, 1931 (6)	55-B (Del.)				<u>364</u> <u>000</u> <u>071</u> <u>435</u>	<u>21984 (8)</u> <u>00867</u> <u>00639</u> <u>23490</u>

- There were only 518,588 Tudors for USA 1929 production. (4)
- Contained on the Ford "Assembly Record Types" for 1930 was a column for a "DELUXE 2DOR". However it was not till June of 1931 when it was actually produced. Just what this 1930 model was is unknown. (9)
- Dearborn: June 9, 1931: It was decided to add a De-Luxe Tudor Sedan to the Ford line of cars. (6)
- Of the above 1929 "domestic" 523922 total, 5334 were 1930 model 55-B's, which would change the 1929 Domestic (USA) Total to 518588 Model 55-A's and the 1930 Domestic (USA) Total to 385241 Model 55-B's as stated in (7). This then changes the Grand Total of 1929 Model 55-A vehicles to 564133 and the Grand Total of 1930 Model 55-B vehicles to 430043 (See revised chart below). (10)

1. 55-A: Ford News (Vol. 8, No. 4)
2. 55-B: Ford News (Vol. 10, No. 1)
3. 55-B (Del.): "Advertising the Model A Ford" by James W. Thomas
4. "The Ford Model A As Henry Built It" by DeAngelis, Francis and Henry
5. "Original Ford Model A" by Jim Schild
6. "The Ford Factory" says 518588
7. "The Ford Factory" says 385241; "Henry's Fabulous Model A" says 376271
8. "The Ford Factory" says 21964 (should be 21984)
9. "Assembly Record Types" for 1930
10. "Assembly Record Types" for 1929

REVISED CHART WITH CORRECTIONS*

NAME	BODY MODEL	1927	1928	1929	1930	1931
Tudor Sedan Dec. 2, 1927 (1)	55-A	<u>1948</u> <u>0000</u> <u>0000</u> <u>1948</u>	<u>208562</u> <u>009759</u> <u>021019</u> <u>239340</u>	<u>518588 (6, 10)</u> <u>024692</u> <u>020853</u> <u>564133 (10)</u>		
Tudor Sedan Dec. 31, 1929 (2)	55-B			<u>5334</u> <u>0000</u> <u>0000</u> <u>5334</u>	<u>379907 (7, 10)</u> <u>026834</u> <u>017968</u> <u>424709 (10)</u>	<u>148425</u> <u>015082</u> <u>007140</u> <u>170647</u>
De Luxe Tudor June 1931 (3, 5) June 9, 1931 (6)	55-B (Del.)				<u>364</u> <u>000</u> <u>071</u> <u>435</u>	<u>21984 (8)</u> <u>00867</u> <u>00639</u> <u>23490</u>

* Instead of showing a "total" yearly production as with the above chart, this chart relates the breakdown between the 1928-1929 models and the 1930-1931 models.

NAME	BODY MODEL	1927	1928	1929	1930	1931
Fordor (Leather Back, Seal Brown Top, Briggs) (2-Window) January 30, 1928 (1) May 1928 (2, 3) May 3, 1928 (9) May 7, 1928 (7) May 24, 1928 (6, 8)	60-A		<u>82349</u> <u>01892</u> <u>04287</u> <u>88528</u>	<u>146097*(5, 10)</u> <u>014119*</u> <u>006962*</u> <u>167178* (10)</u>		
Fordor (Leather Back, Black Top, Briggs) (2-Window)	60-B			Combined above		
Fordor (Steel Back, Briggs) (2-Window) July 1929 (4)	60-C			Combined above		

* Includes 1929 170-A (6)

- Fargo: May 24, 1928: It was reported that "Production of the Fordor Sedan has started in a limited way". (6)
- Of the above 1929 "domestic" 146097 total, 1052 were 1930 Model 170-B's, which would change the 1929 Domestic (USA) Total to 145045 Model 60-A, B, C and 170-A's and the 1930 Domestic (USA) Total to 6311 Model 170-B's. This then changes the Grand Total of 1929 Model 60-A, B, C and 170-A vehicles to 166126 and the Grand Total of 1930 Model 170-B vehicles to 8870 (See revised chart below). (10)

1. 60-A: Ford News (Vol. 8, No. 7)
2. 60-A: "Advertising the Model A Ford" by James W. Thomas
3. "The Ford Model A As Henry Built It" by DeAngelis, Francis and Henry
4. "Original Ford Model A" by Jim Schild
5. "The Ford Factory" says 145045
6. "Henry's Fabulous Model A" by Leslie Henry
7. "The American Ford" by Lorin Sorensen
8. Ford Service Letter...Fargo: First mention
9. Ford Service Letter...Indianapolis: First mention
10. "Assembly Record Types" for 1929

REVISED CHART WITH CORRECTIONS*

NAME	BODY MODEL	1927	1928	1929	1930	1931
Fordor (Leather Back, Seal Brown Top, Briggs) (2-Window) January 30, 1928 (1) May 1928 (2, 3) May 3, 1928 (9) May 7, 1928 (7) May 24, 1928 (6, 8)	60-A		<u>82349</u> <u>01892</u> <u>04287</u> <u>88528</u>	<u>145045*(5, 10)</u> <u>014119*</u> <u>006962*</u> <u>166126* (10)</u>		
Fordor (Leather Back, Black Top, Briggs) (2-Window)	60-B			Combined above		
Fordor (Steel Back, Briggs) (2-Window) July 1929 (4)	60-C			Combined above		

* Instead of showing a "total" yearly production as with the above chart, this chart relates the breakdown between the 1928-1929 models and the 1930-1931 models.

NAME	BODY MODEL	1927	1928	1929	1930	1931
Cabriolet Jan. 5, 1929 (1) Jan. 16, 1929 (4, 7) Mid March 1929 (6) April 1929 (7) April 25, 1929 (10)	68-A			<u>16421 (8, 11)</u> <u>00653</u> <u>00670</u> <u>17744 (11)</u>		
Cabriolet Dec. 31, 1929 (2)	68-B			<u>873</u> <u>000</u> <u>000</u> <u>873</u>	<u>25868 (9, 11)</u> <u>02425</u> <u>00933</u> <u>29226 (11)</u>	<u>11801</u> <u>01464</u> <u>00441</u> <u>13706</u>
Cabriolet (S/W) March 1931 (5) June 18, 1931 (10) July 1931 (3)	68-C (S/W)					Combined above

- Only 15548 units were assembled in 1929 for USA production. (4)
- Ford also referred to the 60-A, B and C as the "Convertible" Cabriolet.
- Of the above 1929 "domestic" 16421 total, 873 were 1930 Model 68-B's, which would change the 1929 Domestic (USA) Total to 15548 Model 68-A's and the 1930 Domestic (USA) Total to 26741 Model 68-B's as stated in (9). This then changes the Grand Total of 1929 Model 68-A vehicles to 16871 and the Grand Total of 1930 Model 68-B vehicles to 30099 (See revised chart below). (11)

1. 68-A: Ford News (Vol. 9, No. 1)
2. 68-B: Ford News (Vol. 10, No. 1)
3. 68-C: Ford News (Vol. 11, No. 10)
4. "The Ford Model A As Henry Built It" by DeAngelis, Francis and Henry
5. "Original Ford Model A" by Jim Schild
6. New York Ford Service Letter: January 23, 1929: Ford General Letter # 134
7. "The Open Ford" by Lorin Sorensen
8. "The Ford Factory" says 15548 (as does #4)
9. "The Ford Factory" says 26741
10. "The American Ford" by Lorin Sorensen (called it a "Sport" Cabriolet)
11. "Assembly Record Types" for 1929

REVISED CHART WITH CORRECTIONS*

NAME	BODY MODEL	1927	1928	1929	1930	1931
Cabriolet Jan. 5, 1929 (1) Jan. 16, 1929 (4, 7) Mid March 1929 (6) April 1929 (7) April 25, 1929 (10)	68-A			<u>15548</u> (8, 11) <u>00653</u> <u>00670</u> <u>16871</u> (11)		
Cabriolet Dec. 31, 1929 (2)	68-B			<u>873</u> <u>000</u> <u>000</u> <u>873</u>	<u>25868</u> (9, 11) <u>02425</u> <u>00933</u> <u>29226</u> (11)	<u>11801</u> <u>01464</u> <u>00441</u> <u>13706</u>
Cabriolet (S/W) March 1931 (5) June 18, 1931 (10) July 1931 (3)	68-C (S/W)					Combined above

* Instead of showing a "total" yearly production as with the above chart, this chart relates the breakdown between the 1928-1929 models and the 1930-1931 models.

NAME	BODY MODEL	1927	1928	1929	1930	1931
Taxi-Cab Dec. 13, 1928 (5) Dec. 15, 1928 (1)	135-A		<u>264</u> <u>000</u> <u>000</u> <u>264</u>	<u>4376</u> (3) <u>0377</u> <u>0084</u> <u>4837</u>	<u>010</u> <u>261</u> <u>002</u> <u>273</u>	<u>0</u> <u>7</u> <u>0</u> <u>7</u>

- Fargo: December 7, 1928: Was now in production and description and literature was to be mailed to all dealers. (4)
- Production ceased in February 1930. (2)
- Built by Briggs. (5)

1. 135-A: Ford News (Vol. 8, No. 27)
2. "The Ford Model A As Henry Built It" by DeAngelis, Francis and Henry
3. "Henry's Fabulous Model A" says 4576
4. Fargo Ford Service Letter: December 7, 1928
5. "The American Ford" by Lorin Sorensen

NAME	BODY MODEL	1927	1928	1929	1930	1931
Town Car Dec. 5, 1928 (2) Dec. 12, 1928 (4) Dec. 13, 1928 (3) Dec. 15, 1928 (1)	140-A		<u>89</u> <u>00</u> <u>00</u> <u>89</u>	<u>0913</u> <u>0086</u> <u>0014</u> <u>1013</u>		
Town Car	140-B				<u>63</u> <u>33</u> <u>00</u> <u>96</u>	

- Ford canceled the contract with Briggs in September 1929. (2)
- Briggs delivered the last Town Car in February 1930 making a total of 1198 units. (2)
- The last Town Car was delivered to a dealer in December 1930. (2)

1. 140-A: Ford News (Vol. 8, No. 27)
2. "The Ford Model A As Henry Built It" by DeAngelis, Francis and Henry
3. "The American Ford" by Lorin Sorensen
4. Ford Service Letter...Fargo: First mention "Now in Production"

NAME	BODY MODEL	1927	1928	1929	1930	1931
Station Wagon Jan. 1929 (2) Jan. 5, 1929 (1) April 25, 1929 (5)	150-A		<u>5</u> <u>0</u> <u>0</u> <u>5</u>	<u>4954</u> <u>0000</u> <u>0000</u> <u>4954</u>	<u>1570 (2)</u> <u>0000</u> <u>0000</u> <u>1570 (2)</u>	
Station Wagon June 1930 (3)	150-B				<u>1940 (2)</u> <u>0156</u> <u>0133</u> <u>2229</u>	<u>2848</u> <u>0093</u> <u>0077</u> <u>3018</u>

- The 1929 Station Wagon, 150-A, was produced through May 1930. (2)
- The 1930 figures for the USA production totaled 3510 assembled units which included 1570 assembled units of the 1929 150-A style and 1940 assembled units of the 150-B style. The Grand Total, which included foreign and Canadian assemblies was 3799 units. (2)
- The 150-A Station Wagon body was built by Murray Corporation (5)
- The 150-B Station Wagon body was built by the Briggs Manufacturing and Baker-Raulang companies. (5)

1. 150-A: Ford News (Vol. 9, No. 1)
2. "The Ford Model A As Henry Built It" by DeAngelis, Francis and Henry
3. "Original Ford Model A" by Jim Schild
4. "The American Ford" by Lorin Sorensen
5. "Ford Trucks Since 1905" by James K. Wagner

NAME	BODY MODEL	1927	1928	1929	1930	1931
Town Sedan (Murray) (3-Window) Jan. 5, 1929 (1) Early March 1929 (4) April 25, 1929 (9)	155-A			<u>84970 (5, 10)</u> <u>02125</u> <u>04078</u> <u>91173 (10)</u>		
Town Sedan (Briggs) (3-Window) Jan. 5, 1929 (1) Early March 1929 (4) April 25, 1929 (9)	155-B			Combined above		
Town Sedan (Murray) (3-Window) Dec. 31, 1929 (2)	155-C			<u>5063</u> <u>0000</u> <u>0000</u> <u>5063</u>	<u>104933 (6, 10)</u> <u>012476</u> <u>005125</u> <u>122534 (10)</u>	<u>55569*(7)</u> <u>08085*</u> <u>01893*</u> <u>65547*(7)</u>
Town Sedan (Briggs) (3-Window) Dec. 31, 1929 (2)	155-D			Combined above	Combined above	Combined above

* Includes 1931 160-B S/W (8)

- The 155-C and D were phased out of production in July 1931 and were replaced with the 160-B S/W Town Sedan. (3)
- Of the above 1929 "domestic" 84970 total, 5063 were 1930 Model 155-C and D's, which would change the 1929 Domestic (USA) Total to 79907 Model 155-A and B's and the 1930 Domestic (USA) Total to 109996 Model 155-C and D's as stated in (6). This then changes the Grand Total of 1929 Model 155-A and B vehicles to 86110 and the Grand Total of 1930 Model 155-C and D vehicles to 127597 (See revised chart below). (10)

1. 155-A,B: Ford News (Vol. 9, No. 1)
2. 155-C,D: Ford News (Vol. 10, No. 1)
3. "Original Ford Model A" by Jim Schild
4. New York Ford Service Letter: January 23, 1929: Ford General Letter #134
5. "The Ford Factory" says 75907 (should be 79907)
6. "The Ford Factory" says 109996; "Henry's Fabulous Model A" says 104935
7. The "Assembly Record Types" say 55469. Is actually 55569 which changes the GRAND TOTAL FORDS "A" from 65447 to 65547
8. "Henry's Fabulous Model A" by Leslie Henry
9. "The American Ford" by Lorin Sorensen
10. "Assembly Record Types" for 1929

REVISED CHART WITH CORRECTIONS*

NAME	BODY MODEL	1927	1928	1929	1930	1931
Town Sedan (Murray) (3-Window) Jan. 5, 1929 (1) Early March 1929 (4) April 25, 1929 (9)	155-A			<u>79907 (5, 10)</u> 02125 04078 <u>86110 (10)</u>		
Town Sedan (Briggs) (3-Window) Jan. 5, 1929 (1) Early March 1929 (4) April 25, 1929 (9)	155-B			Combined above		
Town Sedan (Murray) (3-Window) Dec. 31, 1929 (2)	155-C			5063 <u>0000</u> <u>0000</u> <u>5063</u>	<u>104933 (6, 10)</u> <u>012476</u> <u>005125</u> <u>122534 (10)</u>	<u>55569*(7)</u> <u>08085*</u> <u>01893*</u> <u>65547*(7)</u>
Town Sedan (Briggs) (3-Window) Dec. 31, 1929 (2)	155-D			Combined above	Combined above	Combined above

* Instead of showing a "total" yearly production as with the above chart, this chart relates the breakdown between the 1928-1929 models and the 1930-1931 models.

NAME	BODY MODEL	1927	1928	1929	1930	1931
Standard Fordor Sedan (S/W) July 1931 (1)	160-A (S/W)					See 165-C, D (1931)
Town Sedan (S/W) July 1931 (1)	160-B (S/W)					See 155-C,D (1931)
De Luxe Fordor Sedan (S/W) July 1931 (1)	160-C (Del.) (S/W)					<u>3231*</u> (3,5) <u>1358*</u> <u>0378*</u> <u>4967*</u>

* Includes 1931 170-B (Del.)(4, 5)

- The 160-A (S/W) replaced the 165-C and D in July 1931. (2)
- The 160-B (S/W) replaced the 155-C and D in July 1931. (2)
- The 160-C (Del.) (S/W) replaced the 170-B (Del.) in 1931.
- 1931 ART indicated 3231 domestic De Luxe Sedans which included 2491 160-C (Del) S/W and 740 170-B (Del) (5).

1. 160-A,B,C: Ford News: (Vol. 11, No. 10)
2. "Original Ford Model A" by Jim Schild
3. "Henry's Fabulous Model A" says 3251
4. "Henry's Fabulous Model A" by Leslie Henry
5. "The Ford Model A As Henry Built It" by DeAngelis, Francis and Henry

NAME	BODY MODEL	1927	1928	1929	1930	1931
Standard Fordor Sedan (Murray) May 1929 (3) June 15, 1929 (1)	165-A			<u>53941(4,6)</u> <u>00725</u> <u>00000</u> <u>54666 (6)</u>		
Standard Fordor Sedan (Briggs) May 1929 (3) June 15, 1929 (1)	165-B			Combined above		
Standard Fordor Sedan (Murray) (3-Window) *Includes 160-A (S/W) (5) Dec. 31, 1929 (2)	165-C			<u>3532</u> <u>0000</u> <u>0000</u> <u>3532</u>	<u>41133(4,6)</u> <u>08779</u> <u>04047</u> <u>53959 (6)</u>	<u>18127*</u> <u>06219*</u> <u>01374*</u> <u>25720*</u>
Standard Fordor Sedan (Briggs) (3-Window) Dec. 31, 1929 (2)	165-D			Combined above	Combined above	Combined above

- The 165-C and D were phased out of production in July 1931 and were replaced with the 160-A S/W Standard Fordor Sedan. (3)
- Of the above 1929 “domestic” 53941 total, 3532 were 1930 Model 165-C and D’s, which would change the 1929 Domestic (USA) Total to 50409 Model 165-A and B’s and the 1930 Domestic (USA) Total to 44665 Model C and D’s. This then changes the Grand Total of 1929 Model 165-A and B vehicles to 51134 and the Grand Total of 1930 Model 165-C and D vehicles to 57491 (See revised chart below). (6)

1. 165-A,B: Ford News (Vol. 9, No. 12)
2. 165-C,D: Ford News (Vol. 10, No. 1)
3. “Original Ford Model A” by Jim Schild
4. “The Ford Factory” says 44685 (should be 44665)
5. “Henry’s Fabulous Model A” by Leslie Henry
6. “Assembly Record Types” for 1929

REVISED CHART WITH CORRECTIONS*

NAME	BODY MODEL	1927	1928	1929	1930	1931
Standard Fordor Sedan (Murray) May 1929 (3) June 15, 1929 (1)	165-A			<u>50409(4,6)</u> <u>00725</u> <u>00000</u> <u>51134 (6)</u>		
Standard Fordor Sedan (Briggs) May 1929 (3) June 15, 1929 (1)	165-B			Combined above		
Standard Fordor Sedan (Murray) (3-Window) *Includes 160-A (S/W) (6) Dec. 31, 1929 (2)	165-C			<u>3532</u> <u>0000</u> <u>0000</u> <u>3532</u>	<u>41133(4,6)</u> <u>08779</u> <u>04047</u> <u>53959 (6)</u>	<u>18127*</u> <u>06219*</u> <u>01374*</u> <u>25720*</u>
Standard Fordor Sedan (Briggs) (3-Window) Dec. 31, 1929 (2)	165-D			Combined above	Combined above	Combined above

* Instead of showing a “total” yearly production as with the above chart, this chart relates the breakdown between the 1928-1929 models and the 1930-1931 models.

NAME	BODY MODEL	1927	1928	1929	1930	1931
Standard Fordor Sedan (2-Window) June 15, 1929 (1) June 25, 1929 (7) July 1929 (4, 5)	170-A			See 60-A,B,C (1929) (8)		
Standard Fordor Sedan (2-Window) (Briggs) Dec. 31, 1929 (2)	170-B			<u>1052</u> <u>0000</u> <u>0000</u> <u>1052</u>	<u>5259(6,</u> <u>8)</u> <u>2559</u> <u>0000</u> <u>7818(6,</u> <u>8)</u>	
De Luxe Fordor Sedan (Briggs) April 1, 1930 (3) April 12, 1930 (7)	170-B (Del.)			Combined above	<u>12854</u> <u>00856</u> <u>00000</u> <u>13710</u>	See 160-C (1931) (5)

- The 170-A was a carry-over for 1930. (5)
- The 170-B ended production in April 1930. (5)
- The 170-B (Del.) only 740 were built in 1931. (5)
- Of the above 1929 "domestic" 146097 total Model 60-A, B, C and 170-A's, 1052 were the 1930 Model 170-B's, which would change the 1929 Domestic (USA) Total to 145045 Model 60-A, B, C and 170-A's and the 1930 Domestic (USA) Total to 6311 Model 170-B's. This then changes the Grand Total of 1929 Model 60-A, B, C and 170-A vehicles to 166126 and the Grand Total of 1930 Model 170-B vehicles to 8870 (See revised chart below). (8)
- 1931 ART indicated 3231 domestic De Luxe Sedans which included 2491 160-C (Del) S/W and 740 170-B (Del) (5).

1. 170-A: Ford News (Vol. 9, No. 12)
2. 170-B (Std): Ford News (Vol. 10, No. 1)
3. 170-B (Del.): Ford News (Vol. 10, No. 7)
4. 170-A: "Original Ford Model A" by Jim Schild
5. "The Ford Model A As Henry Built It" by DeAngelis, Francis and Henry
6. The "Assembly Record Types" say 5279. Is actually 5259 which changes the GRAND TOTAL FORDS "A" from 7838 to 7818
7. "The American Ford" by Lorin Sorensen

REVISED CHART WITH CORRECTIONS*

NAME	BODY MODEL	1927	1928	1929	1930	1931
Standard Fordor Sedan (2-Window) June 15, 1929 (1) June 25, 1929 (7) July 1929 (4, 5)	170-A			See 60-A,B,C (1929) (8)		
Standard Fordor Sedan (2-Window) (Briggs) Dec. 31, 1929 (2)	170-B			<u>1052</u> <u>0000</u> <u>0000</u> <u>1052</u>	<u>5259 (6,</u> <u>8)</u> <u>2559</u> <u>0000</u> <u>7818 (6,</u> <u>8)</u>	
De Luxe Fordor Sedan (Briggs) April 1, 1930 (3) April 12, 1930 (7)	170-B (Del.)			Combined above	<u>12854</u> <u>00856</u> <u>00000</u> <u>13710</u>	See 160-C (1931)

* Instead of showing a "total" yearly production as with the above chart, this chart relates the breakdown between the 1928-1929 models and the 1930-1931 models.

NAME	BODY MODEL	1927	1928	1929	1930	1931
De Luxe Phaeton June 1930 (2) June 2, 1930 (1) June 23, 1930 (3, 4)	180-A				<u>3946</u> <u>0267</u> <u>0152</u> <u>4365</u>	<u>2229</u> <u>0470</u> <u>0176</u> <u>2875</u>

- Is listed as a 35-B (1930) (3)
- "First Deluxe Open Ford ever" (3)
- Is listed as a 40-B (1931) (3)

1. 180-A: Ford News (Vol. 10, No. 11)
2. "The Ford Model A As Henry Built It" by DeAngelis, Francis and Henry
3. "The Open Ford" by Lorin Sorensen
4. "The American Ford" by Lorin Sorensen

NAME	BODY MODEL	1927	1928	1929	1930	1931
Victoria Coupe (S/W) Late October (4) November 1930 (2, 3) November 26, 1930 (5) Dec. 1, 1930 (1)	190-A (S/W)				<u>6306</u> <u>0000</u> <u>0141</u> <u>6447</u>	<u>33906</u> <u>00828</u> <u>01096</u> <u>35830</u>

1. 190-A: Ford News (Vol. 10, No. 23)
2. 190-A: "Advertising the Model A Ford" by James W. Thomas
3. "The Ford Model A As Henry Built It" by DeAngelis, Francis and Henry
4. "The Legendary Model A Ford" by Peter Winnewisser
5. Ford Service Letter...Indianapolis: First mention

NAME	BODY MODEL	1927	1928	1929	1930	1931
Convertible Sedan (S/W) May 22, 1931 (2) June 1931 (3) June 18, 1931 (4, 6) July 1931 (1)	400-A (S/W)					<u>4864</u> <u>0123</u> <u>0085</u> <u>5072</u>

- 21 units were also assembled in 1932 in various other USA, Foreign and Canadian assembly plants for a grand total of 5093 Model A Convertible Sedans. (2)
- The Convertible Sedan is a De Luxe Model and has a Slant Windshield. (5)

1. 400-A: Ford News (Vol. 11, No. 10)
2. "The Ford Model A As Henry Built It" by DeAngelis, Francis and Henry
3. "Original Ford Model A" by Jim Schild
4. "The Open Ford" by Lorin Sorensen
5. "The American Ford" by Lorin Sorensen