



Western Model A News

Official Newsletter of the
MODEL A RESTORERS CLUB OF WESTERN AUSTRALIA, Inc

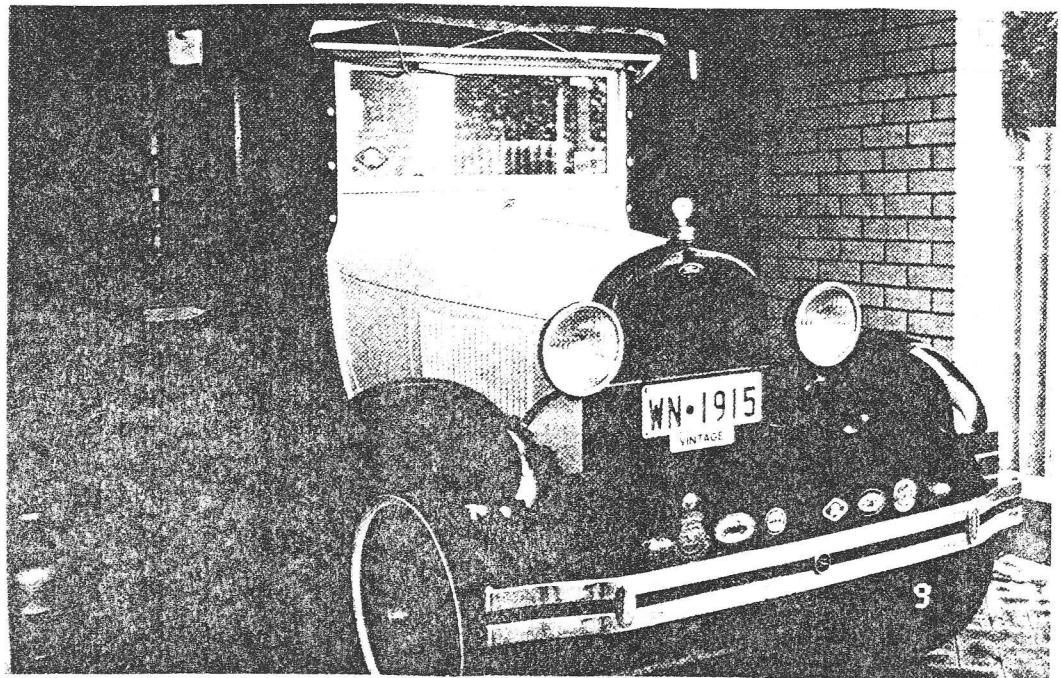
Year XIX Number X

MAY, 1999



Foundation Members
Kelvin & Kath Pepper

Their AA 1930
CWT Truck



Next Run/Meeting: Sunday, 2nd May - Variety Day at the Swan Brewery, Baile Rd, Canning Vale
Sunday, 23rd May - Meect: Garden City. Time: 9am

This Club is the WESTERN MODEL A-s Chapter of the Model A Ford Club of America, Inc.
MAFCA - 250 S. Cypress St., La Habra, California, 90631-5586, USA - Foreign Membership US\$34.00 per year

OFFICE BEARERS: *President:* DAVID BUSSARD [REDACTED] *Secretary/Treasurer:* PAT BUSSARD [REDACTED]
Vice-President: PETER SARTORI [REDACTED] *Vehicle Examiner:* STEVE READ [REDACTED] *Editor:* LOUISE READ [REDACTED]

COPY DEADLINE: By the first day of the month to [REDACTED] Thornlie, W.A., 6108

VIEWS EXPRESSED HEREIN ARE NOT NECESSARILY THOSE OF M.A.R.C. OF W.A.

SATURDAY, 1ST MAY, 1999

M.A.R.C. Aust 30th Anniversary Dinner
Cost: \$20 p.p. Time: 7:30pm Venue: Canberra Labour Club
Registration form available from your secretary.

SUNDAY, 2ND MAY, 1999

Variety Day at the Swan Brewery, Baile Rd, Canning Vale
Please make yourself & your car available on this day to support
this great cause & fellow club member The Swan Brewery
Time: 10:00am - 4:00pm. Cars to be in place by 9:00am
but you do not have to stay all day.
Food stalls, Door prizes, Entertainment & more.

SUNDAY, 23RD MAY, 1999

David & Pat Bussard organising.
Meet: Garden City, Marmion Street side of the carpark
Time: 9:00am for 9:30 start
Morning tea will be at 10:30 at the residence of
Bob & Beth Ridley, Cnr Orton & Johnson Rds, Casuarina,
where you can view their vehicles & parrots.
Warnbro Sound for lunch.

SUNDAY, 27TH JUNE, 1999

John & Helen Moorehead organising.
Meet: Causeway Carpark at 9:30 for morning tea
with a departure time of around 10:30.
Please make sure you bring a few dollars with you.

SUNDAY, 25TH JULY, 1999

AGM & Vehicle Examinations
Place: VCC Clubrooms, Hale Rd, Forrestfield
Time: 10:00am - 3:00pm

SUNDAY, 22ND AUGUST, 1999

Organised by Peter & Lorraine Sartori

SEPTEMBER, 1999

Organised by John & Pat Laurie

THURSDAY 20TH - MONDAY 24TH APRIL, 2000

16TH NATIONAL MEET - WODONGA, VIC
Registration form and accommodation available from
Steve Read, [REDACTED] Thornlie. Ph [REDACTED]



RAY ABBOTT ENGINE RECONDITIONING

** Specialising in Veteran and Vintage engines*

** Cylinder Head Service * Reboring and Sleeving * Crankshaft Grinding
Recommended by MARC member*

Established 1973

18 RIO STREET, BAYSWATER

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34 years Experience

MINUTES OF MODEL A RESTORERS CLUB OF WA (INC)
GENERAL MEETING 18 April 1999
Lake Monger

Meeting opened by David Bussard at 12.15 pm.

Attendance & apologies: as per attendance register.

Welcome visitors: Mabel Gilberthorpe, Vic Richardson.

Welcome to members: Bob and Jeanette Hembrough at their first meeting. Good to see Jack and Mavis Berkshire, and Ross Chamberlain after their recent illnesses.

Previous minutes: As per newsletter report. Moved as correct by R. Mahony. Seconded M. Annear.

Business arising: nil

Financial Report:	Opening balance	12 816.80 on 21/3/99
	Receipts	422.44
	Payments	223.06
	Closing balance	12 979.51 on 18/4/99

J. Laurie moved that the financial report be accepted. Seconded J. Forbes.

Correspondence in: T & C Bank about reinvesting term investment; application for membership forms from Byron and June Mills of Nyabing with an unrestored 1928 Phaeton, and John Brown of Como with a 1930 Roadster which is in NZ.

An anonymous letter to the editor regarding the story of the club display at Whiteman Park was received and read by S. Read. The meeting decided to treat it with the contempt it deserved. R. Mahony moved that the club treat the letter with disgust and move a vote of support to Louise Read. Seconded J. Laurie. Carried unanimously.

Correspondence out: Letters of thanks to Craig McGill of Repco Auto parts, Canning Vale Branch, for the toolkit which was raffled at Whiteman Park; Keith Upton of Swan Brewery for the marquee, Mike Radich of Watty WA for Chester the horse; Craig of WA Turf Club for race cards; Dummies WA for mannequins.

Letter of thanks to Germaine Jeffree for a job well done on Members Directory; DOT form to Peter Gilberthorpe, letters of welcome to Byron and June Mills and John Brown; application for Liability Insurance to Shannons.

P. Sartori moved that the Correspondence in be received and the Correspondence out be endorsed. H. Moorehead seconded the motion.

General business: Combined Car Club: P. Gilberthorpe will attend the CCC meeting tomorrow and will ask if a list of trophy winners is to be made available. He will also check on the trophy which we are to receive for winning the best club display.

Swan Brewery Variety Fund Raising Day: About 12 cars will be on display for this worthy cause. S. Read is meeting K. Upton tomorrow and will have details for those attending.

Wodonga Fundraising Committee: Bank balance about \$1300 following the recent Bring and Buy. Another meeting will be held soon and contributions for a future Bring and Buy can be left at Read's. Phone Steve for pick up.

Members Directory: Sent to country members. Available from Read's place and at meetings.

Public Liability Insurance: David unable to find out why notification was not sent to renew for 1998. He has sent an application for \$5 000 000 cover and is waiting on the paperwork.

Finances: Australia Post cheque for May newsletter. Shannon's account. Moved M. Annear and seconded B. Cowlin that these be processed

SUNDAY INNER SUBURBAN AMBLE - 18th April, 1999

The day was a glorious affair, with the last participants of the Bridges run plodding by as our Model 'A' enthusiasts gathered for the April run at the Causeway car park. Some twelve Model 'A's and about five moderns took part. Reg and Coral Blewett, and Hartley Edwards came for a chat before other engagements claimed them for the day.

Our illustrious Marshal, Max Annear, with a quick blast of his trusty whistle, gained the attention of those assembled and sent us on our way.

The run took us weaving and winding our way through the new development at East Perth where you can pick up an abode for a cool \$200 000 or thereabouts — as long as you aren't a keen gardener or want to house your collection of old cars on site.

From there we proceeded over the "Polley Pipe" outlet and through old Maylands to new Maylands where development is taking place on the old clay pits & waste lands. Heard a few comments from ex-residents of the area.

We then ambled our way through some of the old areas of Mt Lawley with its delightful character houses of yesteryear, past Edith Cowan University, Mt Lawley Campus through Menora and Coolbinia. (I knew you would all need something to grumble about, so I left out that street deliberately, of course!!).

Cutting back through Mt. Hawthorn and Wembley saw all and sundry arrive at Lake Monger lunch stop at the rear of the lake.

Although escaping from the tourists in this location, the swans still found us, much to our amusement as we watched Bill and Val Cowlin fight for their lunch. A kindly passing dog and his owner managed to disperse the swans very effectively.

As for others' acceptance of the run, John Laurie was heard to say, "It would be a good drive if you had an automatic transmission and power steering." Pat added, "It would have been even better if John had put his hearing aid in so he could hear the navigation instructions."

John Moorehead doesn't think he needs any more gear change practice for a long time.

The meeting was held in between bursts of "alarm" noise from the nearby Speech and Hearing Centre, after which most people stayed on for longer than normal, chatting and enjoying the day.

We hope everyone enjoyed our short run and look forward to the next one.

Toni and Ray Mahony

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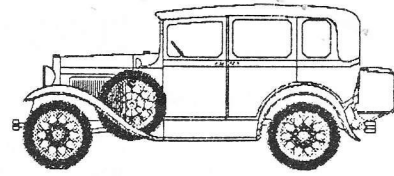
TWENTIETH ANNIVERSARY CELEBRATIONS

The year 2000 marks the twentieth anniversary of our favourite car club. To mark this auspicious occasion we would like to have a reunion of all past and present members, including their children/grandchildren/great-grandchildren, of the Model A Restorers Club.

Although the club wasn't founded until May 1980, it was thought that the weather in May may be unpredictable and therefore an open area where we could all get together may be spoiled by rain.

As we traditionally have a picnic meeting in January, when the weather is fine, this may be the perfect place and time of the year to encourage as many metropolitan and country people to attend. Manners Hill Park in Peppermint Grove has been our January meeting place for many years and everybody that has attended knows where it is. It is centrally located and a great area.

Invitations will be sent to all current and past members, who have at some stage been in the club. If you know of any past club members and their current address, please contact Pat on [REDACTED] or Louise on [REDACTED] to ensure they get their invitation.



*The more things change – the more they stay the same.
The following article is from the Road Patrol of August, 1949.*

For the veteran car owner: The Model 'A' Ford

The revered Model A (or Tudor) which first appeared here in February, 1930.

COOLING SYSTEM

The water pump is mounted on the same spindle as the fan. The driving belt also operates the electric generator. It is adjusted by loosening the generator supports and moving the generator. Do not tighten it more than necessary to prevent slip. If it sinks into the pulley grooves until it touches the bottom, a new belt is needed. Wash out the cooling system at least once yearly, using one of the radiator cleaning preparations sold for the purpose or as an alternative, a double handful of washing soda could be used. If soda is used it should not be left in the system for longer than about half an hour. When the hose connections soften and get pulpy they should be replaced.

CLUTCH AND GEARBOX

The clutch pedal should have one inch free movement before it commences to disengage the clutch. It can be adjusted by removing the clevis pin from the rod attached to the pedal and twisting the rod. Every 2,000 miles the clutch release bearing should be lubricated with a grease gun. It is exposed by removing the clutch hole cover.

The gearbox requires no attention except to clean and lubricate it. It is a good plan to drain it yearly and flush it out with flushing oil.

DRIVE SHAFT AND REAR AXLE

There is only one universal joint. It is behind the gearbox and should be lubricated with a grease gun every 500 miles. The rear axle will benefit from the same yearly cleaning out as mentioned for the gearbox. Do not overlook the grease lubricators for the rear wheels, one on each side.

Jack up the rear wheels and by rocking them make sure that their hubs have not loosened on the axle shafts. If one is found to be loose, the large nut on the axle end must be firmly tightened.

BRAKES

To adjust the foot brake proceed as follows:- Jack up the rear end of the car. At the rear of the brake shield on each rear wheel is a square projecting piece. Twist this with a spanner until the brake shoe just touches the drum as the wheel is revolved. Then back it off a little so that the shoe is clear. Do this to each rear wheel in turn and check for their being equal by wedging down the brake pedal with a piece of wood or a jack, and noting that a similar effort is needed to turn each rear wheel.

Jack up the front end and carry out a similar adjustment in the front brakes. In this case the adjusting fittings are at the top of the brake shields. The hand brake shoes are in the rear wheel brake drums. To adjust, remove the rod that connects the brake lever to the cross shaft centre lever. Replace the rod by inserting it through the hole in the centre cross member and joining it to the upper hole in the cross shaft centre lever.

STEERING AND FRONT AXLE

Adjustment for excessive steering wheel play is made by removing shims that are placed between the lower end of the steering column and the steering shaft lower bearing assembly. Remove enough shims to leave about one-inch free travel to the steering wheel.

The front wheels should toe-in $1/16^{\text{th}}$ of an inch at the front when the weight of the car is on them. It is adjusted by loosening the clamp bolts at each end of the track rod and twisting the rod a little before retightening them. The ball end joints are adjustable for wear and the track rod ends joints should be adjusted before measuring the toe-in. Toe-in should always be checked after adjusting the ball ends.

SPRINGS AND SHOCK ABSORBERS

Make sure the U-bolts at the spring centres are kept quite tight. The hydraulic shock absorbers should be topped up as needed. At the centre of each shock absorber is an adjustment for controlling shock absorber action. It is in the form of a square-ended valve. Screwing it in makes them harder in action and vice versa.

ENGINE ADJUSTMENT

The engine sump should be drained and refilled every 1,000 miles. The valve tappets are not adjustable. After valve grinding their ends are ground off square to provide a clearance of from .010 to .013 inch.

There is the usual adjustable screw stop at the carburettor throttle lever to regulate idling speed when the accelerator pedal is released, and a knurled screw near it to adjust the mixture at idling speeds. Screwing this in enriches the mixture, screwing it out weakens it.

There is also an adjustment on the dashboard for regulating the running mixture. Turning this clockwise weakens the mixture and vice versa. It should be kept in the weakest position possible without affecting engine power once the engine has warmed up. A richer position should be used when starting up. Remove and clean the filter plug occasionally.

The contact breaker points when open should separate by 18 to 20 thousandths of an inch. The correct gap for the sparking plug points is from 25 to 30 thousandths of an inch.

Finally make sure that the battery is secured so that it cannot shake about as this will shorten its life. See that its cable connections are clean and tight.

This article was headed "For the veteran car owner" – in 1949!! It went on to state: "Australia has often been dubbed 'the home of the ancient motor car' and, judging by our parking lots, W.A. is no exception." Bevan :-)}

Thanks to Jack Berkshire for the loan of this magazine

CLUB MEMBER PROFILES

You think you are a collector? Do you have every receipt issued to you by the *Model A Restorers Club of WA* since its inception in 1980, and those from all other clubs to which you belong as well? Kelvin casually admits to these collections among his sheds around his Mariginiup block. His son says he will bring in a bulldozer when the time comes!

Pat Bussard

Names: Kelvin and Kath Pepper

Date of Joining or First meeting attended: About 1980. First meeting called at Bill Bennie's. (*Kelvin drove down from Kalgoorlie to attend this meeting! Membership application dated 22/6/80.*)

How did you become involved in the *Model A Restorers Club of Western Australia (Inc)*? Being a Model A owner and interested in OLD cars Kelvin was a foundation member of the *Veteran Car Club of WA*. When interest was shown here in a one-make club, it was just natural for him to be in it.

Positions held in club: Kelvin has been a member from the beginning but has held no official positions. Management type positions etc. are not his thing.

National Meets attended: Wangaratta, Victoria, 1988 and Perth 1992 where Kelvin was a silly devil in the s' w.

Memorable club events: Kelvin and Kath have not been to many runs but a good one was the one to Ningham Station. Kath remembers with pleasure the run to Dennis Leach's farm at Boyanup, and when they drove Mike C oke's Model A on a run including Merredin, Nungarin and Mangowine homestead.

Funniest memory: In some people's eyes: Kelvin found a mint welled fender (*this means a fender or mudguard in excellent condition with a hole for attaching the left front spare tyre*) at or near Manjimup, only to have it blow out of the trailer and be run over by a car and caravan going the other way.

Family and personal history: Kelvin and Kath have been married more than five, seven year itch terms. Kelvin's mother's family originally came to Western Australia on the third ship to arrive in the Swan River Colony. He is descended from the Monger family which is represented in many place names, including Faversham House in York. His father did not own a car until after Kelvin purchased one in the mid fifties. Kelvin was apprenticed to and then worked for M. V. Gerrard for 16 years before moving to TAFE where he taught electrical trades for 25 years. Presently he is working in Balcatta at an electrical company, repairing power tools and the like. He says, "No one in the family is a car nut like me."

Kath's family came from Victoria. She worked at a music shop and on the telephone exchange before they married. She worked on the switchboard at Lynas Motors for four years, then used her skills and abilities in a variety of ways when the children were young, which included growing daffodils, gladioli and chrysanthemums for local florists for a time and completing a course in motor trimming at Carlisle Tech. She has worked on and off for Community Newspapers since 1982 in the distribution department, and is now doing a few days per week here. She looked after Kelvin's parents for many years.

The family spent 1980 and 1981 in Kalgoorlie where they enjoyed the chance to do things as a family. Kelvin did a fair bit of work on the truck while there.

In 1988 while on long service leave from TAFE, Kelvin, Kath and their two girls spent 17 weeks driving the newly restored Model A truck to attend the Bicentennial Rally in Canberra, and later the National Meet of the *Model A Ford Club of Victoria* at Wangaratta over Easter. They travelled 11 500 miles and spent time in Rockhampton, Yepoon, and other places. Kath thoroughly enjoyed the National Meet and says that the trip was great but too short.

Old things have been the focus of Kelvin's life. He was always a tinkerer and got a lot of fun out of old stuff. As an 8 or 10 year old he saw old cars at his neighbours', some Austin 7s at one place and a Model A at another. Perhaps his early years as an electrician whose job was to fix and repair old tools and other things also contributed to his interest. He remembers collecting magazines from as early as 1903 but mainly from the late twenties while serving his apprenticeship in West Perth. Before they married, Kelvin stored some of his collected bits and pieces on Kath's parents' block because there was more room than on his parents' block which was not far away.

Kelvin's first car was a 1929 Model A Phaeton purchased in late 1956 from a car yard in East Victoria Park. He paid a £20 deposit and £5 per week until it was paid off. He traded it in on a "modern" car in 1959 or 1960, because, as the story goes, Kath used to get soaking wet in it. He was sorry after and tried to repurchase it, but

it had just been sold. He has the engine number in case it ever turns up. He also kept the front bumper which is on his Model A Truck.

Kelvin had a 1929 Tudor Sedan which he sold to someone who made it into a hot rod. He has had many other Model As over the years, which he has pulled apart, mainly for the mechanical parts.

He has been picking up parts since about 1957, so there is a tremendous collection in his sheds, and he spends most evenings there. He has an almost complete 1928 Tudor Sedan which he bought in 1961, and admits to having enough bits and pieces to create two other Model A-s from his sheds. (*On his 1999 Information Update form, Kelvin has listed the restored truck and four other unrestored Model As - I'm not sure if this is contradictory!*)

Kelvin says that until about 1965 there were quite a few vintage vehicles being used in Perth for everyday uses. But quite suddenly they seemed to disappear from the roads. Perhaps as people became aware of their value as collector's items, they began to store them instead of using them

Family members: Kelvin and Kath have a son, Grant, and two daughters, Julie and Vicki. Grant is an electrician in Perth. Julie is a midwife at Geraldton Regional Hospital. Vicki works for Australia Post and now has her own flat.

What music do you listen to? Country and Western and folk, bush ballads etc., a little bit of rock and roll, music from the 50s and early 60s. Kath loves the variety of 6NR and they listen occasionally to 6WF. They enjoy John Williamson's Australiana themes.

The most memorable concert you have attended: *The Seekers* at Burswood where they sat in the middle of the first row at the front. It was lovely.

Other interests: Kelvin has no time for anything else - even work interferes. Kath has more than a full time job looking after Kelvin now, although she enjoys reading, particularly autobiographies and doing crosswords. Her sewing and other craft activities seem to be on hold at present.

Sport: Kelvin mainly listens to and sometimes watches football, cricket and English soccer.

About your car: AA 30 CWT (1 ½ ton) truck. **Colour:** grey and black

The Truck was purchased from a young man in Doubleview who suffered from epilepsy. His father supervised him working on it. It was advertised in *Tom's Weekly* in about 1966 for £150 (registered).

Kelvin was contemplating buying a larger block than the one at North Dianella. He wanted to put in a shed and collect all his parts in one place as they were at a few addresses at that time. The Truck was purchased, and in late '66 or early '67 he duly acquired the block at Mariginiup (Wanneroo) where they live today. The truck was fully registered when purchased and Kelvin used it for several years to shift gear between sheds, and to haul limestone for their new home. The Truck was kept licensed until 1972 just after they moved in. It then sat outside, partially covered, until 1977/78 when a start was made on restoration. It was all there but needed a complete going over which took about 10 years. Most of the work was done in the last two years, particularly in the last 6 weeks before licensing it in March 1988. Kelvin restored the tray first. The truck was very similar to one in the museum at Wyalkatchem so he made several trips there to measure the closed-in cab, as he wanted to replace the existing open C type cab. Then in the last six or eight weeks before leaving on the 1st March to attend the 1988 Bicentennial Rally, Mike Cooke helped a lot. Some nights they had virtually no sleep. Mike spent more time at Kelvin's place than at his own. Kath did the upholstery (*and she got ready for the trip in her spare time?*)

Other restorations: Kelvin helped Mike Cooke finish his 1928 Tudor for the 1978 National Meet held by *Model A Restorers Club (Aust)* in Canberra. 1928 Model A Tudor part done, but not touched since 1971.

1915 Willys Overland, partly restored, awaiting the body. A couple of stationary engines.

Current projects: Extending the shed. Working on a 3HP Wolseley Stationery Engine, Model T parts, antique electrical 32 volt generator set and parts etc., wheels for a 1911 Darracq car. Restoration of the 1929 Phaeton, picked up in 1965, which is completely unrestored, is a priority for when he retires.

Membership of other clubs: Kelvin was a foundation member of the *Veteran Car Club of WA* which he joined at the age of 20 years. He has belonged to *MAFCA* since about 1967. WOKR (Willys Overland Knight Register). Tracmac Machinery Club. (*Kelvin keeps all receipts and has a collection of all things from each of these clubs. This is history!*)

Suggestions for newer members: Stick with it. Persist with your endeavours. Join in the fun. Don't be frightened to ask for help.

Notebook

BIRTHDAYS for MAY: Birthstone: Emerald; Flower: Lily of the Valley

Greg Axford, Mavis Barendse, Dorothy Bennie, Barbara Blewett, Astrid Dalby, Jim Demiris, Hartley Edwards, Rosalie Eva, Elaine Gilberthorpe, Enid Harris, Alan Jeffree, Ron Pleysier, Louise Read, Marion Spitz, Rex Wilson & Pauline Wood. Happy birthday!

NEW MEMBERS: Welcome to:

John Brown [REDACTED] Como. Ph: [REDACTED] John has a fully restored '30 Roadster, which I believe is still in NZ. We may see John when the sailing season is over.

CHANGE OF ADDRESS: for Michael & Irene Bell, [REDACTED] Ferguson. 6236

RELATED CONGRATULATIONS: to Phil Morton on his recent marriage to Vivian.

MODEL A FORD FLOOR MATS: are available in original style pyramid pattern. Mats are suitable for '28 & '29 Phaetons, Roadsters & Coupes. Cost: Front mat \$115, Rear Phaeton \$100, Dicky seat \$60, Pedal mat \$20.

\$20 DISCOUNT from the total if a complete set purchased.

These mats will be made on an order only basis and full payment with order.

Chq/money order payable to: Model A Club of SA, 15 Richmond Ave, Colonel Light Gardens, SA 5041. Shipments will be made to Bendigo Swap unless you pay all freight costs and insurance. Order form available from your secretary.

FOR SALE:

Short block Model A Engine. New muffler. **David Bussard** [REDACTED]

'28 -'29 Radiator (complete). **Max Annear** Ph: [REDACTED]

Starter, generator, running boards, distributor, wheels & tyres, radiator in need of repairs. **Clarrie Jago** Ph: [REDACTED]

WANTED:

Front & back guards, running boards, seats. **Phil Morton** Ph: [REDACTED]

Bits for the inside boot. Boot lid for '30 Roadster. **Bill Cowlin** Ph: [REDACTED]

'30 Model headlight bar. **John Laurie** Ph: [REDACTED]

HERE'S A GOOD JOKEto keep the menfolk happy

Why is a Laundromat a really bad place to pick up a woman?

Because a woman who can't even afford a washing machine will never be able to support you.

AND AN EVEN BETTER ONE.....for the women

A woman inserted an 'ad' in the classified. "Husband wanted."

Next day she received a hundred letters. They all said the same thing:

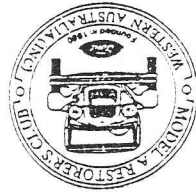
"You can have mine."

Thanks to Barbara Forbes

happy mothers day



If undelivered, please return to:
 Thornlie [redacted]
 Western Australia, 6108



Western Model A News



FORD BODY TYPES



1928-38

Body Type	Name	Year	Body Type	Name	Year
35-A	Phaeton (Std.)	1928-29	130-A	DeLuxe Delivery	1928-30
35-B	Phaeton (Std.)	1930-31	130-B	DeLuxe Delivery (Std.)	1930-31
B-35 (Std.)	Phaeton (Std.)	1932	150-A	Station Wagon	1928-29
B-35 (DL.)	Phaeton (DeLuxe)	1932	150-B	Station Wagon	1930-31
40-A	Roadster (Std.)	1928-29	B-150	Station Wagon	1932
40-B (Std.)	Roadster (Std.)	1930-31	155-A	Town Sedan (Murray)	1929
40-B (DL.)	Roadster DeLuxe	1930-31	155-C	Town Sedan (Murray)	1930-31
B-40 (Std.)	Roadster (Std.)	1932	160-A	Fordor Sedan (Std.)	1931
B-40 (DL.)	Roadster (DeLuxe)	1932	160-B	Town Sedan	1931
45-A	Coupe (Std.)	1928-29	B-160 (Std.)	Fordor Sedan (Std.)	1932
45-B (Std.)	Coupe (Std.)	1930-31	B-160 (DL.)	Fordor Sedan (DeLuxe)	1932
45-B (DL.)	Coupe (DeLuxe)	1930-31	165-A	Fordor Sedan (Std.) (Murray)	1929
B-45	Coupe (Std.)	1932	165-C	Fordor Sedan (Std.) (Murray)	1930-31
49-A	Coupe (Special)	1928-29	180-A	Phaeton (DeLuxe)	1930-31
50-A	Coupe (Sport)	1928-29	190-A	Victoria	1930-31
50-B	Coupe (Sport)	1930-31	B-190	Victoria	1932
B-50	Coupe (Sport)	1932	BB-210	"BB" Panel Delivery	1932-34
54-A	Coupe (Business)	1928-29	330-A	School and Passenger Bus	1931-32
55-A	Tudor Sedan	1928-29	BB-330	School and Passenger Bus	1932
55-B	Tudor Sedan	1930-31	400-A	Convertible Sedan	1931
B-55 (Std.)	Tudor Sedan (Std.)	1932	B-400	Convertible Sedan	1932
B-55 (DL.)	Tudor Sedan DeLuxe	1932	B-520	Coupe (DeLuxe)	1932
60-A	Fordor (leather back—scal brown top) (Briggs)	1928-29	40-700	Tudor Sedan (Std.)	1933-34
68-A	Cabriolet	1929	40-700	Tudor Sedan (DeLuxe)	1933-34
68-B	Cabriolet	1930-31	48-700	Tudor (Standard)	1935
68-C	Cabriolet	1931	48-700	Tudor (DeLuxe)	1935
B-68	Cabriolet	1932	48-700	Tudor (Touring)	1935
76-A	Cab (Open)	1928-30	68-700	Tudor (Standard)	1936
76-B	Cab (Open)	1930-31	68-700	Tudor (DeLuxe)	1936
B-76	Cab (Open)	1932	68-700	Tudor (Standard Touring)	1936
78-A	Pickup	1928-31	68-700	Tudor (DeLuxe Touring)	1936
78-B	Pickup	1931	74-78-700-A	Tudor (Standard)	1937
B-78	Pickup	1932	78-700-B	Tudor (DeLuxe)	1937
79-A	"A" Panel Delivery	1928-30	74-78-700-C	Tudor (Standard Touring)	1937
79-B	"A" Panel Delivery	1930-31	78-700-D	Tudor (DeLuxe Touring)	1937
B-79 (Std.)	"B" Panel Delivery (Std.)	1932	81A-700-B	Tudor (DeLuxe)	1938
B-79 (DL.)	"B" Panel Delivery (DeLuxe)	1932	81A-82A-700-C	Tudor (Standard)	1938
82-A	Cab (Closed)	1928-30	40-710	Roadster (Standard)	1933
82-B	Cab (Closed)	1930-31	40-710	Roadster (DeLuxe)	1933-34
B-82	Cab (Closed)	1932	48-710	Roadster	1935
BB-85 (Std.)	"AA" Panel Delivery (Std.)	1932-34	68-710	Roadster	1936
BB-85 (DL.)	"AA" Panel Delivery (DeLuxe)	1932-34	78-710	Roadster	1937